

Operations

CAP FLIGHT MANAGEMENT

CAPR 60-1, dated 20 February 2008, is supplemented as follows.

2-1 (q) Added. Aircraft flown for Air Force Assigned Missions (AFAMs) are to be flown in the following order:

- 1) CAP Corporate Owned
- 2) Member Owned
- 3) Member Furnished - i.e. rental, aero club, etc.

Member Owned/Furnished aircraft may be prioritized for use when no corporate assets are available that will meet mission requirements. If a corporate asset is not available locally, a member owned aircraft may be used to ferry personnel to a corporate asset for mission use or to a mission base, with Liaison Region approval.

Priority use of corporate aircraft will follow the release codes in order from A-C. In the event of an aircraft scheduling conflict, excluding A1 or A2 missions, the Wing Director of Operations or his/her designee will determine the allocation of aircraft.

Member owned/furnished aircraft must be approved by the Liaison Region in advance and a hold harmless agreement must be on file prior to use.

2-5 (a) Added. Indiana Wing pilots are hereby authorized to conduct over water operations up to 25 nautical miles from land. Any flight beyond gliding distance of land is required to comply with the additional restrictions listed in CAPR 60-1, para 2-19.

2-5 (b) Added. Indiana Wing pilots are hereby authorized to conduct flight operations within Kentucky, Illinois, Ohio, and the lower peninsula of Michigan. Flight operations outside of these areas require prior approval of the Wing Commander or Region Commander, if applicable.

2-8 Added. All Indiana Wing pilots shall have their pilot data entered into and tracked via the CAP Operations Qualifications section of eservices. The Ops Quals FRO Support Report shall be the primary method of verifying pilot credentials, shall serve as the official Wing Pilot Roster, and shall also serve as evidence of "appointment in writing" for the various qualifications requiring such appointment. The following documentation shall be maintained at the pilot's unit of assignment:

- 1) Copy of FAA pilot certificate
- 2) Copy of current FAA medical certificate
- 3) Copy of FAA CFI certificate, if applicable.
- 4) Signed Statement of Understanding (only needs to be submitted once)

Other documentation need not be maintained in a unit file, IAW CAPR 60-1 para 2-8.

2-11 (g) Added. Any commander suspending an **aircrew member** under their command IAW this paragraph shall also suspend the **member's aircrew** credentials in MIMS.

2-21 Added. Indiana Wing General Operating Rules. The following general operating rules apply to all operations involving Indiana Wing aircraft.

- a. Other than for required maintenance, any repositioning of Indiana Wing aircraft will be coordinated through, and approved by, the Wing Commander and/or Director of Operations prior to the aircraft being moved. The wing **Aircraft** Maintenance Officer **or his designee** must approve any movement of INWG aircraft for the purpose of required maintenance. In addition, any flight requiring an FAA ferry permit will be conducted IAW all applicable FARs.
- b. The aircraft Pilot Operating Handbook will be placed in an area that is readily accessible to the PIC, without assistance, during all aircraft operations.
- c. Each Indiana Wing aircraft will be equipped with the following:
 - 1) Pitot cover
 - 2) CO monitor (except G-1000 equipped aircraft)
 - 3) Avionics panel security and/or gust lock
 - 4) Chocks and tie down ropes
 - 5) Survival kit/first aid kit (Contents will be standardized in accordance with para 11-h, CAPR 66-1, INWG Supplement 1.)
 - 6) Baggage tie down net
 - 7) Keybox for securing aircraft and gust lock keys
 - 8) Checklist applicable to the aircraft make and model as determined by INWG/DOM, DO, DOV, or CC.
 - 9) Calibrated fuel measuring stick specifically designed for the aircraft fuel tanks along with instructions.
 - 10) GATS Fuel sampling jar.

Note: None of these items may be removed from the proximity of the aircraft without the approval of the Wing Director of Operations or Aircraft Maintenance Officer. Removal will be noted in the **AIF** as a discrepancy.

2-22 Added. Pilot in Command (PIC) additional responsibilities. The following operational procedures are the responsibility of the PIC.

- a. Obtain a flight release from an INWG approved Flight Release Officer (FRO) or Incident Commander, if applicable. Obtain any other approvals required from the Wing Commander, Director of Operations, or State Director, if applicable.
- b. Perform a crew safety briefing IAW the checklist prior to engine start. Briefing is to include emergency procedures and crew responsibilities for engine fires and failures.
- c. Conduct a post flight inspection.
- d. Upon completion of the flight, contact the Flight Release Officer (FRO) with flight times IAW CAPR 60-1, Paragraph 4-9(b), and the ending Hobbs and Tachometer time readings.

e. Report any maintenance problems to the Flight Release Officer (FRO), and annotate the Discrepancy Log located in the Aircraft Information File. The PIC and FRO should together make a determination as to the urgency of any maintenance considerations, and whether or not to notify the Wing Aircraft Maintenance Officer immediately.

f. Any PIC has the authority to ground an aircraft for maintenance and safety concerns. In doing so, the PIC will placard the aircraft using the "Aircraft Grounded" placard provided in the AIF, and will notify the FRO, Wing Aircraft Maintenance Officer, and Wing Director of Operations.

g. Check for discrepancies noted in the Aircraft Information File, verify repairs, and determine airworthiness based on the nature of the discrepancy and/or repair.

h. Assure that the airplane is properly serviced and secured, that all trash and debris are removed from the airplane, and that the windscreen is cleaned.

3-2 (e) 3 Added. Possess a current FAA CFI certificate for the appropriate category and class of aircraft.

3-2 (i) Added. The Wing Standardization/Evaluation Officer is designated as the appointing authority for Check Pilots, Mission Check Pilots, Instructor Pilots, CAP Cadet Orientation Pilots and AFROTC Orientation Pilots. In addition, he/she shall designate, in writing, Check Pilots and Mission Check Pilots who are authorized to administer Check Pilot check rides and Mission Check Pilot check rides, respectively. These pilots shall be assigned the role of "Check Pilot Examiner" or "Mission Check Pilot Examiner" in their **Operations Qualifications** Pilot Records.

3-3 (a) 3 Added. Pilots who have 100 hours of flight time and a high performance endorsement, but who do not have 25 takeoffs and landings in the C-182, shall be required to complete 25 takeoff and landing cycles in the C-182 prior to taking a Form 5 checkride. The Wing Standardization/Evaluation Officer may grant exceptions to this requirement, based on the pilot's overall flight experience. Pilots who have previously qualified in the C-182 do not need to complete any additional takeoff/landing cycles to maintain C-182 qualification.

3-5 (j) Added. Any pilot from another wing who transfers into, visits or resides in Indiana Wing on a temporary or permanent basis, other than to participate in an actual CAP mission must complete a familiarization flight with an Indiana Wing Check Pilot prior to conducting any flight operations.

3-5 (k) Added. CAPF 5 and/or CAPF 91 check flights will not be accomplished as part of an actual SAR/DR mission.

3-5 (l) Added. When administering a CAPF 5 Check Ride, Check Pilots shall verify that the pilot possesses a current copy of CAPR 60-1 and a copy of the current INWG Supplement to CAPR 60-1.

3-6 (f) Added. Any cadet wishing to receive flight training in CAP aircraft under the provisions of subsection d of this section shall be designated in writing prior to beginning flight training. Request for authorization should be made by the cadet's unit commander, in writing. Approval authority is delegated to the Wing Director of Operations.

4-6 (b) Added. The FRO shall accomplish the flight release using the information in CAPR 60-1, attachment 8. Additionally, the FRO shall verbally verify that the PIC has attended an INWG approved monthly safety briefing, or approved equivalent.

4-6 (d) Added. The FRO will notify the Wing Director of Operations whenever a flight release is denied for any reason. Notification will be made by telephone or email within three (3) days of the denial. This information is used for trend analysis only.

4-9 (a) Added. Indiana Wing Flight Release Officers will be appointed at the Wing level. The Wing Director of Operations is designated as the appointing authority, and will ensure that a sufficient number of FROs are appointed, and that current FRO lists are published and made available to Wing pilots and commanders.



MATTHEW R. CREED, Major, CAP
Director of Operations

W. MARK REEVES, Colonel, CAP
Wing Commander