 NATIONAL HEADQUARTERS CIVIL AIR PATROL

CAP REGULATION 60-3

 26 DECEMBER 2012

Operations

CAP EMERGENCY SERVICES TRAINING AND OPERATIONAL MISSIONS

SMALL UNMANNED AERIAL SYSTEM ADDITIONS

**CHAPTER 1 – GENERAL INFORMATION**

**Added:**

**1-15. Web Mission Information System (WMIRS).**

1. **(4)** sUAS sorties are defined in CAPR 70-1U. All sUAS flights within the sortie will be entered in a CAPF109U.

**Insert between 1-17 and existing 1-18:**

**1-18. Small Unmanned Aerial Systems (sUAS) Operations.** sUAS teams may be used in virtually all phases of a mission. sUAS operations are governed by local, state, and FAA regulations and laws, as well as by CAP regulations and policies.

1. sUAS mission may be initiated during times and conditions precluding traditional fixed wing operations. sUAS teams can be used to obtain specific and detailed orthomosaic or still imagery from altitudes not permissible for traditional fixed wing sorties. sUAS and their various sensors can be used to evaluate areas inaccessible to ground teams, search high probability areas, verify fixed wing signings, map areas, etc.
2. Depending on their application, the sUAS team may be supervised by either an Air Operations or a Ground Branch Director. Regardless of whom is supervising sUAS teams, that branch director is responsible for ensuring the safety of sUAS operations. Capabilities, performance, and limitations of sUAS teams must be carefully considered and reviewed to verify the suitability of the sUAS assets and teams to determine their suitability for mission assignments and taskings.
3. Composition of the sUAS team may vary depending on the assignment. Long duration flight operations (particularly those involving fixed wing sUAS) may require additional sUAS pilots or backup sUAS teams. sUAS teams will not be released with less than two personnel, one of which must be a qualified sUAS Mission Pilot (sUASMP). One member of the sUAS team, whom must be a sUASMP, will be placed in charge. All sUAS operations must meet the requirements for cadet protection and vehicle usage. sUAS resources will not self-dispatch; they must be properly released and noted appropriately on mission documents. The sortie must be properly documented on a CAPF 109. sUAS flights within said sortie must be properly documented on a CAPF 109U.
4. sUAS teams in the field must establish communications with the base of operations at regular intervals.
5. Only members qualified in accordance with CAPR 77-1, *Operation and Maintenance of Civil Air Patrol Vehicles*, may operate CAP vehicles. All personnel operating vehicles will have a valid state driver’s license and will operate all vehicles in accordance with applicable state and local laws.
6. The sUAS team leader is responsible for ensuring that compliance with all FAA regulations, waivers, and airspace approvals are in place prior to beginning sUAS flight operations. Likewise, the sUAS team leader is responsible for ensuring deconfliction with ground and traditional air assets.

**Insert 1-23. Assistance to Law Enforcement Officials.**

* 1. …. All CAP sUAS Flight activities will be in accordance with CAPR 70-1U.

**Insert 1-30. Prohibited Equipment.**

1. …. Use of night vision devices by the sUAS Pilot in Command is prohibited. Use of night vision devices by the designated sUAS Technician (sUAST) is permitted if covered by the appropriate FAA COA affecting night operations for that area.

**Replace 1-36. Standardization of Advanced Technology and Communications Assets.** All of CAP’s advanced technology equipment (sUAS, VIRB, etc.) and communications equipment must be standardized to be able to maximize its use on missions across the country. To maintain this standardization, the following must be adhered to:

**CHAPTER 2 – OPERATIONAL SPECIALTY RATINGS/PERFORMANCE STANDARDS**

**Insert 2-2. Documenting Specialty Qualifications.**

1. **(3)** sUAS Mission Check Pilots and sUAS Mission Check Pilot Examiners as outlined in CAPR 70-1U for the sUAS Mission Pilot and sUAS Technician specialty qualification.

**Insert 2-3. Specialty Rating Requirements and Performance Standards.**

**f.** Situation Unit Leader (SUL)

* Small Unmanned Aerial Systems Mission Pilot (sUASMP)
* Small Unmanned Aerial Systems Technician (sUAST)

… Transport Mission Pilot (TMP)

**Insert Table 2-1. Specialty Qualification Expiration Exceptions**

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| **Specialty Exceptions** | **Reason for Exception** |
| Small Unmanned Aerial System Mission Pilot | Specialty expires if the CAP sUAS Pilot status lapses, is suspended or is revoked, or the sUAS pilots CAPF 91U lapses. The expiration date on the CAPF 101 is set to two (2) years from the current CAPF 91U. |
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**Insert 2-4 Renewal of Specialty Qualification.**

1. **(2) (e)** CAPF 91U, *CAP sUAS Mission Pilot Checkout*, check rides will be considered equivalent to the evaluation for all sUAS Team positions for sUAS Mission Pilots. A separate evaluation for sUAS Technician is not required.