



# Civil Air Patrol



## Lunch & Learn Webinar: CAPR 70-1 Overview

ONE CIVIL AIR PATROL, EXCELLING IN SERVICE TO OUR NATION AND OUR MEMBERS!



# Presenter



**John "Moose" Desmarais**  
**Director of Operations**  
**National Headquarters**

**ONE CIVIL AIR PATROL, EXCELLING IN SERVICE TO OUR NATION AND OUR MEMBERS!**



# Rules of Engagement

- **Members in the field will be in listen only mode. We have several hundred members signed up, so having everyone with an open microphone is not supportable.**
- **We will try to answer questions throughout the webinar though. Just type your questions, and we will either answer you directly via text or provide a voice answer to your question.**
- **The webinar itself, questions, and chat log are being recorded, so please remain respectful.**
- **Time is limited...focus on the topic 😊**

**ONE CIVIL AIR PATROL, EXCELLING IN SERVICE TO OUR NATION AND OUR MEMBERS!**



# Overview

- **The writers did their best to:**
  - **Format the regulation logically**
  - **Take full advantage of technology to help mobile users with hyperlinks and bookmarks throughout the document**
  - **Avoid restating existing FAA requirements unless emphasis was desired by leadership**
  - **Consider limitations and opportunities while also recognizing and addressing critical areas of risk to CAP flight operations**



# Regulation Comparison

## CAPR 60-1

1. General Information
2. Rules of Operation
3. Pilot Qualifications and Requirements

## CAPR 70-1

- |   |   |
|---|---|
| 1. Overview   | 7. CAP Pilot Flight Evaluation              |
| 2. Applicability  | 8. Suspension of Flying Privileges          |
| 3. Ols, Pamphlets, Supplements & Waivers                    | 9. General Operating & Flight Rules         |
| 4. Qualification: Pilots                                    | Att. 1. Compliance Elements                 |
| 5. Qualification: Aircraft Types                            | Att. 2. Glossary                            |
| 6. CAP Pilot Training, Proficiency, and Orientation Flights | Att. 3. Instructions for Flight Evaluations |



# Sections 1 through 3

- This regulation focuses on the overall flying operations, not mission specific flying issues
- 70-1 and 14 CFR applies to CAP members flying
  - Not CAP-USAF
  - Not maintenance personnel
- All Operating Instructions, Pamphlets, Supplements and Waivers must be coordinated through the chain of command and CAP-USAF for final approval by CAP/DO
  - Why? Can't risk AFAM status from misinterpretation
  - Wing Level and Higher Only

ONE CIVIL AIR PATROL, EXCELLING IN SERVICE TO OUR NATION AND OUR MEMBERS!



## Section 4

- **Pilot qualifications have really not changed**
- **Considers external experience where possible and not require extra flight evaluations**
  - Adding an instrument rating
  - Instrument competency checks
- **Mission Pilot qualifications referred to CAPR 60-3 ... Expect an ICL to it before December 4<sup>th</sup>.**
- **Introduces the new Flight Release Officer Qualifications**
  - **FROs must have flying experience (pilot or aircrew)**
  - **SFROs must also be Senior Pilots & hold an instrument airplane rating (need not be current)**





## Section 5

- **CAP specific aircraft qualifications requirements for pilots beyond those found in 14 CFR**
  - **High Performance Aircraft - Now allows for cadets to continue on if they trained in high performance aircraft**
  - **Complex Aircraft**
  - **Gliders**
  - **Balloons**





## **Section 6**

- **Focuses on Training, Proficiency and Orientation**
- **Who can train has not changed**
- **No additional written authorization is required now for cadets to receive flight instruction**
- **Orientation flights must be flown in CAP corporate aircraft**
- **Maintains Aircraft Ground Handling Training**
- **Extended overwater operations still requires overwater survival training**



## Section 7

- **Focuses Flight Evaluations**
- **CAPF 5s must be at least one hour and three takeoffs and landings (unless abbreviated)**
- **Endorsements apply to all qualifying models**
- **Renewals give greater flexibility**
  - **High performance: CAPF 5 in any high performance**
  - **Complex: CAPF 5 in any complex or equivalent competency checks**
  - **G1000s: CAPF 5 in a G1000**
- **Addresses differences in balloons in fleet**



## Section 7 Continued

- Allows for CAPF 5s to count for an FAA flight review or instrument proficiency check
- Expands who can conduct flight evaluations to clearly allow CAP-USAF evaluator pilots
- Maintains requirement for approval for more than two CAPF 5s to be completed with the same check pilot
- Clears re-evaluation discretion issues
  - Failed annuals or abbreviated in a make/model currently qualified in requires re-evaluation
  - Failed initial gives check pilot some discretion
- Re-evaluations require Wing DOV or designee to approve a training plan for the member to correct deficiencies

**ONE CIVIL AIR PATROL, EXCELLING IN SERVICE TO OUR NATION AND OUR MEMBERS!**



## Section 8

- **Addresses Suspension of Flying Privileges, Appeals, Reinstatement and Damages**
- **Any Command or IC on missions may suspend for cause**
- **Initial notification may be verbal, but must be followed up in writing within 7 days**
- **Mishap related suspensions**
  - **Must for all, but can be very temporary and verbal if not an accident – consider the health and welfare of the crew either way, and crewmember is causal**
  - **Accidents require formal reinstatement**



## Section 8 Continued

- Appeals process and makeup of flight review panels is consistent now
- Makes it clear that commanders can set conditions for reinstatement
- Prior to reinstating members involved in an accident, must coordinate with CAP/DO who will obtain CAP/CC concurrence



## Section 9

- This is the meat of the rules and regulation
- Most rules have not changed significantly, but everyone should read them closely
- Follows logical order planning to closeout
- There are some new things though too
  - Hold Harmless Agreements and CAPF 71s are now required for Corporate missions too
  - Simulated emergency procedures are no longer allowed on orientation flights
  - Opens door for military parachuting support
  - Smoking and tobacco products prohibited

**ONE CIVIL AIR PATROL, EXCELLING IN SERVICE TO OUR NATION AND OUR MEMBERS!**



## Section 9

- Better defines flight duty period and crew rest
- Introduces clear lanes of approval on critical items by FROs, SFROs or higher
- Requires electronic ORM in addition to eRelease with limited exceptions for the limited down times
- ICs and mission staff no longer have blanket authority; must be SFRO qualified to accept/approve higher risk
- Introduces taxi speed and clearance requirements
  - Within 10 feet of an obstacle, go at a slow walk
  - Within 3 feet, get out and push
- All engines will be shut down before passengers or crew board or deplane

**ONE CIVIL AIR PATROL, EXCELLING IN SERVICE TO OUR NATION AND OUR MEMBERS!**





## Section 9

- **Implements more delineated weather requirements for IFR flight activity**
- **When established on any segment of the approach, should weather decrease below the minimums authorized by the flight release, the pilot in command is expected to abort the landing and continue on to the planned alternate airport or establish a holding pattern and wait until conditions again meet the above requirements. If conditions at available alternates and the primary airport do not improve or otherwise meet these requirements, pilots may exercise discretion and approach to published minimums.**



## Section 9

- **Maintains wind and turbulence requirements**
- **Requires stalls, slow flight, and unusual attitude recovery to be performed above 1,500 AGL**
- **Implements Simulated Forced Landing altitude and runway requirements**
- **Incorporates non-CAP passenger requirements into the regulation directly rather than through CAP-USAF memo**
- **Makes it clear that passengers will not occupy the PIC seat with limited exceptions (student pilots, CAP-USAF...)**



# Attachment 1

- These are the wing compliance inspection requirements – read and prepare for them now
- Don't wait for your inspection
- It's an open book test that is much easier to pass and score well on if complying all the time rather than preparing every 4 years



## Attachment 2

- This is the glossary and references
- Though these should be commonly accepted terms and links in many cases, we've tried to make this an easy reference, especially for new members



# Attachment 3

- These are the instructions for flight evaluations
- Though still available with the CAPF 5 itself, this incorporates the direction and requirements to check pilots and evaluators into the regulation



# QUESTIONS?

[dov@capnhq.gov](mailto:dov@capnhq.gov)

ONE CIVIL AIR PATROL, EXCELLING IN SERVICE TO OUR NATION AND OUR MEMBERS!



# Future Lunch & Learn Webinars

- **Changes to the ORM Process**
  - **9 November 2017**
  - **11:00 to 11:30 Central**
  - **<https://attendee.gotowebinar.com/register/25359517785397763>**
- **Changes to the Flight Release Process**
  - **16 November 2017**
  - **11:00 to 11:30 Central**
  - **<https://attendee.gotowebinar.com/register/5076746833230198275>**

ONE CIVIL AIR PATROL, EXCELLING IN SERVICE TO OUR NATION AND OUR MEMBERS!