

**FY21 OPLAN**

**Civil Air Patrol**

**Glass Cockpit Training, Aircraft Pickups &  
Regional Moves**



**1 OCTOBER 2020**

**1. Purpose.** This plan establishes the mission procedures and coordination responsibilities for Textron Aviation Factory training (when necessary), factory aircraft pickups, and transfers of aircraft between Regions by aircrew personnel from across the country in the Civil Air Patrol (CAP) as the United States Air Force Auxiliary. This training is being provided to CAP members in support of the FY20 Annual Training Plan.

**2. Mission Objective and Profile.** CAP is the largest single owner of Textron Aviation (Cessna) Aircraft in the country and procures on average 17 to 20 new aircraft each year. Normally wings just need to send crews to pick up aircraft, but occasionally additional training is requested on site from factory representatives, normally when a glass cockpit aircraft or a high-performance aircraft is being assigned to a location that has not typically had one. This training is provided to instructors to prepare them before they go home. There will be one training mission for all factory training and aircraft pick-ups for the year.

There are also times where it is necessary to move aircraft between regions to balance fleet needs, often because of new aircraft being delivered and other aircraft being moved to allow for mission needs. This training missions also supports those needs.

Use of this mission must be approved by CAP/DO.

**3. Funding.** At the present time, funding for this training missions is available from the CAP Operational and Maintenance funds. All reimbursement procedures for mission activities are handled IAW applicable CAP regulations and directives.

**a. RON.** Overnight stays must be approved in advance by the CAP/DO through the National Operations Center (NOC) for all missions. In unique cases (example: weather-related issues en route home) where overnight stays have not been approved in advance, must contact the National Operations Center (NOC) Duty Officer to coordinate approval with the CAP/DO.

**b. Per Diem.** Per diem must be approved in advance by the CAP/DO through the National Operations Center (NOC) for all missions and will be will be paid IAW CAPR 173-3 for reimbursement out of the CAP appropriation.

**c. Fuel and Oil.** Fuel and Oil will only be paid for aircraft and vehicles approved in advance by the CAP/DO for this mission.

**d. Communications and other Miscellaneous Expenses.** Communications and other miscellaneous expenses are not expected for this training, and must be approved in advance by CAP/DO.

**4. Mission requests.** The sole purpose of this mission is for glass cockpit training, returning aircraft to their home wings, and moving aircraft between Regions. If aircraft are needed for other missions en route home, those requests will be handled separately from this mission request. This allows for clear accountability of use of resources and funding.

**5. Scheduling.** CAP/DO or his designee will serve as the IC for this mission, with supporting FROs from the wings sending personnel to training or to pickup/move aircraft.

**6. Aircrew Management and Safety.** PICs will fly from the left seat unless the PIC is an Instructor Pilot providing training. PICs are the final authority for aircraft operation.

- a. The minimum crew complement is one CAP pilot, though we anticipate most crews will have two pilots or one pilot and one observer returning home with aircraft.
- b. The need for safe operations supersedes any training objectives. All CAP air crew members must comply with all National safety policies. Any mishaps will be handled IAW CAPR 160-2.
- c. Known hazards in the training areas will be briefed prior to sorties being released, and should be highlighted in regular safety briefings conducted in each school daily.

**7. Legal Restrictions.** There should be no legal restrictions to crews completing training or flying the aircraft home or to their destinations. If the crew is receiving an aircraft equipped with a sensor, crews will be required to pre-coordinate their route of flight and designate areas where it will use the sensor en route home for training purposes. Aerial reconnaissance training of ground targets from public airspace is part of this mission purpose, but will only be trained in designated and approved training areas. Aerial reconnaissance outside of designated training areas is not authorized.

**8. Non-CAP Passenger Requests.** IAW AFI 10-2701, non-CAP passengers will only be approved when their presence is “essential to the mission.” There must be clear justification for non-CAP personnel being on board, and none are expected at this time. If Textron Aviation (Cessna) instructors or maintainers are required to be on board, that will be coordinated for each case individually.

**9. Communications.** Communications will be in accordance with FAA Regulations (FAR) and CAPRs. Crews will be expected to check-in with their FROs at each stop en route home, and will email or call the FRO before departing from Kansas, at each daily stop (if the trip takes longer than one day) and once they reach their home base. Similarly, crews moving aircraft between regions will check-in with their FROs at each stop until they reach their final destination. FROs will notify the IC (CAP/DO) immediately via the NOC if an aircrew is overdue from their planned check-in.

**10. Command and Control.** IAW AFI 10-2701, all Air Force assigned missions will be flown under military command and control, generally at the operational level. As a training mission, all of these operations will remain fully under the purview of CAP-USAF.

**11. Aircrew Pre-flight requirements.** CAP uniforms must be worn in accordance with CAPR 39-1. The crew duty day will be IAW CAPR 70-1. Prior to each flight the PIC is required to complete a weight/balance computation and an operational risk management Risk Assessment Worksheet (RAW). ORM RAWs will be completed online so that the IC and FROs have clear visibility prior to release.

**12. Personal Equipment.** Each CAP pilot must carry current credentials as required by CAPRs and FARs, including as current CAP membership card, pilot license, medical certificate, CAPF 101 card and appropriate current navigation charts. Aircraft are not equipped with survival kits from the factory; crews are encouraged to bring survival equipment with them (in checked baggage as necessary) for the expected environments they will encounter en route home.

All Corporate vehicle drivers must have a valid state driver’s license and CAP driving privileges for the vehicle to be driven on the CAP 101 card.

**13. International Borders.** No aircraft are expected to be moved through international airspace to support this training, pickups or moves in FY21. Should it be necessary, this will be approved through the NOC by the CAP/DO and CAP-USAF as appropriate.

**14. Altitude and Weather Minimums.** Except for takeoff and landing, aircraft will never descend lower than 1,000 feet AGL or Minimum Safe Altitude (MSA), whichever is higher. Flights are never authorized to descend below MSA as defined by FAR 91-119.

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