CAP STANDARD 72-4
25 Aug 2020

Aircraft Information File

NATIONAL HEADQUARTERS CIVIL AIR PATROL
Maxwell Air Force Base, Alabama

OPR: CAP/DO

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Aircraft Information File Program

CAPR 70-1, *CAP Flight Management* requires that all CAP corporate aircraft have a standardized, complete, and up-to-date Aircraft Information File (AIF). This document establishes common standards for AIF construction, layout and contents.

Deviations and Compliance

This standard identifies specific areas within the AIF where items can be added or omitted. No other changes, alterations or revisions to this standard are authorized. Upon request, CAP and USAF inspectors will be provided with copies of the current AIF pages for an aircraft. Aircraft that do not have an AIF that is compliant with both CAPR 70-1 requirements and this standard may be grounded by competent authority.

Recommending Changes to this Standard

Recommendations for improvements to this standard and/or content are solicited from aircrew and aircraft maintenance professionals. Submit all recommendations for change via the chain of command to CAP/DO using CAPF 1-2, *Recommendation for Change of Publication*. Please ensure that you reference this standard and the appropriate document identification information from the footer (ex: AIF-G, Aircraft Flight Time Log, Glider dated 1 Oct 18), as applicable

AIF Construction

AIF binders will be a white 1-3" clear view binder with overlay pockets (front and back covers) and two inner pockets (inside right and left covers). AIF dividers will be numbered 15-tab indexes (Avery #11143 or equivalent). Clear plastic, page-sized sheet protectors (Avery #74203 or equivalent) should be used when indicated to retain document legibility. Units/Wings/Regions may elect to provide a pocket insert at the front/back of the AIF binder to hold the gas credit card, instructions, and pen/pencil. A zippered binder (Amazon ASIN B07D8RPWRG / Model No. ZH1712145R2 or equivalent) may also be used. When this is done, the AIF front and back cover pages will be placed in document protectors at the front and rear of the binder.

AIF Content

AIF content requirements are defined in two *AIF Content* documents (AIF Content and AIF-G Content). Both documents are provided on gocivilairpatrol.com under:

Programs>Emergency Services>Aircraft Operations>Standardization and Evaluation

Each document begins with a Table of Contents (TOC) listing all the required and optional documents for the AIF. Each document name is followed by a symbol indicating the document source, († = SUPPLIED, ‡ = PUBLISHED, § = FURNISH LOCALLY, or ⁇ = OPTIONAL). Documents annotated as SUPPLIED are included within the AIF Content file and are in a fillable format where this is appropriate. When a document is not required by a specific category of aircraft, it will be omitted from the TOC and from the AIF Content file. For example, the AIF-G Content file TOC does not show a VOR Test Record and it is not included in the file since this document is not required for glider aircraft. The TOC displays a version date for each supplied document and recent changes are highlighted.

Published Documents

Documents annotated as ‡ = PUBLISHED must be independently downloaded and printed for insertion into the AIF. Whenever a change effecting a nationally published document is announced via eServices news, the AIF must be updated with the latest version. A similar approach must be used for Region, Wing and locally published documents.

NOTICE

Local reproduction of AIF documents is authorized. Continued use of previously printed documents bearing the version date identified in the Table of Contents for the applicable AIF content file is permitted.

AIF Layout

This section describes a uniform layout for all CAP AIFs. When a specified document is not required by a category of aircraft, this is noted, and the document can be omitted from the AIF. Within this standard, references to the SUPPLIED documents contained within the AIF Content file are in bold, underlined typeface (ex: **Table of Contents**).

Since use of the tabs is consistent across all AIF, this will result in some categories of aircraft having tabs that do not contain any documents. AIF documents must be current in comparison to the TOC version dates specified for SUPPLIED documents.

Front Cover

The **Major Inspections** document shall be placed in the binder's front overlay pocket and kept updated as appropriate. This form has fields that can be filled in manually or by computer.

Inside Front Pocket

Two copies of the **Grounded Placard** are to be printed on red colored paper and placed back-to-back inside in a plastic sheet protector then placed in the inside pocket of the front cover.

Page 1

The **Table of Contents** (TOC) and **Administrative Preflight Checklist** (APC) are to be placed back-to-back in a plastic sheet protector and inserted in front of the index tabs as the first page of the binder. Each line of the TOC has a checkbox that can be used when constructing the binder. The APC has fields that can be filled in manually or by computer, allowing you to enter and store contact names & numbers prior to printing.

Tab 1 – Aircraft Flight Time Log

Multiple copies of the **Aircraft Flight Time Log** will be provided behind tab 1. This form has fields that can be filled in manually or by computer, allowing you to enter and save custom information for your Wing or unit. The current version of CAPS 72-2, *Mission Symbols* shall be placed in plastic sheet protectors immediately following the Aircraft Flight Logs as a reference.

Tab 2 – Equipment, Inspection and Documentation

The **Equipment / Inspection / Document Requirements** is to be placed in a plastic sheet protector behind tab 2. In airplane AIFs, the **RCOM-100 Removal Letter** will be placed back-to-back for use as proof that our aircraft are airworthy without this equipment installed.

Tab 3 – VOR and Fire Extinguisher

In airplane AIFs, multiple copies of the **VOR Test Record** shall be place in a plastic sheet protector behind tab 3. This form has fields that can be filled in manually or by computer, allowing you to enter and save custom information for your Wing or unit. Multiple copies of the **Fire Extinguisher Inspection**

document will be placed back-to-back in the same sleeve. This document will face forward in balloon AIFs. Neither of these documents are required in glider AIFs.

Tab 4 – V-Speeds

Aircraft-specific V-Speeds shall be provided behind tab 4 in a plastic sheet protector. The data shall be photocopied or derived from the serial-number specific POH, checklist or engine/airframe STC. This document is not required for balloon AIFs.

Tab 5 – Weight & Balance

Aircraft-specific weight & balance (W&B) data shall be provided behind tab 5 in plastic sheet protectors. The data shall be photocopied from a current, A&P generated W&B form specific to the actual airframe's current configuration.

Tab 6 – Cruise Performance

Aircraft-specific cruise performance data shall be provided behind tab 6 in plastic sheet protectors. The data shall be a photocopy of the actual current airframe cruise fuel consumption and range data from serial-number specific POH, checklist or engine/airframe STC. If aircraft performance calculations require the use of Density Altitude, include a photocopy of the DA chart from the POH in a plastic sheet protector. These documents are not required for balloon and glider AIFs.

Tab 7 – Other Equipment

Aircraft-specific equipment instructions shall be provided behind tab 7. This should include information specific to the actual equipment installed in the aircraft (GPS, electric vario, etc.), but not included in the POH or other supplementary manuals already carried in the cockpit.

Tab 8 – Radio Channels

Information specific to local channelization of the aircraft's radio(s) should be provided behind tab 8 in plastic sheet protectors. The information should be marked *For Official Use Only*.

Tab 9 – CAP Regulations

Current copies of CAPR 70-1 and CAPR 160-2, *Safety Reporting and Review* shall be provided behind tab 9. Region and Wing Commanders can require carriage of additional CAP regulations, as they feel are relevant, at this tab.

Tab 10 – Pre-flight Risk Assessment Worksheet (RAW)

Multiple copies of CAPF 70-1, Preflight Risk Assessment Worksheet, or 70-1G, Preflight Risk Assessment Worksheet – Glider, as applicable, are to be placed in a plastic sheet protector behind tab 10. Optionally, the instructions for completing the RAW can be extracted from the appropriate CAPS 73-series document and placed in a plastic sheet protector behind the blank RAW forms.

Tab 11 - Supplements

Wing/Region Supplements to CAPR 70-1, 160-2 and any additional CAP regulations carried at Tab 9 (at Region/Wing Commanders discretion) shall be placed behind tab 11.

Tab 12 – Maintenance Authorization Procedures

Unit/Wing/Region Maintenance Authorization Procedures shall be placed behind tab 12.

Tab 13 – Local Guidance

Unit/Wing/Region guidance concerning flight and mission operations shall be placed behind tab 13.

Tab 14 – Local Operations Procedures

Procedures specific to a local airfield or operating area (e.g., practice areas, noise abatement/sensitive areas, etc.) shall be placed behind tab 14 in plastic sheet protectors.

Tab 15 – Civil Aircraft Landing Permits

As an option, approved copies of DD Form 2401, *Civil Aircraft Landing Permit* (Army, Navy or USAF, as appropriate) can be placed behind tab 15 in plastic sheet protectors.

Last Page

The **Crosswind Chart** will be placed in a plastic sheet protector and positioned as the last page.

Inside Back Pocket

Multiple copies of the current version of CAPF 70-9, Release (Non-CAP Members) shall be carried in the inside back pocket.

Back Cover

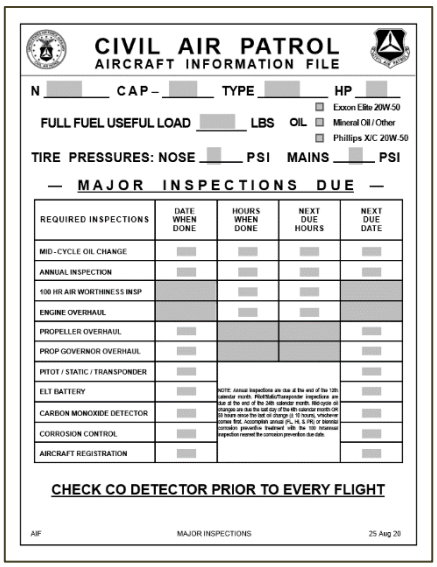
The **Loose / Removable Equipment List** document shall be placed in the binder's back overlay pocket and kept updated as appropriate. The PIC is responsible for all equipment listed as being with or installed in the aircraft.

Aircraft Cockpit

The latest version of the approved CAP Standardized Aircraft Checklists (NP and EP) shall be made available in the aircraft cockpit. These checklists are available in CAP's Operational Resource Management System (ORMS) in eServices for download and printing. The checklists shall be protected by sleeves or lamination to ensure durability and legibility.

The general layout of the AIF is illustrated using images of sample content on the following pages:

Front Cover and Inside Front Pocket



CIVIL AIR PATROL
AIRCRAFT INFORMATION FILE

N _____ CAP – _____ TYPE _____ HP _____

FULL FUEL USEFUL LOAD _____ LBS OIL ☐ Exxon Elite 20W-50 ☐ Mineral Oil / Other ☐ Phillips X/C 20W-50

TIRE PRESSURES: NOSE _____ PSI MAINS _____ PSI

— MAJOR INSPECTIONS DUE —

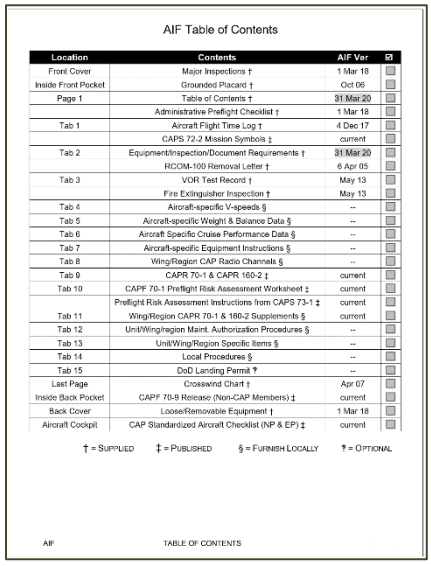
REQUIRED INSPECTIONS	DATE WHEN DONE	HOURS WHEN DONE	NEXT DUE HOURS	NEXT DUE DATE
MID-CYCLE OIL CHANGE				
ANNUAL INSPECTION				
100 HR AIR WORTHINESS INSP				
ENGINE OVERHAUL				
PROPELLER OVERHAUL				
PROP GOVERNOR OVERHAUL				
PITOT / STATIC / TRANSPONDER				
ELT BATTERY				
CARBON MONOXIDE DETECTOR				
CORROSION CONTROL				
AIRCRAFT REGISTRATION				

NOTE: Annual inspections are due at the end of the 12th calendar month. Pitot/Static/Transponder inspections are due at the end of the 24th calendar month. Mid-cycle oil changes are due the last day of the 4th calendar month OR 50 hours since the last oil change (± 10 hours, whichever comes first. Accomplish annual (PI, HI, & PR) or biennial corrosion preventive treatment with the 100 HR/annual inspection nearest the corrosion prevention due date.

CHECK CO DETECTOR PRIOR TO EVERY FLIGHT

AIF MAJOR INSPECTIONS 25 Aug 20

Page 1 (Front and Back)



AIF Table of Contents

Location	Contents	AIF Var	☑
Front Cover	Major Inspections †	1 Mar 18	☐
Inside Front Pocket	Grounded Placard †	Oct 06	☐
Page 1	Table of Contents †	31 Mar 20	☐
	Administrative Preflight Checklist †	1 Mar 18	☐
Tab 1	Aircraft Flight Time Log †	4 Dec 17	☐
	CAPS 72-2 Mission Symbols ‡	current	☐
Tab 2	Equipment/Inspection/Document Requirements †	31 Mar 20	☐
	RCOM-100 Removal Letter †	6 Apr 05	☐
Tab 3	VOR Test Record †	May 13	☐
	Fire Extinguisher Inspection †	May 13	☐
Tab 4	Aircraft-specific V-speeds §	--	☐
Tab 5	Aircraft-specific Weight & Balance Data §	--	☐
Tab 6	Aircraft Specific Cruise Performance Data §	--	☐
Tab 7	Aircraft-specific Equipment Instructions §	--	☐
Tab 8	Wing/Region CAP Radio Channels §	--	☐
Tab 9	CAPR 70-1 & CAPR 160-2 ‡	current	☐
Tab 10	CAPP 70-1 Preflight Risk Assessment Worksheet ‡	current	☐
Tab 11	Preflight Risk Assessment Instructions from CAPS 73-1 ‡	current	☐
	Wing/Region CAPR 70-1 & 160-2 Supplements §	current	☐
Tab 12	Unit/Wing/region Maint. Authorization Procedures §	--	☐
Tab 13	Unit/Wing/Region Specific Items §	--	☐
Tab 14	Local Procedures §	--	☐
Tab 15	DoD Landing Permit ?	--	☐
Last Page	Crosswind Chart †	Apr 07	☐
Inside Back Pocket	CAPF 70-9 Release (Non-CAP Members) ‡	current	☐
Back Cover	Loose/Removable Equipment †	1 Mar 18	☐
Aircraft Cockpit	CAP Standardized Aircraft Checklist (NP & EP) ‡	current	☐

† = Supplied ‡ = Published § = Furnish Locally ? = Optional

AIF TABLE OF CONTENTS

ADMINISTRATIVE PREFLIGHT CHECKLIST

1. FLIGHT RELEASE OBTAINED AND RECONFIRMED WITH FLIGHT RELEASE OFFICER PRIOR TO FLIGHT.
2. PILOT MEETS ALL REQUIREMENTS OF CURRENT CAPR 70-1, AS AMENDED.
3. PILOT QUALIFIED FOR FLIGHT:
   A. HAS CURRENT CAPF 5 ON FILE FOR AIRCRAFT TYPE AND CATEGORY.
   B. HAS CURRENT CAPF 91 ON FILE FOR MISSION PILOT OR MISSION TRANSPORT PILOT IF ACTUAL MISSION.
4. PILOT AND FLIGHT CREWMEMBERS POSSESS THE FOLLOWING REQUIRED PERSONAL DOCUMENTS:
   A. FAA PILOT'S LICENSE AND CURRENT MEDICAL CERTIFICATE (PILOT ONLY).
   B. CAP MEMBERSHIP CARD (ALL).
   C. CAP 101, 101T OR 101CD CARD (IF APPLICABLE).
   D. PROPER CAP UNIFORM (ALL).
5. PREFLIGHT PLANNING COMPLETED AS PER FARs, INCLUDING WEATHER BRIEFING. CURRENT VFR / IFR CHARTS AS REQUIRED AND WEIGHT AND BALANCE COMPUTED AND IS *VERIFIED WITHIN LIMITS* FOR THIS FLIGHT.
6. FLIGHT PLAN FILED OR USING FLIGHT FOLLOWING IF FLYING MORE THAN 50 NM FROM DEPARTURE AIRPORT.
7. CHECK WMIRS FOR MALFUNCTIONS WHICH COULD AFFECT SAFE FLIGHT, AND THEN COMPLETE AIRCRAFT FLIGHT TIME LOG (TACH AND / OR HOBBS, MISSION NUMBER ETC.).

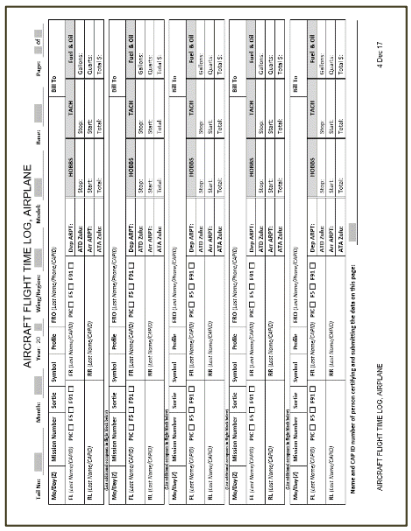
IMPORTANT TELEPHONE NUMBERS

SDIS SATELLITE TELEPHONE NUMBER FOR THIS AIRCRAFT: _____

	NAME	PHONE
UNIT SAFETY OFFICER		
UNIT MAINTENANCE OFFICER		
UNIT SCHEDULING OFFICER		
UNIT OPERATIONS OFFICER		
UNIT FLIGHT RELEASE OFFICERS		
WING COMMANDER		
REGION COMMANDER		
NATIONAL OPERATIONS CENTER	CAP-NOC Duty Officer	(888) 211-1812

AIRPLANE PAGE 1 ADMINISTRATIVE PREFLIGHT CHECKLIST 1 Mar 18

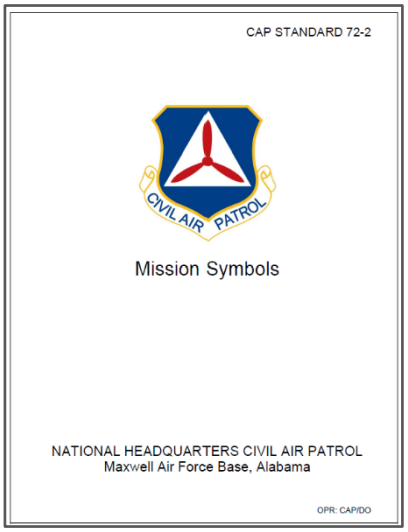
Tab 1 – Aircraft Flight Time Log



AIRCRAFT FLIGHT TIME LOG, AIRPLANE

4 Dec 17

AIRCRAFT FLIGHT TIME LOG, AIRPLANE



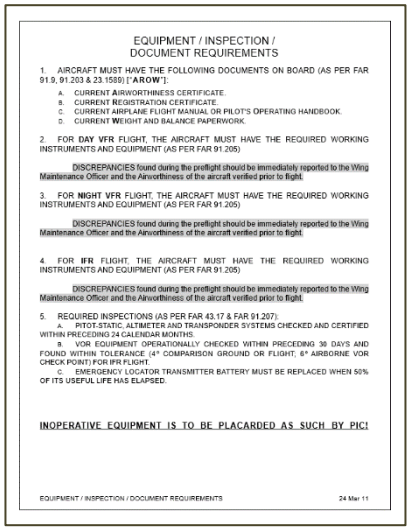
CAP STANDARD 72-2

Mission Symbols

NATIONAL HEADQUARTERS CIVIL AIR PATROL
Maxwell Air Force Base, Alabama

OPR: CAP/DO

Tab 2 – Equipment, Inspection and Documentation



EQUIPMENT / INSPECTION / DOCUMENT REQUIREMENTS

1. AIRCRAFT MUST HAVE THE FOLLOWING DOCUMENTS ON BOARD (AS PER FAR 91.9, 91.203 & 23.1589) ["**A**IRCRAFT **R**EADY **O**F **W**ORK"]:
   - A. CURRENT AIRWORTHINESS CERTIFICATE.
   - B. CURRENT REGISTRATION CERTIFICATE.
   - C. CURRENT AIRPLANE FLIGHT MANUAL OR PILOT'S OPERATING HANDBOOK.
   - D. CURRENT WEIGHT AND BALANCE PAPERWORK.

2. FOR **DAY VFR** FLIGHT, THE AIRCRAFT MUST HAVE THE REQUIRED WORKING INSTRUMENTS AND EQUIPMENT (AS PER FAR 91.205)

DISCREPANCIES found during the preflight should be immediately reported to the Wing Maintenance Officer and the Airworthiness of the aircraft verified prior to flight.

3. FOR **NIGHT VFR** FLIGHT, THE AIRCRAFT MUST HAVE THE REQUIRED WORKING INSTRUMENTS AND EQUIPMENT (AS PER FAR 91.205)

DISCREPANCIES found during the preflight should be immediately reported to the Wing Maintenance Officer and the Airworthiness of the aircraft verified prior to flight.

4. FOR **IFR** FLIGHT, THE AIRCRAFT MUST HAVE THE REQUIRED WORKING INSTRUMENTS AND EQUIPMENT (AS PER FAR 91.205)

DISCREPANCIES found during the preflight should be immediately reported to the Wing Maintenance Officer and the Airworthiness of the aircraft verified prior to flight.

5. REQUIRED INSPECTIONS (AS PER FAR 43.17 & FAR 91.207):
   - A. PITOT-STATIC, ALTIMETER AND TRANSPONDER SYSTEMS CHECKED AND CERTIFIED WITHIN PRECEDING 24 CALENDAR MONTHS.
   - B. VOR EQUIPMENT OPERATIONALLY CHECKED WITHIN PRECEDING 30 DAYS AND FOUND WITHIN TOLERANCE (4° COMPARISON GROUND OR FLIGHT; 6° AIRBORNE VOR CHECK POINT) FOR IFR FLIGHT.
   - C. EMERGENCY LOCATOR TRANSMITTER BATTERY MUST BE REPLACED WHEN 50% OF ITS USEFUL LIFE HAS ELAPSED.

INOPERATIVE EQUIPMENT IS TO BE PLACARDED AS SUCH BY PIC!

EQUIPMENT / INSPECTION / DOCUMENT REQUIREMENTS 24 Mar 11

SAGEM

SAGEM Avionics, Inc.

Date: April 6, 2005

To: Mr. John Salvador
Director of Operations, HQ CAP
Voice: (334) 953-4223
Fax: (800) 555-7902

Subject: Removal of RCOM-100

Mr. Salvador,

It is the position of SAGEM Avionics Inc., as the PMA and STC holder of the RCOM-100 if an installation is approved and no modifications or repairs have been made to the wiring, antenna installation or tray the RT (receiver) unit itself can be removed and put in another installation equipped aircraft and should not require the approval of a certified technician. It is recommended a log book entry be made and the system check-out be performed when the RT is added and or removed.

The RCOM-100 is classified as non critical for flight and a non interfering piece of equipment.

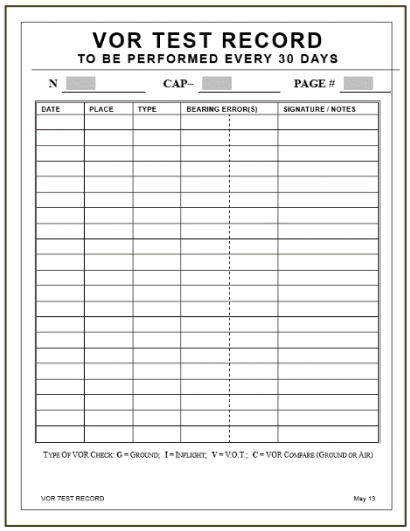
Best Regards,

Robert E. Morris
Director of Operations
SAGEM Avionics, Inc.

SAGEM SA – Siège social : Le Ponant de Paris – 27, rue Leblanc – 75512 PARIS CEDEX 15 – FRANCE
Société anonyme à directoire et conseil de surveillance au capital de 36.409.220 € – 562 082 909 R.C.S. PARIS

ROCM-100 REMOVAL LETTER 6 Apr 05

Tab 3 – VOR and Fire Extinguisher



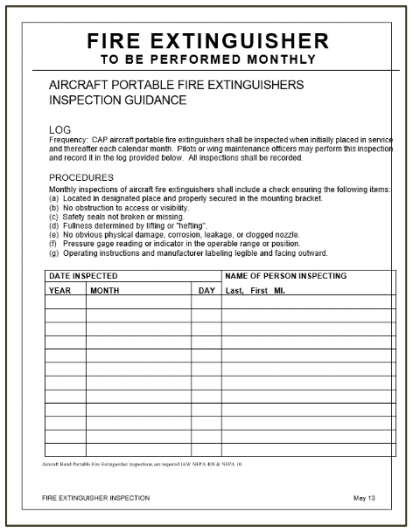
VOR TEST RECORD
TO BE PERFORMED EVERY 30 DAYS

N _____ CAP– _____ PAGE # _____

DATE	PLACE	TYPE	BEARING ERROR(S)		SIGNATURE / NOTES

TYPE OF VOR CHECK: G = GROUND; I = INFLIGHT; V = V.O.T.; C = VOR COMPARE (GROUND OR AIR)

VOR TEST RECORD May 13



FIRE EXTINGUISHER
TO BE PERFORMED MONTHLY

AIRCRAFT PORTABLE FIRE EXTINGUISHERS
INSPECTION GUIDANCE

LOG
Frequency: CAP aircraft portable fire extinguishers shall be inspected when initially placed in service and thereafter each calendar month. Pilots or wing maintenance officers may perform this inspection and record it in the log provided below. All inspections shall be recorded.

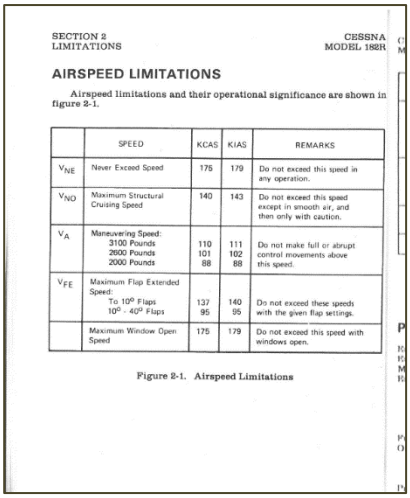
PROCEDURES
Monthly inspections of aircraft fire extinguishers shall include a check ensuring the following items:
(a) Located in designated place and properly secured in the mounting bracket.
(b) No obstruction to access or visibility.
(c) Safety seals not broken or missing.
(d) Fullness determined by lifting or "hefting".
(e) No obvious physical damage, corrosion, leakage, or clogged nozzle.
(f) Pressure gage reading or indicator in the operable range or position.
(g) Operating instructions and manufacturer labeling legible and facing outward.

DATE INSPECTED			NAME OF PERSON INSPECTING
YEAR	MONTH	DAY	Last, First MI.

Aircraft Hand Portable Fire Extinguisher inspections are required IAW NFPA 408 & NFPA 10.

FIRE EXTINGUISHER INSPECTION May 13

Tab 4 – V-Speeds



SECTION 2
LIMITATIONS

CESSNA
MODEL 182R

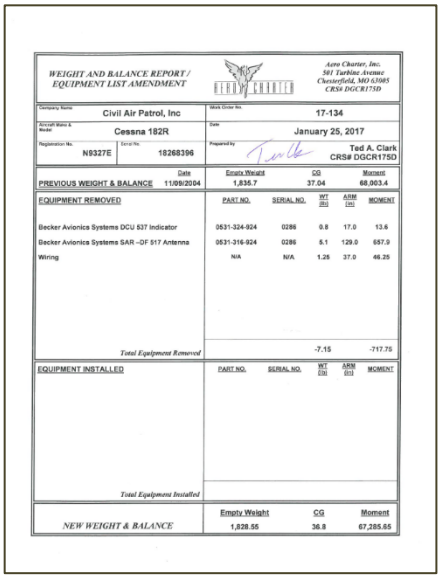
AIRSPEED LIMITATIONS

Airspeed limitations and their operational significance are shown in figure 2-1.

	SPEED	KCAS	KIAS	REMARKS
V_{NE}	Never Exceed Speed	175	179	Do not exceed this speed in any operation.
V_{NO}	Maximum Structural Cruising Speed	140	143	Do not exceed this speed except in smooth air, and then only with caution.
V_A	Maneuvering Speed: 3100 Pounds 2600 Pounds 2000 Pounds	 110 101 88	 111 102 88	Do not make full or abrupt control movements above this speed.
V_{FE}	Maximum Flap Extended Speed: To 10° Flaps 10° - 40° Flaps	 137 95	 140 95	Do not exceed these speeds with the given flap settings.
	Maximum Window Open Speed	175	179	Do not exceed this speed with windows open.

Figure 2-1. Airspeed Limitations

Tab 5 – Weight & Balance



WEIGHT AND BALANCE REPORT / EQUIPMENT LIST AMENDMENT

Aero Charter, Inc.
501 Turbine Avenue
Chesterfield, MO 63005
CRS# DGCR175D

Company Name: Civil Air Patrol, Inc	Work Order No.: 17-134
Aircraft Make & Model: Cessna 182R	Date: January 25, 2017
Registration No.: N9327E	Serial No.: 18268396
	Prepared by: Ted A. Clark CRS# DGCR175D

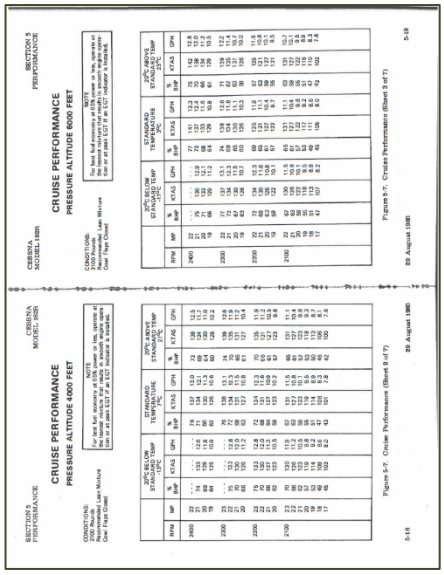
	Date	Empty Weight	CG	Moment
PREVIOUS WEIGHT & BALANCE	11/09/2004	1,835.7	37.04	68,003.4

EQUIPMENT REMOVED	PART NO.	SERIAL NO.	WT (lbs)	ARM (ins)	MOMENT
Becker Avionics Systems DCU 537 Indicator	0531-324-924	0286	0.8	17.0	13.6
Becker Avionics Systems SAR –DF 517 Antenna	0531-316-924	0286	5.1	129.0	657.9
Wiring	N/A	N/A	1.25	37.0	46.25
Total Equipment Removed			-7.15		-717.75

EQUIPMENT INSTALLED	PART NO.	SERIAL NO.	WT (lbs)	ARM (ins)	MOMENT
Total Equipment Installed					

	Empty Weight	CG	Moment
NEW WEIGHT & BALANCE	1,828.55	36.8	67,285.65

Tab 6 – Cruise Performance



SECTION 5 PERFORMANCE

CESSNA MODEL 182R

CRUISE PERFORMANCE
PRESSURE ALTITUDE 6000 FEET

NOTE
For best fuel economy at 65% power or less, operate at the leanest mixture that results in maximum power or use an exact EGT # an EGT indicator is installed.

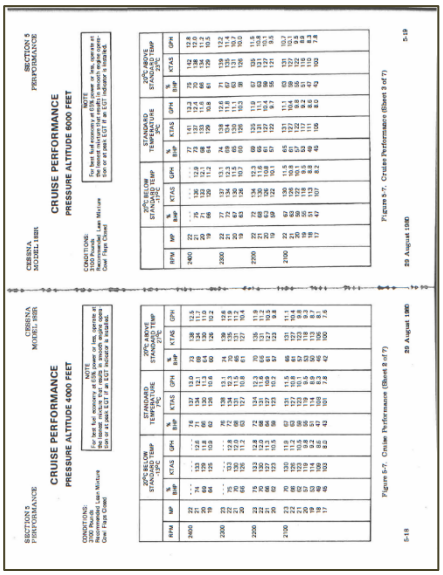
CONDITIONS:
3300 Pounds
Recommended Lean Mixture
Gear Trips Closed

RPM	MP	25°C BELOW STANDARD TEMP -15°C			STANDARD TEMPERATURE			25°C ABOVE STANDARD TEMP +15°C		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	22	75	130	13.2	77	131	13.5	73	132	13.0
	21	71	128	12.5	73	129	12.8	69	130	12.6
	20	67	126	11.9	69	127	12.2	65	128	12.0
	19	63	123	11.3	65	125	11.6	61	126	11.4
	18	59	120	10.7	61	122	11.0	57	123	10.8
	17	55	117	10.2	57	119	10.4	53	120	10.2
2200	22	71	128	12.5	74	129	12.8	69	130	12.6
	21	67	126	11.9	69	127	12.2	65	128	12.0
	20	63	123	11.3	65	125	11.6	61	126	11.4
	19	59	120	10.7	61	122	11.0	57	123	10.8
	18	55	117	10.2	57	119	10.4	53	120	10.2
	17	51	113	9.6	53	115	9.8	49	116	9.6
2000	22	67	126	11.9	70	127	12.2	65	128	12.0
	21	63	123	11.3	65	125	11.6	61	126	11.4
	20	59	120	10.7	61	122	11.0	57	123	10.8
	19	55	117	10.2	57	119	10.4	53	120	10.2
	18	51	113	9.6	53	115	9.8	49	116	9.6
	17	47	109	9.1	49	111	9.3	45	112	9.1
1800	22	63	123	11.3	66	124	11.6	61	125	11.4
	21	59	120	10.7	61	122	11.0	57	123	10.8
	20	55	117	10.2	57	119	10.4	53	120	10.2
	19	51	113	9.6	53	115	9.8	49	116	9.6
	18	47	109	9.1	49	111	9.3	45	112	9.1
	17	43	104	8.5	45	107	8.7	41	108	8.5

Figure 5-7. Cruise Performance (Sheet 3 of 7)

5-19

30 August 1980



SECTION 5 PERFORMANCE

CESSNA MODEL 182R

CRUISE PERFORMANCE
PRESSURE ALTITUDE 6000 FEET

NOTE
For best fuel economy at 65% power or less, operate at the leanest mixture that results in maximum power or use an exact EGT # an EGT indicator is installed.

CONDITIONS:
3300 Pounds
Recommended Lean Mixture
Gear Trips Closed

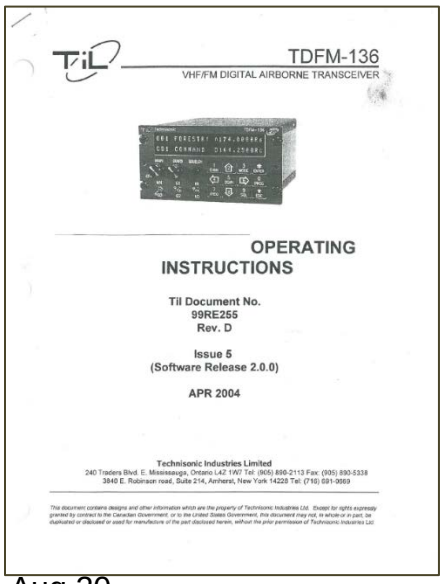
RPM	MP	25°C BELOW STANDARD TEMP -15°C			STANDARD TEMPERATURE			25°C ABOVE STANDARD TEMP +15°C		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	22	75	130	13.2	77	131	13.5	73	132	13.0
	21	71	128	12.5	73	129	12.8	69	130	12.6
	20	67	126	11.9	69	127	12.2	65	128	12.0
	19	63	123	11.3	65	125	11.6	61	126	11.4
	18	59	120	10.7	61	122	11.0	57	123	10.8
	17	55	117	10.2	57	119	10.4	53	120	10.2
2200	22	71	128	12.5	74	129	12.8	69	130	12.6
	21	67	126	11.9	69	127	12.2	65	128	12.0
	20	63	123	11.3	65	125	11.6	61	126	11.4
	19	59	120	10.7	61	122	11.0	57	123	10.8
	18	55	117	10.2	57	119	10.4	53	120	10.2
	17	51	113	9.6	53	115	9.8	49	116	9.6
2000	22	67	126	11.9	70	127	12.2	65	128	12.0
	21	63	123	11.3	65	125	11.6	61	126	11.4
	20	59	120	10.7	61	122	11.0	57	123	10.8
	19	55	117	10.2	57	119	10.4	53	120	10.2
	18	51	113	9.6	53	115	9.8	49	116	9.6
	17	47	109	9.1	49	111	9.3	45	112	9.1
1800	22	63	123	11.3	66	124	11.6	61	125	11.4
	21	59	120	10.7	61	122	11.0	57	123	10.8
	20	55	117	10.2	57	119	10.4	53	120	10.2
	19	51	113	9.6	53	115	9.8	49	116	9.6
	18	47	109	9.1	49	111	9.3	45	112	9.1
	17	43	104	8.5	45	107	8.7	41	108	8.5

Figure 5-7. Cruise Performance (Sheet 3 of 7)

5-19

30 August 1980

Tab 7 – Other Equipment



TiL

TDFM-136
VHF/FM DIGITAL AIRBORNE TRANSCEIVER

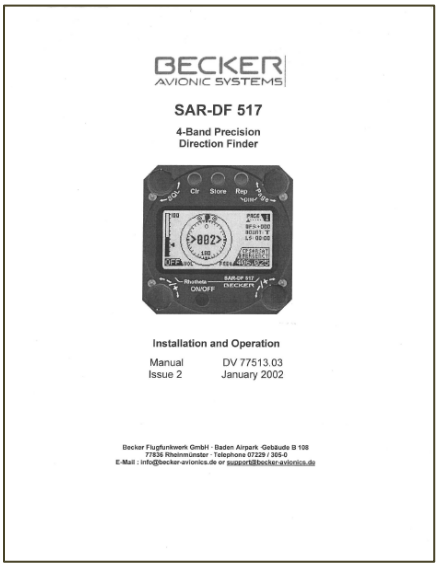
OPERATING INSTRUCTIONS

Til Document No.
99RE255
Rev. D

Issue 5
(Software Release 2.0.0)

APR 2004

Technisonic Industries Limited
240 Traders Blvd. E. Mississauga, Ontario L4Z 1W7 Tel: (905) 890-2113 Fax: (905) 890-5338
3840 E. Robinson road, Suite 214, Amherst, New York 14228 Tel: (716) 691-9069



BECKER
AVIONIC SYSTEMS

SAR-DF 517

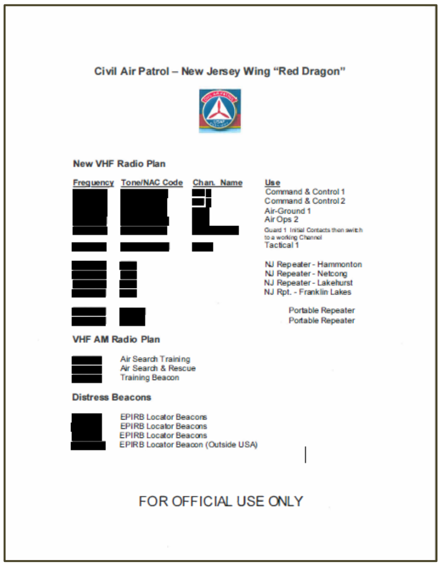
4-Band Precision Direction Finder

Installation and Operation

Manual DV 77513.03
Issue 2 January 2002

Becker Flugfunkwerk GmbH · Baden Airpark ·Gebäude B 108
77836 Rheinmünster · Telephone 07229 / 305-0
E-Mail : info@becker-avionics.de or support@becker-avionics.de

Tab 8 – Radio Channels


Civil Air Patrol – New Jersey Wing "Red Dragon"

New VHF Radio Plan

Frequency	Tone/NAC Code	Chan. Name	Use
[redacted]	[redacted]	[redacted]	Command & Control 1 Command & Control 2 Air-Ground 1 Air Ops 2 Guard 1 Initial Contacts then switch to a working Channel Tactical 1
[redacted]	[redacted]		NJ Repeater - Hammonton NJ Repeater - Netcong NJ Repeater - Lakehurst NJ Rpt. - Franklin Lakes
[redacted]	[redacted]		Portable Repeater Portable Repeater

VHF AM Radio Plan

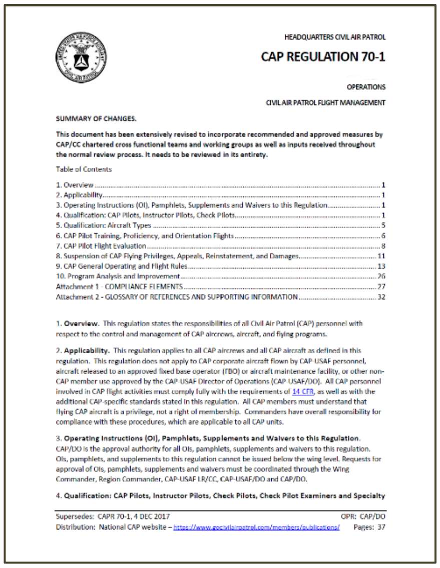
[redacted] Air Search Training
Air Search & Rescue
Training Beacon

Distress Beacons

[redacted] EPIRB Locator Beacons
EPIRB Locator Beacons
EPIRB Locator Beacons
EPIRB Locator Beacon (Outside USA)

FOR OFFICIAL USE ONLY

Tab 9 – CAP Regulations


HEADQUARTERS CIVIL AIR PATROL

CAP REGULATION 70-1

OPERATIONS

CIVIL AIR PATROL FLIGHT MANAGEMENT

SUMMARY OF CHANGES.

This document has been extensively revised to incorporate recommended and approved measures by CAP/CC chartered cross functional teams and working groups as well as inputs received throughout the normal review process. It needs to be reviewed in its entirety.

Table of Contents

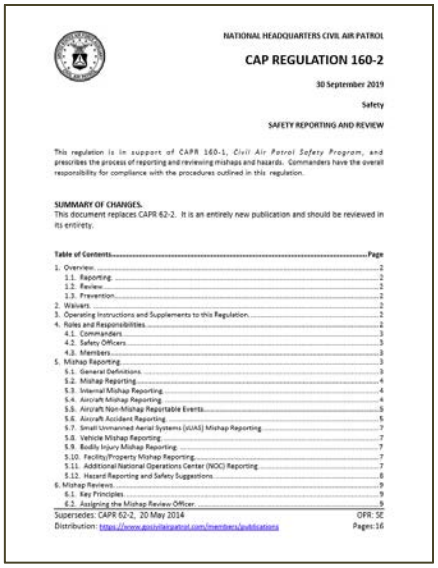
1. **Overview.** This regulation states the responsibilities of all Civil Air Patrol (CAP) personnel with respect to the control and management of CAP aircrews, aircraft, and flying programs.

2. **Applicability.** This regulation applies to all CAP aircrews and all CAP aircraft as defined in this regulation. This regulation does not apply to CAP corporate aircraft flown by CAP-USAF personnel, aircraft released to an approved fixed base operator (FBO) or aircraft maintenance facility, or other non-CAP member use approved by the CAP-USAF Director of Operations (CAP-USAF/DO). All CAP personnel involved in CAP flight activities must comply fully with the requirements of 14 CFR, as well as with the additional CAP-specific standards stated in this regulation. All CAP members must understand that flying CAP aircraft is a privilege, not a right of membership. Commanders have overall responsibility for compliance with these procedures, which are applicable to all CAP units.

3. **Operating Instructions (OI), Pamphlets, Supplements and Waivers to this Regulation.** CAP/DO is the approval authority for all OIs, pamphlets, supplements and waivers to this regulation. OIs, pamphlets, and supplements to this regulation cannot be issued below the wing level. Requests for approval of OIs, pamphlets, supplements and waivers must be coordinated through the Wing Commander, Region Commander, CAP-USAF LR/CC, CAP-USAF/DO and CAP/DO.

4. **Qualification: CAP Pilots, Instructor Pilots, Check Pilots, Check Pilot Examiners and Specialty**

Supersedes: CAPR 70-1, 4 DEC 2017 OPR: CAP/DO
Distribution: National CAP website – https://www.gocivilairpatrol.com/members/publications/ Pages: 37


NATIONAL HEADQUARTERS CIVIL AIR PATROL

CAP REGULATION 160-2

30 September 2019

Safety

SAFETY REPORTING AND REVIEW

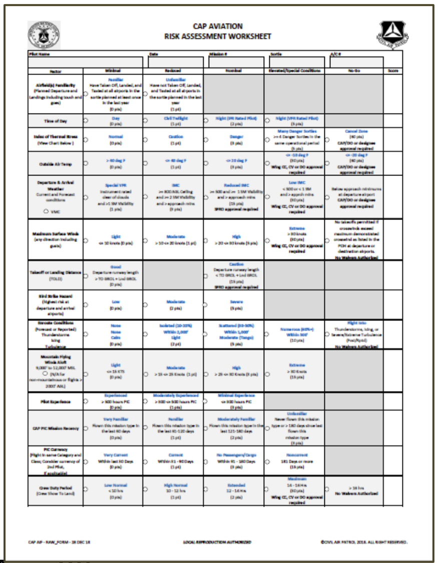
This regulation is in support of CAPR 160-1, *Civil Air Patrol Safety Program*, and prescribes the process of reporting and reviewing mishaps and hazards. Commanders have the overall responsibility for compliance with the procedures outlined in this regulation.

SUMMARY OF CHANGES.
This document replaces CAPR 62-2. It is an entirely new publication and should be reviewed in its entirety.

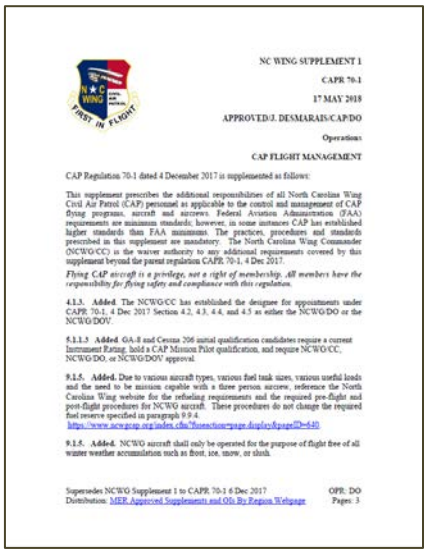
Table of Contents ..... Page

Supersedes: CAPR 62-2, 20 May 2014 OPR: SE
Distribution: https://www.gocivilairpatrol.com/members/publications Pages: 16

Tab 10 – Preflight Risk Assessment


CAP AVIATION
RISK ASSESSMENT WORKSHEET

Tab 11 - Supplements



NC WING SUPPLEMENT 1
CAPR 70-1
17 MAY 2018
APPROVED/J. DESMARAIS/CAP/DO
Operations
CAP FLIGHT MANAGEMENT

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

This supplement prescribes the additional responsibilities of all North Carolina Wing Civil Air Patrol (CAP) personnel as applicable to the control and management of CAP 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 practices, procedures and standards prescribed in this supplement are mandatory. The North Carolina Wing Commander (NCWG/CC) is the waiver authority to any additional requirements covered by this supplement beyond the parent regulation CAPR 70-1, 4 Dec 2017.

Flying CAP aircraft is a privilege, not a right of membership. All members have the responsibility for flying safety and compliance with this regulation.

4.1.3. Added. The NCWG/CC has established the designee for appointments under CAPR 70-1, 4 Dec 2017 Section 4.2, 4.3, 4.4, and 4.5 as either the NCWG/DO or the NCWG/DOV.

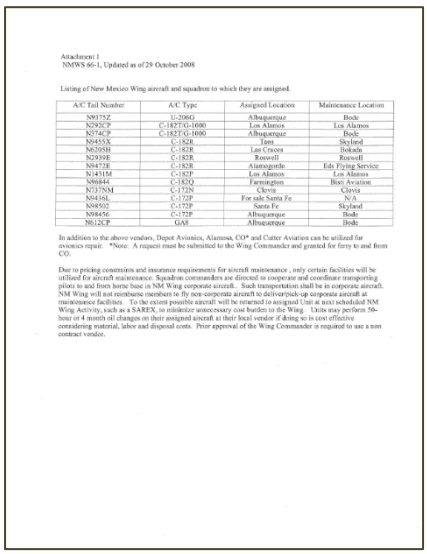
5.1.1.3 Added. GA-8 and Cessna 206 initial qualification candidates require a current Instrument Rating, hold a CAP Mission Pilot qualification, and require NCWG/CC, NCWG/DO, or NCWG/DOV approval.

9.1.5. Added. Due to various aircraft types, various fuel tank sizes, various useful loads and the need to be mission capable with a three person aircrew, reference the North Carolina Wing website for the refueling requirements and the required pre-flight and post-flight procedures for NCWG aircraft. These procedures do not change the required fuel reserve specified in paragraph 9.9.4.
https://www.ncwgcap.org/index.cfm/fuseaction=page.display&pageID=640

9.1.5. Added. NCWG aircraft shall only be operated for the purpose of flight free of all winter weather accumulation such as frost, ice, snow, or slush.

Supersedes NCWG Supplement 1 to CAPR 70-1 6 Dec 2017 OPR: DO
Distribution: MER Approved Supplements and OIs By Region Webpage Pages: 3

Tab 12 – Maintenance Authorization Procedures



Attachment 1
NMWS 66-1, Updated as of 29 October 2008

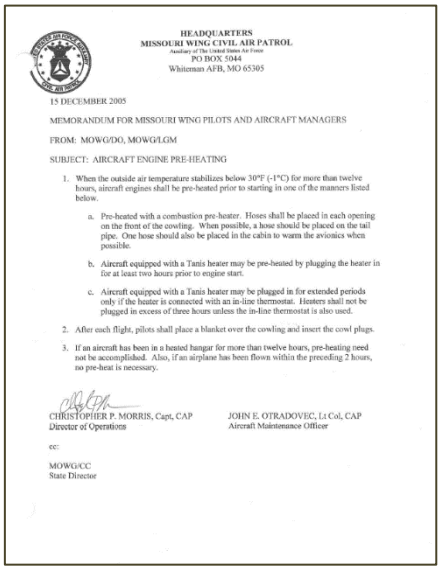
Listing of New Mexico Wing aircraft and squadron to which they are assigned.

A/C Tail Number	A/C Type	Assigned Location	Maintenance Location
N9175Z	U-206G	Albuquerque	Bode
N292CP	C-182T/G-1000	Los Alamos	Los Alamos
N374CP	C-182T/G-1000	Albuquerque	Bode
N9455X	C-182R	Taos	Skyland
N6205H	C-182R	Las Cruces	Bohnlo
N2939E	C-182R	Roswell	Roswell
N8472E	C-182R	Alamogordo	Eds Flying Service
N1431M	C-182P	Los Alamos	Los Alamos
N96844	C-182Q	Farmington	Bisti Aviation
N1337NM	C-172N	Clovis	Clovis
N9436L	C-172P	For sale Santa Fe	N/A
N98502	C-172P	Santa Fe	Skyland
N9845G	C-172P	Albuquerque	Bode
N6128CP	GA8	Albuquerque	Bode

In addition to the above vendors, Depot Avionics, Alamosa, CO* and Cutter Aviation can be utilized for avionics repair. *Note: A request must be submitted to the Wing Commander and granted for ferry to and from CO.

Due to pricing constraints and insurance requirements for aircraft maintenance , only certain facilities will be utilized for aircraft maintenance. Squadron commanders are directed to cooperate and coordinate transporting pilots to and from home base in NM Wing corporate aircraft. Such transportation shall be in corporate aircraft. NM Wing will not reimburse members to fly non-corporate aircraft to deliver/pick-up corporate aircraft at maintenance facilities. To the extent possible aircraft will be returned to assigned Unit at next scheduled NM Wing Activity, such as a SAREX, to minimize unnecessary cost burden to the Wing. Units may perform 50-hour or 4 month oil changes on their assigned aircraft at their local vendor if doing so is cost effective considering material, labor and disposal costs. Prior approval of the Wing Commander is required to use a non contract vendor.

Tab 13 – Local Guidance



HEADQUARTERS
MISSOURI WING CIVIL AIR PATROL
Auxiliary of The United States Air Force
PO BOX 5044
Whiteman AFB, MO 65305

15 DECEMBER 2005

MEMORANDUM FOR MISSOURI WING PILOTS AND AIRCRAFT MANAGERS

FROM: MOWG/DO, MOWG/LGM

SUBJECT: AIRCRAFT ENGINE PRE-HEATING

1. When the outside air temperature stabilizes below 30°F (-1°C) for more than twelve hours, aircraft engines shall be pre-heated prior to starting in one of the manners listed below.
   a. Pre-heated with a combustion pre-heater. Hoses shall be placed in each opening on the front of the cowling. When possible, a hose should be placed on the tail pipe. One hose should also be placed in the cabin to warm the avionics when possible.
   b. Aircraft equipped with a Tanis heater may be pre-heated by plugging the heater in for at least two hours prior to engine start.
   c. Aircraft equipped with a Tanis heater may be plugged in for extended periods only if the heater is connected with an in-line thermostat. Heaters shall not be plugged in excess of three hours unless the in-line thermostat is also used.
2. After each flight, pilots shall place a blanket over the cowling and insert the cowl plugs.
3. If an aircraft has been in a heated hangar for more than twelve hours, pre-heating need not be accomplished. Also, if an airplane has been flown within the preceding 2 hours, no pre-heat is necessary.

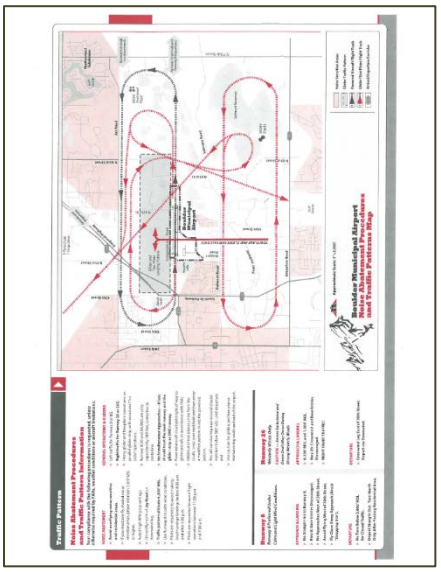
CHRISTOPHER P. MORRIS, Capt, CAP
Director of Operations

JOHN E. OTRADOVEC, Lt Col, CAP
Aircraft Maintenance Officer

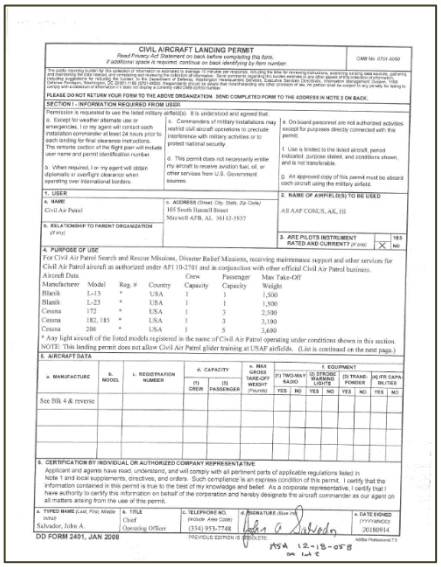
cc:

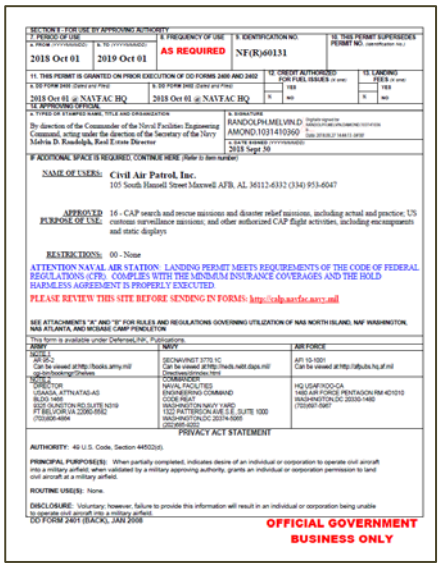
MOWG/CC
State Director

Tab 14 – Local Operations Procedures

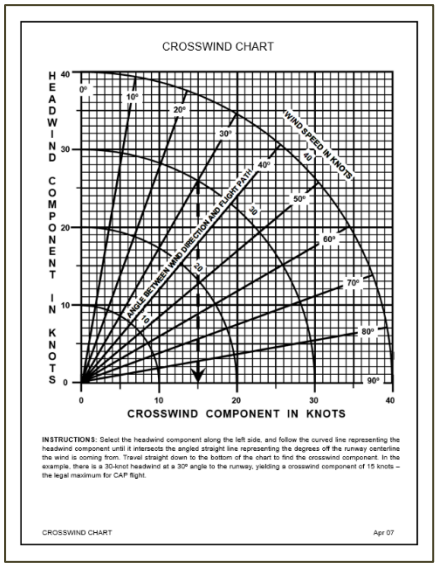


Tab 15 – Civil Aircraft Landing Permits

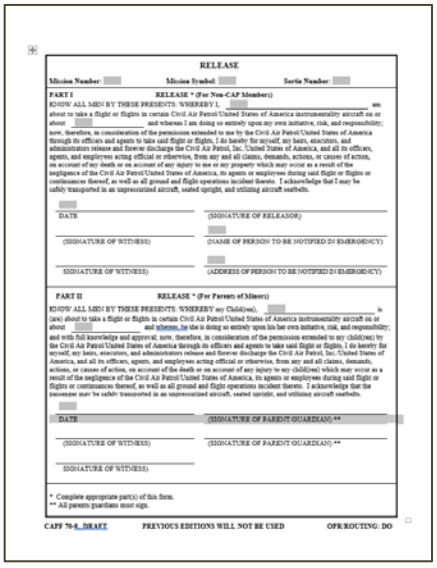




Last Page



Inside Back Pocket



RELEASE

Mission Number: Mission Symbol: Serie Number:

PART I RELEASE * (For Non-CAP Members)

KNOW ALL MEN BY THESE PRESENTS: WHEREBY I, , am about to take a flight or flights in certain Civil Air Patrol/United States of America instrumentality aircraft on or about and whereas I am doing so entirely upon my own initiative, risk, and responsibility; now, therefore, in consideration of the permission extended to me by the Civil Air Patrol/United States of America through its officers and agents to take said flight or flights, I do hereby for myself, my heirs, executors, and administrators release and forever discharge the Civil Air Patrol, Inc. United States of America, and all its officers, agents, and employees acting official or otherwise, from any and all claims, demands, actions, or causes of action, on account of my death or on account of any injury to me or my property which may occur as a result of the negligence of the Civil Air Patrol/United States of America, its agents or employees during said flight or flights or continuances thereof, as well as all ground and flight operations incident thereto. I acknowledge that I may be safely transported in an unpressurized aircraft, seated upright, and utilizing aircraft seatbelts.

DATE (SIGNATURE OF RELEASOR)

(SIGNATURE OF WITNESS) (NAME OF PERSON TO BE NOTIFIED IN EMERGENCY)

SIGNATURE OF WITNESS) (ADDRESS OF PERSON TO BE NOTIFIED IN EMERGENCY)

PART II RELEASE * (For Parents of Minors)

KNOW ALL MEN BY THESE PRESENTS: WHEREBY my Child(ren), is (are) about to take a flight or flights in certain Civil Air Patrol/United States of America instrumentality aircraft on or about and whereas he/she is doing so entirely upon his/her own initiative, risk, and responsibility; and with full knowledge and approval; now, therefore, in consideration of the permission extended to my child(ren) by the Civil Air Patrol/United States of America through its officers and agents to take said flight or flights, I do hereby for myself, my heirs, executors, and administrators release and forever discharge the Civil Air Patrol, Inc./United States of America, and all its officers, agents, and employees acting official or otherwise, from any and all claims, demands, actions, or causes of action, on account of the death or on account of any injury to my child(ren) which may occur as a result of the negligence of the Civil Air Patrol/United States of America, its agents or employees during said flight or flights or continuances thereof, as well as all ground and flight operations incident thereto. I acknowledge that the passenger may be safely transported in an unpressurized aircraft, seated upright, and utilizing aircraft seatbelts.

DATE (SIGNATURE OF PARENT-GUARDIAN) **

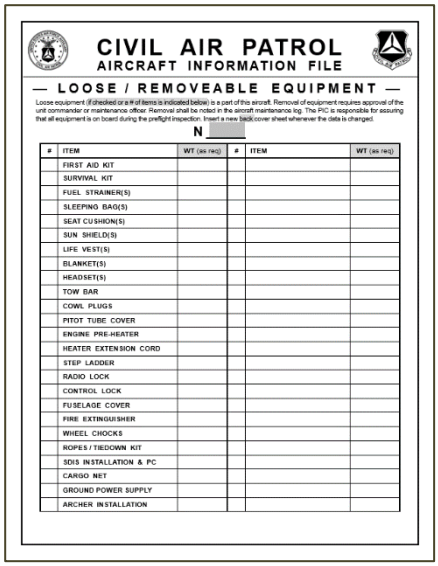
(SIGNATURE OF WITNESS) (SIGNATURE OF PARENT-GUARDIAN) **

SIGNATURE OF WITNESS)

* Complete appropriate part(s) of this form.
** All parents/guardians must sign.

CAPF 70-6, DRAFT PREVIOUS EDITIONS WILL NOT BE USED OPR/ROUTING: DO

Back Cover



CIVIL AIR PATROL
AIRCRAFT INFORMATION FILE

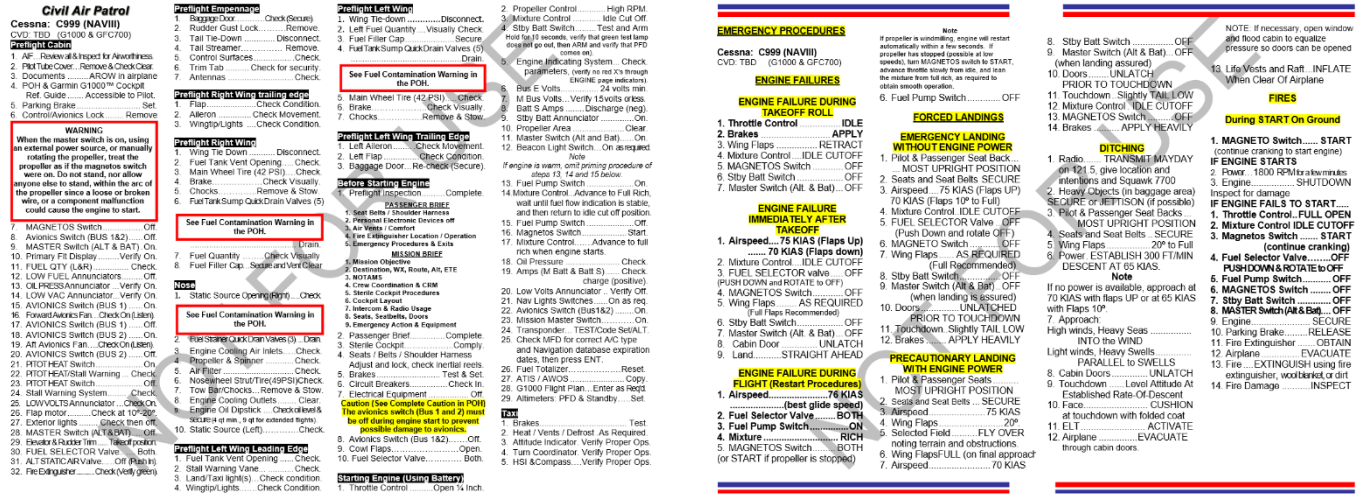
— LOOSE / REMOVEABLE EQUIPMENT —

Loose equipment (if checked or a # of items is indicated below) is a part of this aircraft. Removal of equipment requires approval of the unit commander or maintenance officer. Removal shall be noted in the aircraft maintenance log. The PIC is responsible for assuring that all equipment is on board during the preflight inspection. Insert a new back cover sheet whenever the data is changed.

N

#	ITEM	WT (as req)	#	ITEM	WT (as req)
	FIRST AID KIT				
	SURVIVAL KIT				
	FUEL STRAINER(S)				
	SLEEPING BAG(S)				
	SEAT CUSHION(S)				
	SUN SHIELD(S)				
	LIFE VEST(S)				
	BLANKET(S)				
	HEADSET(S)				
	TOW BAR				
	COWL PLUGS				
	PITOT TUBE COVER				
	ENGINE PRE-HEATER				
	HEATER EXTENSION CORD				
	STEP LADDER				
	RADIO LOCK				
	CONTROL LOCK				
	FUSELAGE COVER				
	FIRE EXTINGUISHER				
	WHEEL CHOCKS				
	ROPES / TIEDOWN KIT				
	SDIS INSTALLATION & PC				
	CARGO NET				
	GROUND POWER SUPPLY				
	ARCHER INSTALLATION				

Aircraft Cockpit



Civil Air Patrol
Cessna: C999 (NAVIII)
CVD: TBD (G1000 & GFC700)

Preflight Cabin
1. AF...Review w/ & Inspect for Airworthiness.
2. Pitot Tube Cover...Remove & Check Clear.
3. Documents.....AROW in airplane
4. POH & Garmin G1000™ Cockpit Ref. Guide.....Accessible to Pilot.
5. Parking Brake.....Set.
6. Control/Avionics Lock.....Remove

WARNING
When the master switch is on, using an external power source, or manually rotating the propeller, treat the propeller as if the magnetos switch were on. Do not stand, nor allow anyone else to stand, within the arc of the propeller since a loose or broken wire, or a component malfunction could cause the engine to start.

7. MAGNETOS Switch.....Off
8. Avionics Switch (BUS 1&2).....Off
9. MASTER Switch (ALT & BAT).On
10. Primary Flt Display.....Verify On
11. FUEL QTY (L&R).....Check.
12. LOW FUEL Annunciators.....Off.
13. OIL PRESS Annunciator...Verify On.
14. LOW VAC Annunciator...Verify On.
15. AVIONICS Switch (BUS 1).....On
16. Forward Avionics Fan...Check On (Listen)
17. AVIONICS Switch (BUS 1).....Off
18. AVIONICS Switch (BUS 2).....On.
19. Aft Avionics Fan.....Check On (Listen)
20. AVIONICS Switch (BUS 2).....Off
21. PITOT HEAT Switch.....On
22. PITOT HEAT/Stall Warning.....Check.
23. PITOT HEAT Switch.....Off
24. Stall Warning System.....Check.
25. LOW VOLTS Annunciator...Check On.
26. Flap motor.....Check at 10°-20°
27. Exterior lights.....Check then off.
28. MASTER Switch (ALT & BAT).....Off.
29. Elevator & Rudder Trim.....Takeoff position
30. FUEL SELECTOR Valve.....Both.
31. ALT STATIC AIR Valve.....Off (Pull In)
32. Fire Extinguisher.....Check (Verify green)

Preflight Empennage
1. Baggage Door.....Check (Secure)
2. Rudder Gust Lock.....Remove.
3. Tail Tie-Down.....Disconnect.
4. Tail Streamer.....Remove.
5. Control Surfaces.....Check.
6. Trim Tab.....Check for security.
7. Antennas.....Check.

Preflight Right Wing trailing edge
1. Flap.....Check Condition.
2. Aileron.....Check Movement.
3. Wingtip/Lights.....Check Condition.

Preflight Right Wing
1. Wing Tie Down.....Disconnect.
2. Fuel Tank Vent Opening.....Check.
3. Main Wheel Tire (42 PSI).....Check.
4. Brake.....Check Visually.
5. Chocks.....Remove & Stow.
6. Fuel Tank Sump Quick Drain Valves (5)

See Fuel Contamination Warning in the POH.

7. Fuel Quantity.....Check Visually.
8. Fuel Filler Cap.....Secure and Vent Clear.

Nose
1. Static Source Opening (Right).....Check.

See Fuel Contamination Warning in the POH.

2. Fuel Strainer Quick Drain Valves (3).....Drain.
3. Engine Cooling Air Inlets.....Check.
4. Propeller & Spinner.....Check.
5. Air Filter.....Check.
6. Nosewheel Strut/Tire(49PSI)Check.
7. Tow Bar/Chocks...Remove & Stow.
8. Engine Cooling Outlets.....Clear.
9. Engine Oil Dipstick.....Check oil level & Secure (4 qt min., 9 qt for extended flights).
10. Static Source (Left).....Check.

Preflight Left Wing Leading Edge
1. Fuel Tank Vent Opening.....Check.
2. Stall Warning Vane.....Check.
3. Land/Taxi light(s).....Check condition.
4. Wingtip/Lights.....Check Condition.

Preflight Left Wing
1. Wing Tie-down.....Disconnect.
2. Left Fuel Quantity...Visually Check
3. Fuel Filler Cap.....Secure.
4. Fuel Tank Sump Quick Drain Valves (5).....Drain.

See Fuel Contamination Warning in the POH.

5. Main Wheel Tire (42 PSI).....Check.
6. Brake.....Check Visually.
7. Chocks.....Remove & Stow.

Preflight Left Wing Trailing Edge
1. Left Aileron.....Check Movement.
2. Left Flap.....Check Condition.
3. Baggage Door...Re-Check (Secure).

Before Starting Engine
1. Preflight Inspection.....Complete.

PASSENGER BRIEF
1. Seat Belts / Shoulder Harness
2. Personal Electronic Devices off
3. Air Vents / Comfort
4. Fire Extinguisher Location / Operation
5. Emergency Procedures & Exits

MISSION BRIEF
1. Mission Objective
2. Destination, WX, Route, Alt, ETE
3. NOTAMS
4. Crew Coordination & CRM
5. Sterile Cockpit Procedures
6. Cockpit Layout
7. Intercom & Radio Usage
8. Seats, Seatbelts, Doors
9. Emergency Action & Equipment

2. Passenger Brief.....Complete.
3. Sterile Cockpit.....Comply.
4. Seats / Belts / Shoulder Harness Adjust and lock, check inertial reels.
5. Brakes.....Test & Set.
6. Circuit Breakers.....Check In.
7. Electrical Equipment.....Off

Caution [See Complete Caution in POH] The avionics switch (Bus 1 and 2) must be off during engine start to prevent possible damage to avionics.

8. Avionics Switch (Bus 1&2).....Off.
9. Cowl Flaps.....Open.
10. Fuel Selector Valve.....Both.

Starting Engine (Using Battery)
1. Throttle Control.....Open ¼ Inch.
2. Propeller Control.....High RPM.
3. Mixture Control.....Idle Cut Off.
4. Stby Batt Switch.....Test and Arm

Hold for 10 seconds, verify that green test lamp does not go out, then ARM and verify that PFD comes on).

5. Engine Indicating System...Check parameters, (verify no red X's through ENGINE page indicators).
6. Bus E Volts.....24 volts min.
7. M Bus Volts...Verify 1 5 volts or less.
8. Batt S Amps.....Discharge (neg).
9. Stby Batt Annunciator.....On.
10. Propeller Area.....Clear.
11. Master Switch (Alt and Bat).....On.
12. Beacon Light Switch...On as required.

Note
If engine is warm, omit priming procedure of steps 13, 14 and 15 below:

13. Fuel Pump Switch.....On.
14. Mixture Control...Advance to Full Rich, wait until fuel flow indication is stable, and then return to idle cut off position.
15. Fuel Pump Switch.....Off.
16. Magnetos Switch.....Start.
17. Mixture Control.....Advance to full rich when engine starts.
18. Oil Pressure.....Check
19. Amps (M Batt & Batt S).....Check charge (positive).
20. Low Volts Annunciator...Verify Off.
21. Nav Lights Switches.....On as req.
22. Avionics Switch (Bus1&2).....On.
23. Mission Master Switch.....On.
24. Transponder...TEST/Code Set/ALT.
25. Check MFD for correct A/C type and Navigation database expiration dates, then press ENT.
26. Fuel Totalizer.....Reset.
27. ATIS / AWOS.....Copy.
28. G1000 Flight Plan...Enter as Req'd.
29. Altimeters' PFD & Standby.....Set.

Taxi
1. Brakes.....Test
2. Heat / Vents / Defrost As Required.
3. Attitude Indicator..Verify Proper Ops.
4. Turn Coordinator..Verify Proper Ops.
5. HSI &Compass....Verify Proper Ops.

EMERGENCY PROCEDURES

Cessna: C999 (NAVIII)
CVD: TBD (G1000 & GFC700)

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF ROLL
1. **Throttle Control.....IDLE**
2. **Brakes.....APPLY**
3. Wing Flaps.....RETRACT
4. Mixture Control...IDLE CUTOFF
5. MAGNETOS Switch.....OFF
6. Stby Batt Switch.....OFF
7. Master Switch (Alt. & Bat)...OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF
1. **Airspeed....75 KIAS (Flaps Up) .....70 KIAS (Flaps down)**
2. Mixture Control...IDLE CUTOFF
3. FUEL SELECTOR valve.....OFF (PUSH DOWN and ROTATE to OFF)
4. MAGNETOS Switch.....OFF
5. Wing Flaps.....AS REQUIRED (Full Flaps Recommended)
6. Stby Batt Switch.....OFF
7. Master Switch (Alt & Bat)...OFF
8. Cabin Door.....UNLATCH
9. Land.....STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT (Restart Procedures)
1. **Airspeed.....76 KIAS .....(best glide speed)**
2. **Fuel Selector Valve.....BOTH**
3. **Fuel Pump Switch.....ON**
4. **Mixture.....RICH**
5. MAGNETOS Switch.....BOTH (or START if propeller is stopped)

Note
If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn MAGNETOS switch to START, advance throttle slowly from idle, and lean the mixture from full rich, as required to obtain smooth operation.

6. Fuel Pump Switch.....OFF

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER
1. Pilot & Passenger Seat Backs.....MOST UPRIGHT POSITION
2. Seats and Seat Belts SECURE
3. Airspeed....75 KIAS (Flaps UP) 70 KIAS (Flaps 10º to Full)
4. Mixture Control IDLE CUTOFF
5. FUEL SELECTOR Valve.....OFF (Push Down and rotate OFF)
6. MAGNETO Switch.....OFF
7. Wing Flaps.....AS REQUIRED (Full Recommended)
8. Stby Batt Switch.....OFF
9. Master Switch (Alt & Bat)...OFF (when landing is assured)
10. Doors.....UNLATCHED PRIOR TO TOUCHDOWN
11. Touchdown...Slightly TAIL LOW
12. Brakes.....APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER
1. Pilot & Passenger Seats.....MOST UPRIGHT POSITION
2. Seats and Seat Belts...SECURE
3. Airspeed.....75 KIAS
4. Wing Flaps.....20º
5. Selected Field.....FLY OVER noting terrain and obstructions
6. Wing FlapsFULL (on final approach)
7. Airspeed.....70 KIAS
8. Stby Batt Switch.....OFF
9. Master Switch (Alt & Bat)...OFF (when landing assured)
10. Doors.....UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown...Slightly TAIL LOW
12. Mixture Control IDLE CUTOFF
13. MAGNETOS Switch.....OFF
14. Brakes.....APPLY HEAVILY

DITCHING
1. Radio.....TRANSMIT MAYDAY on 121.5, give location and intentions and Squawk 7700
2. Heavy Objects (in baggage area) SECURE or JETTISON (if possible)
3. Pilot & Passenger Seat Backs.....MOST UPRIGHT POSITION
4. Seats and Seat Belts...SECURE
5. Wing Flaps.....20º to Full
6. Power..ESTABLISH 300 FT/MIN DESCENT AT 65 KIAS.

Note
If no power is available, approach at 70 KIAS with flaps UP or at 65 KIAS with Flaps 10º.

7. Approach:
High winds, Heavy Seas.....INTO the WIND
Light winds, Heavy Swells.....PARALLEL to SWELLS
8. Cabin Doors.....UNLATCH
9. Touchdown.....Level Attitude At Established Rate-Of-Descent
10. Face.....CUSHION at touchdown with folded coat
11. ELT.....ACTIVATE
12. Airplane.....EVACUATE through cabin doors.

NOTE: If necessary, open window and flood cabin to equalize pressure so doors can be opened

13. Life Vests and Raft...INFLATE When Clear Of Airplane

FIRES

During START On Ground

1. **MAGNETO Switch.....START** (continue cranking to start engine)

IF ENGINE STARTS
2. Power...1800 RPM for a few minutes
3. Engine.....SHUTDOWN

Inspect for damage

IF ENGINE FAILS TO START.....
1. **Throttle Control...FULL OPEN**
2. **Mixture Control IDLE CUTOFF**
3. **Magnetos Switch.....START (continue cranking)**
4. **Fuel Selector Valve.....OFF PUSH DOWN & ROTATE to OFF**
5. **Fuel Pump Switch.....OFF**
6. **MAGNETOS Switch.....OFF**
7. **Stby Batt Switch.....OFF**
8. **MASTER Switch (Alt & Bat)...OFF**
9. Engine.....SECURE
10. Parking Brake.....RELEASE
11. Fire Extinguisher.....OBTAIN
12. Airplane.....EVACUATE
13. Fire...EXTINGUISH using fire extinguisher, wool blanket, or dirt
14. Fire Damage.....INSPECT

Change Record

Issue Date	Change Summary
8 Jun 20	Corrected link to AIF Content files. Added option for zippered binder. Removed Archer from Tab 13.
25 Aug 20	Revised AIF Cover image and corrected Change Record