



NEW MEXICO WING SUPPLEMENT 1

CAP REGULATION 70-1

13 MAY 2018

APPROVED/J. DESMARAIS/CAP/DO

Operations

CIVIL AIR PATROL FLIGHT MANAGEMENT

CAP Regulation 70-1, dated 4 December 2017, is supplemented as follows:

4.1.2.1.4. Added. No person may act as Mission Pilot of a New Mexico Wing powered aircraft in a low-level operational search mission flying over terrain higher than 9000' MSL unless they hold the Mountain Flying Certification (MFC) ES qualification.

4.1.2.1.5. Added. New Mexico Wing Mountain Flight Endorsement. In order to obtain or renew a Mountain Flying Endorsement on a CAPF 5, the candidate must present the following material to the check pilot:

4.1.2.1.5.1. Added. A completion certificate from one of the following, dated within the preceding 24 calendar months:

4.1.2.1.5.1.1. Added. AOPA Air Safety Institute Mountain Flying Course.

4.1.2.1.5.1.2. Added. New Mexico Pilots Association Mountain Flying—High Elevation Airport Operations Ground School.

4.1.2.1.5.1.3. Added. CAP Mountain Flying Ground School.

4.1.2.1.5.1.4. Added. CAP Mountain Fury Ground School.

4.1.2.1.5.2. Added. Either of the following, dated within the preceding 24 calendar months:

4.1.2.1.5.2.1. Added. CAPF 5 with a Mountain Flying Endorsement (for renewal).

4.1.2.1.5.2.2. Added. CAPF 91 showing that all of the tasks in Section V have been accomplished (demonstrated or verbally discussed/briefed).

4.1.2.1.6. Added. Mountain Flying Certification (MFC) ES qualification. In order to obtain or renew a Mountain Flying Certification (MFC), the candidate must hold a CAPF 5 Mountain Flying Endorsement and complete the MFC SQTR. Two of the SQTR tasks require more precise definition:

4.1.2.1.6.1. Added. Complete CAP Mountain Flying Clinic Classroom Instruction by submitting a completion certificate via eServices from one of the following:

4.1.2.1.6.1.1. Added. AOPA Air Safety Institute Mountain Flying Course.

4.1.2.1.6.1.2. Added. New Mexico Pilots Association Mountain Flying—High Elevation Airport Operations Ground School.

4.1.2.1.6.1.3. Added. CAP Mountain Flying Ground School.

4.1.2.1.6.1.4. Added. CAP Mountain Fury Ground School.

4.1.2.1.6.2. Added. Complete CAP Mountain Flying Clinic Airborne Instruction by submitting a CAPF 91 via eServices showing that all of the tasks in Section V have been accomplished (demonstrated or verbally discussed/briefed).

4.5.4.1.8. Added. For initial CAP qualification only, at least the first 3 tows for the trainee must be accomplished with a tow qualified CAP Instructor who is a certified flight instructor.

5.1.1.3. Added. To renew turbocharged airplane qualification, the check ride model flown must be a turbocharged airplane.

7.1.4.3.1. Added. For recurring/annual check rides on Cessna models equipped with the G1000, an additional G1000 questionnaire, located on the NMWG website, will also be completed. For initial/recurring check rides in the NMWG C-T206H aircraft, an additional Turbocharged aircraft questionnaire, located at the same web location, will also be completed.

7.1.4.3.2. Added. Turbo Charged Aircraft (TCA) requirements. To operate any TCA assigned to NMWG, CAP Pilots will be required to receive a TCA operational check out in Turbo aircraft.

7.1.4.3.2.1. Added. CAP TCA operational check out shall require a minimum of three hours of training flight time in TCA for any CAP pilots with no prior TCA PIC flight time or experience prior to recommendation via logbook endorsement for an initial CAPF 5 flight check.

7.1.4.3.2.2. Added. CAP pilots with prior TCA PIC flight time or experience in any TCA may count that experience toward meeting this requirement, but a minimum of one hour TCA training flight time in NM CAP TCA will be required prior to recommendation for the operational check out as outlined in the NMWG TCA Guidelines Operating Instruction, located on the NMWG website and National website. Pilots wishing to use this option will need to discuss their experience with NM Wing/DOV prior to commencing training.

7.1.9. Added. Any NMWG check pilot, at the direction of Wing/DOV who has cause to request a flight check, may conduct no notice flight checks of any NM CAP pilot during an organized NMWG activity.

7.3.2. Validation of F5 and pilot documentation and Approvals for CAP Pilot Qualifications in WMIRS can only be done by the Stan/Eval Officer or designee.

9.10.1.5. Added. WMIRS Entries. To ensure that the pilots of the New Mexico Wing are viewed in a professional manner when flying missions, we need to do everything professionally, including the paperwork. We also need to reduce unnecessary paperwork, and be clear on what is required. To this end, the requirements for WMIRS entries for the New Mexico Wing are specified below for the following types of Sorties by powered aircraft. Briefing information must be entered prior to the release of the sortie, and debriefing information must be completed within 72 hours of completion of the sortie.

9.10.1.5.1. Added. SAREXs and REDCAPs. Except for those items entered by the ICS Planning Section, the PIC is responsible for and will complete the Briefing and Debriefing information in WMIRS completely (all boxes to be filled), upload a Weight & Balance, and complete the ORM.

9.10.1.5.2. Added. A12 Proficiency sorties and F91 Check Rides. The PIC is responsible for and will complete the Briefing and Debriefing information in WMIRS completely (all boxes to be filled), upload a Weight & Balance, and complete the ORM.

9.10.1.5.3. Added. CAP Customer sorties. The PIC is responsible for and will complete the Briefing and Debriefing information in WMIRS as specified by the customer.

9.10.1.5.4. Added. All other Sorties. The PIC is responsible for and will complete the Briefing and Debriefing information in WMIRS with at least the minimum Briefing information required by the FRO for a Flight Release.

9.10.1.5.4.1. Added. This Briefing information will include:

9.10.1.5.4.1.1. Added. Mission Number, Symbol and Date.

9.10.1.5.4.1.2. Added. Sortie Number.

9.10.1.5.4.1.3. Added. Pilot and Passenger(s) names and CAP ID.

9.10.1.5.4.1.4. Added. Aircraft Tail Number, Type, Call Sign and Color/Description.

9.10.1.5.4.1.5. Added. Fuel in Hours.

9.10.1.5.4.1.6. Added. FRO.

9.10.1.5.4.1.7. Added. Departure and Destination airports.

9.10.1.5.4.1.8. Added. ETD and ETA.

9.10.1.5.4.1.9. Added. Route of Flight (if Cross Country) or Area of Operations.

9.10.1.5.4.2. Added. Minimum Debriefing Information to be entered after the sortie will include:

9.10.1.5.4.2.1. Added. ATD and ATA, Tach and Hobbs Start and End.

9.10.1.5.4.2.2. Added. Fuel used, Oil Used, Fuel and Oil Cost, Receipt Number.

MIKE LEE, Colonel, CAP
Commander

**Attachment 1
COMPLIANCE ELEMENTS**

Checklist and Tab	#	Compliance Question	How to Verify Compliance	Discrepancy Write-up	How to Clear Discrepancy
----------------------	---	---------------------	--------------------------	----------------------	-----------------------------

There are no additional compliance elements for this supplement.