



CAP REGULATION 70-1

15 December 2022

APPROVED/J. DESMARAIS/CAP/DO

Operations

CIVIL AIR PATROL FLIGHT MANAGEMENT

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

4.3.2.1.6. Added. The initial flight evaluation for a CAP Check Pilot Designation will be performed by the TXWG/DOV or TXWG/DOVA.

4.3.4. Added. The TXWG/CC has established the designees for appointments under CAPR 70-1, Section 4.3 as the TXWG/DOV or TXWG/DOVA.

4.3.5. Added. The training and evaluation criteria that Texas Wing will use to evaluate candidacy for CAP Instructor, Check Pilot, and Check Pilot Examiner is listed as Appendix 1 to this Supplement

5.1.1.2.4. Added. Complex Airplanes. The Complex transition syllabus required by CAPS 71-1 is located on the Texas Wing Standardization and Evaluation website and will be used to train members initially qualifying in a complex equipped aircraft unless CAPS 71-1 specifies an alternate syllabus.

5.1.1.2.5. Added. Complex Aircraft. No touch and go landings are authorized in a complex aircraft. Full stop and go maneuvers or taxi-back maneuvers are authorized.

5.1.1.4. Added. Turbo equipped airplanes. The Turbo transition syllabus required by CAPS 71-1 is located on the Texas Wing Standardization and Evaluation website will be used to train members initially qualifying in a turbo equipped aircraft unless CAPS 71-1 specifies an alternate syllabus.

7.1.5.1. Added. Unless a waiver is requested through the TXWG/DOV or DOVA and approved by the TXWG/DO, any CAP pilot visiting or transferring membership to TXWG otherwise qualified to act as pilot in command (PIC) in a CAP aircraft, must complete an abbreviated CAPF 5 covering local procedures with a TXWG check pilot in order to conduct any flight in a TXWG

aircraft as PIC. This paragraph does not apply to aircrews responding to TXWG requests for mutual aid during missions.

7.2.3. Added. Aspen, G500, G5, G275 or other similar glass-based instrumentation and automation or TAA shall be considered a separate aircraft type for initial qualification. Difference training consisting of at least ground instruction is required to obtain qualification. Successful completion of differences training shall be documented on a CAPF 70-5 and marked as abbreviated. The document will be uploaded for storage into the pilot's Operations Qualifications record. Pilots that have prior experience in the model variant may submit a request for exemption to the TXWG/DOV or TXWG/DOVA. Pilot in Command is responsible for ensuring they meet this checkout requirement for the aircraft they are flying and will be periodically audited by TXWG/DOV and TXWG/DOVA.

9.11.2.5.4. Added. Texas Wing pilots are authorized to operate Texas assigned aircraft into other Wings for a maximum of one overnight. Flights longer than one overnight require specific TXWG/DO or TXWG/CC approval.

9.11.11.1.1. Added. Texas Wing Pilot on Texas Wing Missions will document in the debrief section of the electronic 104 that post-flight, consistent with this section, was successfully conducted.

9.12. Added. Oxygen. Pilots will complete a training session on the use of the aircraft oxygen system with a CAP instructor prior to using the oxygen. Training will include the use of the system, various valve / rate controls, and monitoring for hypoxia. Reimbursement for oxygen will only be authorized for missions that require high altitude operations.

WILLIAM H. SCHRODER, Colonel, CAP
Commander

ATTACHMENT 1

COMPLIANCE ELEMENTS

There are no additional compliance elements for this supplement.