

CAP Pilots who can fly on AFAM per CAPR 60-1, CAPR 60-3, and CAP-USAF Instruction 10-2701.

1. CAP VFR/IFR or new pilots (no initial form 5) can not fly as PIC or in training on AFAM. Also no initial form 5 check ride will be funded with AF funding.

- Note: One exception is the provision in Mission Pilot Profile #7 for inexperienced pilots. These pilots need to be in writing by the Wing CC/DO as needing additional training and approved by the SD and RMLR/DO as stated in profile #7 for an one time annual training session similar to the wings program with an IP for funded profile flights. See profile #7 instructions for more details.

2. The following pilots who are current and qualified to be PIC can fly on AFAM (A & B missions):

- CAP cadet orientation flight pilots (powered and gliders)
  - Glider tow plane pilots
  - AFROTC orientation flight pilots
  - JROTC orientation flight pilots
  - SAR/DR/CD mission pilots
  - Transport mission pilots (TMP) – see CAPR 60-3 for TMP permissions
  - Instructor pilots (IP)
  - Standardization/evaluation pilots (CP & CP Examiner)
- a. These pilots have to be current and qualified in Ops Quals to fly as listed on the current FRO Support report for your wing or on the e-flight release information email sent to the FRO prior to flight release being approved.
  - b. It is the wing's responsibility to make sure their pilots are current and qualified.
  - c. A list of current AFAM pilots is sent to the SD by the 5th of each month, but the list can be updated daily by entering and validating qualifications in Ops Quals and the FRO support report will be updated the next day.

3. It is the FRO & PIC responsibility to do their best to confirm the type of flight is correct for the mission to be flown and the pilot is current/qualified to fly as PIC on that flight/sortie. All aircrew members must be current and/or non-CAP passengers on a form 9 release. Wing CC and NOC needs to approve these passengers on a form 9, see 60-1 for more details.

- Note: Target date is 01-Feb-1010, for mandatory e-Flight release for all flights to have to be released via the e-flight release procedures

4. Here is a list of the following current/qualified or in training CAP pilots that can fly on AFAM (A & B missions) and the appropriate mission symbols. If pilot is not current/qualified to fly as PIC, then a current/qualified IP/CP for that mission sortie will have to be listed as PIC on the sortie.

- Note: MCP that are not current IP or CP can not be PIC and give instruction to a pilot that is not current/qualified to act as PIC on that flight.

a. MP, MP in training (supervised by a MP or MCP), TMP (See CAPR 60-3 for TMP permissions or A9) can fly on the following missions:

(1) A missions: A1, A2, A5, A7, A9, A18(HLS qual), A99.

(2) B missions: B5, B8, B9, B10, B11, B12 (profile), B13, B14, B17 (form 5/91 check rides), B18, B21, B99.

- Note: TMP can only fly on MP training Profile #4 and #7, but they have to be Commercial rated on A7 or B12 and get approval from CAP-USAF/XO to fly this on #7, see profile #7 for more information.

b. CD pilots - A3 and A4

c. Cadet O-Ride and Glider Tow pilots - A15, A20, B9, B15 and B20 flights (powered or glider).

d. AFROTC - A6

e. JROTC - A8

f. Instructor, Check pilots, and CP Examiner - A7 or other A or B missions they are qualified to fly as MP or MCP as stated listed for MP.

- Note: All aircrews members have to be current/qualified or in training (supervised training by a MS, MO, ARCHER, ADIS) on their current 101 card when flying on AFAM as aircrews members.

5. C missions. Note: Pilots can be qualified in several areas:

a. CAP VFR/IFR only pilots - C8, C9, C17, C99.

b. MP/TMP (See 60-3, 1-16, d.2 a-e for TMP permissions) - C8, C9, C14, C17, C18, C21, C99, C911

c. Orientation pilots - C16 and C19 and other C flights they are qualified to fly as PIC.

d. Glider Tow pilots - C20.

e. IP/CP - C16, C17, or other C flights they are qualified to fly as PIC.

f. Cadet pilot training – C16

h. New pilot trainee and applicants - No PIC privileges. IP/CP has to be listed as PIC on the sortie and use C17.

6. Only CAP pilots that are qualified to fly on AFAM can have their check rides flown on AF funded missions. No initial check rides will be flown on AF funded missions per CAPR 60-3 and AFI 10-2701.

- Note: Re-currency training and check rides for previous AFAM pilots can be on AF funded missions.

7. An air sortie is defined as one takeoff to one full stop landing per 60-3.

- Note: Repeated full stop landings, touch and goes, or taxi back takeoff/landings for proficiency and currency are not counted as a full stop landing or the need for additional sorties. Re-fueling, rest stops, or other de-planeing operations are counted as full stop landings per National.

8. Do not plan or release a sortie that runs over the fuel limits of the plane. Fuel with CAP planes requires a 1 hour reserve requirement for that sortie. You will need an additional sortie if you stop for re-fueling.

9. Do not plan or release a combination of sorties that goes over the planned 8 hour PIC flight time in their 14 hour duty day/10 hour rest period per CAPR 60-1.

Reference:

[CAP Regulation 60-1](#)

[R60-3 CAPR 60-3](#)

[CAP-USAF Instruction 10-2701](#) @  
[http://www.capmembers.com/media/cms/CAP\\_USAFI\\_10\\_2701.pdf](http://www.capmembers.com/media/cms/CAP_USAFI_10_2701.pdf)

[Mission Symbols](#)

[Mission Pilot Proficiency Profiles](#)

[RMR Supplement to CAPR 60-1](#)

[RMR Survival Kit Sup to CAPR 66-1](#)