



NATIONAL CAPITAL WING SUPPLEMENT 1

CAP REGULATION 70-1

25 JANUARY 2022

APPROVED/J. DESMARAIS/CAP/DO

Operations

CIVIL AIR PATROL FLIGHT MANAGEMENT

CAP Regulation 70-1, dated 31 March 2020, is supplemented as follows:

2.1 Added. This supplement prescribes the responsibilities of all National Capital (NATCAP) Wing personnel as applicable to the control and management of Civil Air Patrol flying programs, aircraft, and aircrews. Federal Aviation Administration (FAA) requirements are minimum standards; however, in some instances, CAP has established higher standards than FAA minimums. The objective of this supplement is to encourage safety, promote effective and efficient management, establish standardization, and provide effective supervision for CAP flying activities.

7.5.1.3.5. Added. Prior to operating NATCAP Wing aircraft within the Special Flight Rules Area (SFRA)/Flight Restricted Zone (FRZ), members will receive local orientation training to include SFRA/FRZ requirements and Davison Army Airfield (DAA) operating procedures. Prior to operating NATCAP Wing aircraft at night, into or out of Davison Army Airfield, pilots will receive a night orientation flight with a NATCAP Instructor Pilot. A copy of FAA mandated DC SFRA training certification must be maintained in the electronic data base. Pilots must be on the FRZ waiver list.

7.6.10. Added. Pilots transferring into NATCAP Wing will have their latest Form 5 reviewed by the instructor pilot/check pilot prior to operating NATCAP Wing aircraft. It will be noted on the CAPF 104 of their orientation flight.

9.11.2.3.3. Added. FAA flight plans for flights operating to, from, or within the Washington D.C. SFRA/FRZ will conform to the operational requirements of the particular airspace segment within which the flight is conducted. An informational DD1801 reflecting the intended route of flight will be submitted to DAA base operations. Pilots will request DAA base operations NOT file the flight plan with flight service. The NATCAP Wing FRZ waiver requires the PIC to perform this function. The National Capital Region Coordination Center (NCRCC) must also be notified for flights within the FRZ. Additionally, all flight operations originating or terminating at DAA will comply with the DAA Operations Manual procedures and requirements. This manual is available for review at DAA Base Operations.

9.11.2.3.4. Added. All flight operations within the Washington DC FRZ will conform to the operating requirements of any waiver for flight operations, practice IFR approaches, and transponder code requirements with which the flight is operating. ATC may upon request approve maneuvering when transiting the SFRA. Prior to operating within the FRZ for the first time, pilots will be briefed on FRZ operations and waiver requirements by the instructor pilot and sign a FRZ Certificate of Acknowledgement.

9.11.7.5.1.1.1. Added. The wind limitation of 30 knots is reduced to 25 knots when operating on a wet runway.

9.11.7.5.1.1.2. Added. The wind limitation of 30 knots is reduced to 15 knots when operating on ice, slush or snow contaminated surfaces.

9.11.8.5.1. Added. NATCAP is restricting SFLs further for NATCAP Operations. SFLs outside gliding distance to a runway may be continued to no lower than 1000 feet AGL.

9.11.9.2.1 Added. Unless briefed otherwise, aircrews will monitor 121.5 at all times within the SFRA/FRZ and will maintain a listening watch on the CAP radio (Air 2) to the maximum extent possible.

DAVID E. STERLING
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Commander

Attachment 1
COMPLIANCE ELEMENTS

There are no compliance elements in this supplement.