

Q: When can I determine who has taken Aircrew Professionalism?

A: When CAPR 70-1 becomes effective, the Aircrew Professionalism Course in AXIS will be linked to a course completion in the legacy Learning Management System. From that point forward, unit commanders will be able to pull a scope-specific report of those that have completed this requirement from the LMS. All aircrew will have until 30 Sep 20 to complete this requirement. After that date, effected qualifications will be suspended.

Q: Will DOV Specialty Track Training guide be updated to reflect these changes?

A: CAPP 212, *Standardization/Evaluation Officer Specialty Track Study Guide* was slated to become CAPS 72-1. That effort is on hold as a result of initiatives being worked by the Leadership Development Working Group (LDWG). CAP/DOV has already redefined the Stan/Eval job description which should be on the street shortly in the form of CAPP 30-1. The requirements of the new job description will be embodied in the content. We just don't know the format of the system that will hold the requirements.

Q: Shouldn't SD card management training be required for all G1000 pilots to mitigate the potential for overwriting of Garmin cards configured with SW/Maps/Configuration/Feature Enablement?

A: Pilots in general will not be inserting or removing secure digital (SD) cards to support flight data recording. To the contrary, CAPR 70-1 and CAPR 160-2 direct maintenance officers, or a person designated by them, to obtain and install the SD card. Once placed, the card can store enough data for 1000 flights, so it only needs to come out for database updates, to facilitate maintenance, or at the direction of CAP/SE to support safety purposes.

Q: Will our aircraft checklists be modified to include the SD logging check?

A: The normal procedures checklists that are part of the CAP Standardized Aircraft Checklist program are being modified to include the flight data logging check and additional changes needed to ensure that ADS-B Flight IDs are managed appropriately.

Q: When will the G1000 courses you need for the G1000 transition be loaded into the system?

A: The syllabus for the G1000 training courses is currently available in CAPS 71-1. The course content needed to support that syllabus is as previously used by CAP. That content is now located in OpsQual under Training but will be moved to AXIS by 31 March. CAP/DOV has received updated training content from Garmin and is currently working to adapt that content to our syllabus. It should be available in April. The required G1000 Refresher course will be available on 31 March.

Q: When does the G1000 36-month clock begin?

A: For those that are already have a G1000 endorsement, the 36-month refresher requirement will start counting down on 31 March. However, we expect to field refresher training course on 31 March and would encourage all G1000 pilots to take the course sometime in the next few months.

Q: Garmin may be changing G1000 software annually, but our aircraft are not changing. Do we need to refresh based on our version in use every 36 months?

A: CAP G1000 endorsements do not differentiate between system software versions. Although you may only have one software variant that you fly locally, CAP expects to be able to globally or regionally source ES missions. As a result, it is advantageous that members are familiar with G1000 aircraft and software in a broader sense. There are also areas of knowledge that we can all afford to refresh on occasion. More importantly, refresher training provides an opportunity for the organization to disseminate valuable hazard, mishap and maintenance trend information to its members and ensure that it was received.

Q: During the FRO processes, will any G1000 variant requirements be "seen" and will WMIRS stop the release if not complete?

A: WMIRS does not have tables containing information on aircraft system software versions and WMIRS releases are based on pilot qualifications - not course completions. All releasable CAP G1000 pilots have acknowledged a critical read item indicating the need for familiarization training on this system. Under the current flight release process, the FRO is required to ask if pilot is flying a G1000 NXi aircraft with Electronic Stability Protection (ESP) and, if so, has the pilot taken the required training. Pilots are responsible for ensuring they are familiar with the aircraft's equipment and answering the question accurately. FROs are responsible for asking the question and recording the answer. This system protects against several possible oversights, based on the presumption of professionalism.

Q: When will the new ORM and release forms be online in WMIRS?

A: CAPR 70-1 and CAPR 160-1 have changed the terminology used for risk management, as the process applies well outside of operations. (However, you will still see ORM used within WMIRS until there are related changes that need to be made.) Changes to what we now call CAPF 70-1, *Pre-flight Risk Assessment Worksheet* (or RAW) and CAPF 70-2, *Flight Release Checklist* will be available in WMIRS on 31 Mar 20.

Q: Will Wings/Regions be able to supplement any of the Standards documents?

A: Yes. Under the guidelines established for the CAP publications proof-of-concept, the supplement process for CAPR 70-1 can be used to request a supplement to a CAP Standard.

Q: CAPR 70-1 9.3.1. restricts the use of aircraft for orientation flights during the first 10 tachometer hours following an engine change, major overhauls or replacement/removal/reinstallation of cylinders or magnetos. However, CAP permits these aircraft to be used for cadet flight training except for solo flight. If the O-ride pilots is a CAP IP, can that O-ride be flown inside the 10-hour restriction?

A: No. The distinction between cadet O-rides and cadet flight training is primarily driven by an evaluation of the characteristics of the "consumer" and not of the capability of our O-ride or instructor pilots. We are decidedly risk averse when it comes to cadet orientation rides.

Q: The new 70-1 calls for the crew to provide TOLD calculations and runway lengths to the FRO to obtain a flight release:

9.11.2.5.1.4 Crews must verify Takeoff and Landing Distance (TOLD) based on aircraft data to determine that runways intended for use are long enough to support operations. TOLD calculations and runway length must be provided to the FRO to obtain a flight release.

1) What drove this addition? 2) This is not on the new FRO checklist, will it be included somewhere in the process, so it doesn't get missed? 3) Will the FRO's get trained on what they are looking at regarding those distances so that can question if something doesn't seem right?

A: The previous version of CAPR 70-1 attempted to address FRO or SFRO approval of runway length versus calculated TOLD in the section on Airports and Landing Sites. The language was revised by ICL and is still a source of significant confusion. This version of CAPR 70-1 decomposes that discussion into two elements: 9.11.2.5.1.4. establishes a requirement to calculate TOLD, compare it to runway length and provide that comparison *as part of the release process*, while 9.11.3.4.7. discusses the who must approve a release based on the provided information. The requirement to “provide” the data is met by completing the pre-flight Risk Assessment Worksheet (RAW) electronically or in paper-based format. (See powered and glider factors below). Calculation of the overall risk score ensures the second criteria is met and the release is handled by the appropriate authority. There was no intent for the PIC to provide the actual calculations or numerical comparisons to the FRO/FRO. We will clarify this by adjusting 9.11.2.5.1.4. prior to the effective date.

Takeoff or Landing Distance (TOLD)	<input checked="" type="radio"/> Good Departure runway length > TO GROL + Lnd GROL (0 pts)		<input type="radio"/> Caution Departure runway length < TO GROL + Lnd GROL (15 pts) SFRO approval required
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Tow/Launch Risk (Highest cumulative rating from launch RAW)	<input checked="" type="radio"/> Low (0 pts)	<input type="radio"/> Moderate (1 pt)	<input type="radio"/> High (2 pts)	<input type="radio"/> Extreme (30 pts)
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