



OFFICE OF THE NATIONAL COMMANDER  
CIVIL AIR PATROL  
UNITED STATES AIR FORCE AUXILIARY  
MAXWELL AIR FORCE BASE, ALABAMA 36112-5937

29 September 2020

MEMORANDUM FOR ALL CAP REGION AND WING COMMANDERS

FROM: CAP/CC

SUBJECT: Operations Qualifications Extensions, Training and Flight Evaluations for Expired Pilots and New Pilots being Onboarded

1. COVID-19 continues to have an impact on our ability to train and re-qualify personnel. With the approval of CAP-USAF, CAP will implement the following:

a. All Operations Qualifications set to expire between now and the end of November will be extended through 31 December 2020 in the same manner as the previous extension. Even Wings in Phase 0 of the remobilization can conduct critical training and flight evaluations, and we need every Wing to work this aggressively in the first quarter of FY21. There will be no further extensions.

b. There are over 1,400 pilots that require flight evaluations over the next 3 months, many of whom need both CAPF 70-5 and 70-91 flight evaluations. The CAP-USAF/CC and I agree that we can't just keep extending our Pilot Qualifications, especially for MPs. In order to minimize risk, we want to bring personnel back with planned refresher training, similar to the developing onboarding process. To that end, CAP-USAF is now authorizing CAP to use appropriated funds to pay for refresher training and flight evaluations for certain expired or expiring pilots. CAP/DO is establishing annual missions to support this training and will be allocating funds for the first quarter to cover approximately 3 hours of refresher training for all pilots expiring between now and 31 December 2020. CAP/DO will also work to fund flight evaluations (CAPFs 70-5 and 70-91) for the same period. Wings will need to prioritize training and evaluations in order to continue to be able to meet mission requirements. We recommend the following priority be placed on accomplishing flight evaluations:

- 1) Active Instructor Pilots (IPs), Check Pilots (CPs), Check Pilot Examiners (CPEs), Mission Check Pilots (MCPs) and Mission Check Pilot Examiners (MCPEs)
- 2) Active Mission Pilots (MPs), Transport Mission Pilots (TMPs) and Cadet Orientation Pilots
- 3) Active VFR Pilots
- 4) Inactive pilots including new pilots being onboarded

Active pilots are those that have flown at least 12 hours for CAP in FY20, the average flight time of our VFR Pilots in FY20. We suggest priority be placed in this order to get the personnel qualified that need to serve as evaluators first and those that are still flying for us, but discretion will be left with Wing Commanders and their staff to address critical shortfalls so that they can continue to meet mission requirements. For example, some MPs or TMPs in remote areas may

need to receive refresher training or flight evaluations sooner in order to continue supporting missions in those areas that don't have a local CP, CPE, MCP or MCPE.

Wings are not expected to complete each priority group in order but to manage activities locally focusing on safely and efficiently getting as many of our pilots back in the air as soon as possible. We purposefully didn't specify completing certain categories by specific dates as that could have unintended consequences with the great variation in needs across the country. CAP/DO will track qualification numbers throughout the first quarter of FY21 to monitor progress and will brief CAP leadership on the results.

Please note that our commitment to aircrew professionalism is not intended to be degraded by these initiatives. To that end, I am also mandating that personnel must complete their aircrew professionalism commitment (found in the AXIS system) prior to being eligible for funded refresher training or flight evaluations. IPs and CPs will be expected to verify completion prior to flying with personnel for refresher training or flight evaluations, and aircrew personnel that have not completed this by the 31 December 2020 will automatically expire.

c. It is also critical for CAP to not only take care of our existing pilot force, but also to onboard and qualify new pilots. In the past, onboarding training and flight evaluations for new pilots has largely been funded by these new pilots themselves or their Wings if funds were available. I am pleased to announce that, beginning in FY21, CAP-USAF has authorized CAP to also provide for funded onboarding training and flight evaluations for new pilots.

2. In order to mitigate the risk of extending CAP qualifications for personnel with expiring CAPF 70-5 and 70-91s out to 31 December 2020, as well as focus attention on the impact that the pandemic has had on pilot currency, CAP/DO will make targeted changes to the preflight Risk Assessment Worksheet (RAW). CAP PIC Mission Recency and PIC Currency will be rescored and a new category for Special Interest Missions will be added to the Mission Complexity factor. The intent of these RAW scoring changes is to ensure that a single risk at the Elevated/Special Conditions level is elevated to a Senior Flight Release Officer (SFRO) at a minimum, while multiple risks at that level are elevated through SFROs to the Wing for release.

3. An ICL to CAPR 70-1, several associated CAP Standards, updated CAPFs 70-5 and 70-5G and updates to WMIRS are expected to be released on 1 October to codify much of the above in greater detail, but I wanted to make you aware of this first.

4. For comments or questions regarding the above or the pending ICL and CAP Standards, contact John Desmarais, CAP/DO, at (334) 953-9107, or email [jdesmarais@capnhq.gov](mailto:jdesmarais@capnhq.gov).



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cc:

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