



**NATIONAL HEADQUARTERS
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
105 S HANSELL ST
MAXWELL AFB, AL 36112**

1 JUL 19

TO: REGION AND WING DOUs AND sUAS POCs

FR: MR AUSTIN WORCESTER, CAP/DOU

CC: MR JOHN DESMARAIS, CAP/DO; CC, CV, CS, DO, DOS, DOV, DOUs (et al)

RE: 3rd QTR FY 2019 sUAS PROGRAMMATIC UPDATES

ALCON:

To keep everyone up to date, this is our quarterly update on what is going on in the CAP sUAS Program from a National Perspective. Copied in are all the DOUs or POCs (those doing the DOU job but hold a higher position in the chain), that I currently have – for those wings that I don't have a DOU on the roster, I've copied in the commander. I have also copied in our National sUAS Team. These are your community peers. **Please share this with the UAS community within your region, wings, etc.!!!**

As an update CAP now has over 1,450 FAA registered airframes. These include operations aircraft, the STEM kits that are required to be registered, and any other AE/CP sUAS airframes that are required to be registered.

Note: Stuff in BOLD is new material in the update!

OPERATIONAL STUFF

The NYWG is our first wing to reach full operational capacity! OUTSTANDING JOB!

The NEWG performed the 1st UAS mission for CAP. It was done to support the Nebraska EMA. They performed 12 UAS flights in 3 sorties, providing an hour and 23 minutes of HD video to the customer.

The MOWG conducted a mission to support the Missouri EMA to assist them in mapping a training area for the Shaken Fury NLE.

Planning and waiver requests are ongoing for a potential UAS mission in Puerto Rico. A fixed wing imagery mission in PR has been approved.

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A nation-wide waiver has been submitted, through channels, to the Office of Sec of Defense/Chief Information Officer for us to be able to conduct SAR, DSCA, and UAS training for those missions.

Until further notice, AFAMs will only be approved for the C-sUAS (“Red Cell”) missions and certain emergent situation on a case-by-case basis. In the meantime, UAS operations can continue in a Corporate status (“C” missions). This includes training missions which can be done either in under a specific “C” mission number, or the unit’s XX-MISC number.

When you are flying our Endurance Quad, F800, and/or the E384 for flight training that doesn’t require the use of a camera system; please remove the camera and, if applicable, the gimbal before the flight. Doing so will reduce the potential damage and costs to repair should an untoward incident occur.

We ask that everyone not modify, add, or subtract from the aircraft, programs, applications, etc. associated with our airframes and their associated tablets, computers, and equipment without the authorization of the CAP/DO. We are trying very hard to standardize our equipment across the board so that deployment of our teams is consistent across the nation. This includes software updates. We also want to test updates for compatibility to our systems before pushing them to the field.

The draft CAPR 70-1U is currently undergoing it’s “Napoleon Corporal” stage. I hope it will be heading to its next approval step soon after we can get the NC’s comments collated and the new FAA requirements for recreational flying added.

We have been working closely with FEMA and their GIS/remote sensing folks. The OPLAN for a national and regional level UAS response to a major all hazards event. A web briefing and slide deck is available for this at: <https://www.gocivilairpatrol.com/programs/emergency-services/education-and-training/operations-training-webinars>

A corollary to that OPLAN is that FEMA is requesting CAP support to the FEMA Urban Search and Rescue Program during their deployments. Because of the arduous environments that are usually present during these deployments/events, some additional training & positional requirements may be needed... This is huge! Stay tuned...

We also have started a very positive relationship with the US Army Corps of Engineers, on the great side – they already have all of the waivers and some work for us so again, stay tuned!

SAFETY AND INCIDENT REPORTING

All damage to our sUAS, except for propeller damage, must be reported in a SIRS incident report.

Please do not attempt repairs on your own or at the wing level, unless we authorize it here at HQ. Please ship it back to us for repairs...

We consider propellers consumable items and expect an occasional ding or break.

When entering your mishap/incident/accident into SIRS, use the following procedure:

For drone mishaps, the member should go into SIRS the same way they report any mishap and click on "File New Mishap." From the "Select type of mishap" dropdown menu, they select "Aircraft" and fill in the rest of the initial information. Please put "**This is a drone mishap**" at the beginning so there is no confusion.

When they move on to completing Part 2 ("Update New Mishap) they can select the "Aircraft Information" tab. Then...

- 1) Select the wing that owns the drone and then go to the dropdown menu titled "Select Tail Number." For every wing, the first tail number listed is "drone." They select that.
- 2) Enter brief description of the damage.
- 3) Select A99 as the purpose of flight (we don't analyze that data, so it won't matter).
- 4) For phase of operation, select "Ground – Ground Handling." That will get rid of all the fields for weather, airport, runway, etc. so operators won't have to worry about those fields.

Then, you can enter all the information on the location, the type, the registration, etc. in the initial description and mishap review.

To clarify. Suspension of sUAS Flight Privileges, commonly called grounding, does not ground the pilot from our traditional fixed wing program, unless the Wing/CC does so specifically under CAPR 70-1.

TRAINING:

The latest updates to the SQTRs are in the Dropbox. They are now version 7. Highlights: The number of hours for initial PIC time for UASMP have been reduced to match generally accepted practice for competency. The requirements for imagery processing for UAST has been removed (it's required for UASMP).

Personal sUAS may be used for training. BUT! - CAP is not responsible, nor will we repair/replace personal airframes damaged or destroyed in training. Those airframes must be airworthy and properly registered with the FAA.

SQTRs still aren't uploaded nor 107 tracking into eServices. I do not have an ETA on those capabilities. IT is extremely overloaded CAP-wide, and they are doing the best they can. I'll

keep you up to date. In the meantime, we are using paper copies of the draft SQTRs, CAPF 5U and CAPF 91U.

Initially, while there are very limited numbers of instructors and check airmen, Members can videotape their CAPF 5U and CAPF 91U check rides and submit those videos to the CAP/DO, DOA, or DOU for evaluation and approval and endorsement for Instructors, Check Airmen and Check Airmen Examiners. This does not apply to **those wings that have approved Check Airmen**. DOUs will be granted SET status once they have completed their 5U and 91Us. We'll grant, on a case by case basis, SET status to members without the 1-year experience until we build enough cadre of sUAS SETs (this is already permitted by regulation).

Please use the training material in this link as this is the national standard and curriculum. Please do not insert Wing specific requirements currently. We'll allow Wing supplements through the correct processes once the CAPR 70-1U is fully approved

<https://www.dropbox.com/sh/45x1hh491nl1iqm/AACu04UWDu9bQLpD1GkqWtTta?dl=0>

AEROSPACE EDUCATION:

The FAA Reauthorization Act of 2018 (Pub. L. 115-254), Section 349 has now defined requirements specifically for recreational flying of remotely piloted aircraft (RC and sUAS). Until the required safety testing and Community Based Organization requirements are in place, the FAA has issued interim policy guidance regarding recreational flying. For those that need fixed site approval for recreational flying within/underneath Class B, C, D, or Surface E bubbles, please contact me and we'll work with you to get those authorized.

I strongly encourage you all to reach out to your local Academy of Model Aeronautics (AMA) remote control airfields and work with them, so you have a good place to train and proficiency fly your equipment! There is a national level MOU between CAP and the AMA in which we agree to support each other... I've never been less that very well received with any AMA field I've ever approached.

As always if you have a question or need, please ask or reach out to me at aworcester@capnhq.gov. I'll get back to you ASAP!

V/r

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