

**Operations**  
**CAP FLIGHT MANAGEMENT**

**Chapter 1 - GENERAL INFORMATION**

CAPR 60-1, 4 November 2001, is supplemented as follows:

- 1-3. b. AMENDED: Supplements and/or Operating Instructions.** Proposed wing supplements, OIs, or changes thereto, either to CAPR 60-1 or to PCR Supplement to CAPR 60-1, dated 4 November 2001, shall be submitted to Pacific Region Headquarters, PCR/DO, for review and approval prior to submission to National Headquarters (NHQ). Approved changes will be forwarded in a timely fashion to NHQ, CAP/DO, for their approval prior to distribution.

**Chapter 2 - GENERAL OPERATING RULES**

**2-1. i. ADDED: Over-Water Flights.**

(1) All occupants of a single-engine aircraft are required to wear an anti-exposure suit equivalent to the types listed in Attachment 2 of this supplement when flying over water that is less than 60 degrees Fahrenheit and when such flights exceed a distance from shore that would permit a forced landing on land.

(2) All occupants of a multi-engine aircraft are required to wear an anti-exposure suit equivalent to the types listed in Attachment 2 of this supplement when flying over water that is less than 60 degrees Fahrenheit and when such flights exceed 25 nautical miles from the nearest land mass where no adequate forced landing sites are available.

(3) Wing commanders who routinely conduct over-water operations may waive the requirements specified in paragraphs 2-1.i (1) or (2) regarding the wear of anti-exposure suits if either requirement would impose an unnecessary burden, compromise safety, or have an adverse effect on the wing's mission readiness and/or capabilities.

(4) Flights over water with water temperatures warmer than 60 degrees Fahrenheit are permissible in singleengine aircraft without consideration for wearing anti-exposure suits when flown within the 25-mile limitation specified in paragraph 2-5.a. On aircraft used for such flights (except short durations such as takeoff, approach, and landing), each occupant will wear an individual flotation life vest. The aircraft will also contain inflatable rafts of sufficient number and size to accommodate all occupants and at least one pyrotechnic signaling device.

(5) **Responsibilities.** Wing commanders shall establish "flight following" procedures for over-water missions that will help confirm aircraft position and the status of each over-water flight at least every 30 minutes or as soon as practicable given local terrain and communication restrictions. This requirement for "Ops Normal" communication is intended to insure timely activation of SAR forces in the event of a CAP aircraft mishap.

- 2-1. o. AMENDED: Survival Equipment.** Wing commanders shall establish recommended survival equipment lists and oxygen requirements for their respective Wings taking into consideration seasonal requirements and the terrain over which CAP missions are typically conducted. Pacific Region's general guidance is that in the event of a forced landing or ditching, all occupants will have sufficient supplies available to them to insure that they will be protected from excessive exposure and able to sustain themselves until such time as they are rescued. A recommended list should include drinking water, specialized first aid, survival and signaling equipment in greater quantities than specified in CAPR 60-1.
- 2-9. AMENDED: CAP Membership Cards and Uniforms.** The standard PCR "appropriate CAP uniform" is a Nomex flight suit, gloves - preferably Nomex -- and full leather boots. Wing commanders may authorize other CAP uniforms as required to accomplish CAP flight operations IAW CAPR 39-1 or authorize "no" uniforms when specifically requested by the customer for Counter-Drug missions.
- 2-19. ADDED: Operational Requirements and Restrictions.** Powered aircraft operations are predicated upon adequate power reserve to operate safely under certain flight conditions. To insure that adequate power is available when necessary, all aircraft (corporate or member-owned) on any CAP mission operated within the Pacific Region shall conform to the following restrictions:

a. **General.**

- 6) Aircraft occupancy is limited by the engine's Sea Level Horsepower rating. There will be a minimum of 60 horsepower per occupant, unless a specific waiver - by mission/sortie -- is granted by the wing commander for aircraft with proven performance with less than 60 HP per occupant. For example, a 230 HP Skylane and a 180 HP Skyhawk shall both be limited to a maximum of three occupants. However, flight operations in an airplane such as a Citabria or Piper Super Cub with more than one occupant per 60 HP may be waived by the wing commander.
- 7) Any waiver granted to the restriction in paragraph **2.19.a.6)** by a wing commander:
  - (a) Shall be in writing - e-mail or fax is satisfactory -- and retained with mission paperwork.
  - (b) Shall apply only when the density altitude for any given flight is less than 7,000 feet and a terrain clearance of at least 2,000 feet at cruise altitude can be continuously maintained.
- 8) Individual aircraft weight and balance or performance limitations may restrict the total number of occupants to less than one occupant per 60 HP therefore, the "60 HP per occupant" rule shall not be applied to avert, or override established weight and balance or performance calculations for any given aircraft operation.
- 9) No flight should be flown, other than communication relay missions, unless the PIC determines from the aircraft performance charts that a minimum climb rate of 300 FPM can be sustained at the selected or assigned operating altitude and under the forecasted weather conditions at the time of flight.

**Chapter 3 - PILOT QUALIFICATIONS AND REQUIREMENTS**

- 3-4. e. **ADDED: Pilot-In-Command Requirements.** Wings are encouraged to establish procedures allowing corporate aircraft to be operated by fully qualified members of other units. Before a unit commander authorizes flights by qualified personnel from other units, he/she may require an aircraft-specific currency check flight. (Also see Para. 3-5.j of 60-1).
- 3-8. **AMENDED: Proficiency Requirements for CAP Pilots** (*The following sentence is added to this paragraph:*) It is recommended that each pilot fly a proficiency flight in each aircraft type in which he/she is qualified at least every 45 days.

**Chapter 4 - FLIGHT RELEASE OF CAP AIRCRAFT**

4-9. b. **ADDED: Tactical Risk Management.**

- 5) All Aircrew members on a given flight are expected to review each item on the PCR F-115 to evaluate risks they may encounter on their proposed flight. Flight Release Officers are expected to ascertain the crew has done this and review any item(s) on that card which may identify safety or mission effectiveness concerns.

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**SUMMARY OF CHANGES:** This Supplement provides procedures for submitting changes CAPR 60-1, 4 November 2001 (Change 2A) or this supplement. It provides added safety guidance for PCR's unique flight operations, both over water and over hostile terrain. It formalizes the long-standing "60 HP per occupant" policy, yet authorizes the wing commander to waive this requirement under certain circumstances. It also revises the use of the Tactical Risk Management wallet card (PCR Form 115, dated March 2001, or approved wing-level version thereof) into flight release procedures for all CAP flights within the Pacific Region.