

Q: Is there a way to run a report of check pilots in my unit/wing that have not completed the Pilot Flight Evaluation Improvement Program?

A: No. CAP/DO runs this report on a weekly basis and provides the information to Region/Wing CCs. In addition, CAP/DO is sending weekly emails to Check Pilots who have not completed the training.

Q: CAPS 73-5 says, "The CP should check eServices prior to the evaluation to ensure the pilot has all required documents validated (green highlighted)."- What does the "Green Highlighted" refer to??

A: Within OpsQuals, requirements that have been validated are shown in **green** type, while those that are awaiting validation are shown in **yellow**. If you place your cursor over a requirement, a pop-up showing who validated it and when will appear.

Medical		
Active Medical	Active Medical Expiration	
Class 2 Medical	31 Oct 2020	Remove
Class 3 Medical 40 and over	31 Oct 2021	Remove

Pending Medical
None.

Active Medical
Validated/Approved By: Ronald D Olienyk
Date Validated: 24 Oct 2019

Q: Is CAP requiring landings from both seating positions as part of minimum completion criteria?

A: No. CPs and IPs will fly their evaluations exclusively from the right seat.

Q: Are SMs required to have a CAP photo ID at the time of their evaluation??

A: They are required to have a CAP ID. In some cases, it may be the temporary ID printed out of eServices or may not have a photo on it. These are acceptable.

Q: Will there be an easy way to search for a CFI vs CFII in the system since only the CFII can give an Instrument endorsement??

A: We do not currently have a way to search across the scope of a unit to identify multiple individuals that hold a CFII. This information can be obtained for a single individual via the OpsQuals > Pilot > FAA Requirements page.

Q: CAPS 72-5 indicates that the CP should not provide instruction during the evaluation. Recent history shows increased mishap activity when this is attempted. Also, it degrades the integrity of the evaluation process. However, we do permit Flight Reviews... AC 61-98D may provide specific instruction... on any areas the instructor notes as being weak.

A: In those limited instances where the CP has agreed to perform a Flight Review in conjunction with a Form 5, instruction is permissible. However, this should be part of the Plan of Action and it should be addressed in the briefing.

Q: you mentioned something about instructions and basic med. what exactly where you trying to convey?

A: BasicMed pilots must act as the PIC of the flight whenever they are acting as a Safety Observer. This includes that portion of a Form 5 where the individual undergoing evaluation is performing instrument reference maneuvers using a view limiting device. Since this is a mandatory task, CPs operating under BasicMed must be willing to act as PIC for at least that portion of the flight or they will not be able to conduct Form 5s.

Q: Is the sample plan and expectations documents available in word so CPs can use the sample as a good starting point for development?

A: The sample documents are available on www.gocivilairpatrol.com at **Programs > Emergency Services > Aircraft Operations > Standardization and Evaluation** under the heading “Check Pilot Resources.”

<https://www.gocivilairpatrol.com/programs/emergency-services/aircraft-operations/standardization-and-evaluation>

Q: In air carrier operations (135, 121), check airmen have authority to pause the check and train to proficiency with the pilot. then restart the check. Is your intent for the QT for this not to occur?

A: The intent of the QT is document instances where an additional attempt was required to meet the standard or where additional knowledge needed to be conveyed during the debrief. With the exception of instruction conducted in conjunction with a Flight Review, flight instruction should not occur during a Form 5.

Q: What exactly will be required for mountain flying endorsement?

A: Training requirements for the Form 5 mountain flying endorsement are currently established by regions and wings in supplements to CAPR 70-1. Over the next several months, these will be transformed into supplements to CAPS 71-1.

Q: Do you take issue with a CP/Instructor working with a member to bring them up to standard and then in a separate event do the check or should any prep be done by a different person?

A: No. Although this may not be seen as the optimum approach, resources availability will occasionally make it the only practical approach. As a result, this restriction, which existed in CAPR 60-1, has been eliminated.

Q: Qualification requirements for Instrument Pilot previously indicated that a CFII was required to give an instrument endorsement. This appears to have been removed. Can any CAP CP give an instrument endorsement now?

A: The policy has not changed. The language previously contained in 4.2.1.1.2 regarding the qualifications of persons awarding the instrument endorsement was moved because it was off topic. It was relocated to the section addressing how CAP Pilot Flight Evaluations are conducted – 7.6.2.