



ROCKY MOUNTAIN REGION SUPPLEMENT

CAPR 60-1

29 MARCH 2016

APPROVED/29 March 2016/J. Desmarais/NHQ/DO

Operations

CAP FLIGHT MANAGEMENT

CAPR 60-1, dated 3 May 2014 is supplemented as follows:

2-1g. RMR Standardized Survival Kits required. In compliance with CAPR 66-1, all RMR assigned corporate airplanes will be equipped with a standardized RMR survival kit. See RMR Supplement to CAPR 66-1 for the survival kit list and checklist on the RMR website: <http://rmrcapnews.org>.

2-1p. Note: Wind waivers will only be permitted by this section for tasked operational missions where loss of life is at stake. Waivers to the wind restrictions identified in this paragraph will be granted by the region commander or designee.

2-2b. CAP Powered Airplanes can only operate on paved airport surfaces. Waivers for operation on non-paved surfaces will be requested by the wing CC or designee to the RMR/CC or designee for approval prior to operating on non-paved surfaces. Waiver requests will include the following: Justification, Risk migration measures, an alternate plan as required, and which specific airport surfaces will be used. Waiver will be issued for a specific activity or event or mission with a start and end date and time.

Note: CAP Glider and CAP tow airplanes are permitted to operate on non-paved surfaces during Glider activities which could include re-positioning flights for CAP tow airplane. In case of an emergency the PIC can deviate from this requirement and land on an unpaved runway or surface.

2-2c. Note: All CAP pilots assigned to RMR Headquarters can fly to any Wing within RMR and all adjoining Wings to RMR.

2-2j. Added. Hangar doors will be fully opened (as defined in the annually approved hangar assessment) prior to moving a CAP aircraft into or out of a hangar. A risk assessment shall be completed for every hangar facility in which a RMR CAP aircraft is stored, and a written policy for each facility.

2-4e. Note: The current copies of the aircraft CAPF 37A or O.R.M.S. and the RMR survival kit check list will be filed under Tab #2 in the AIF for that aircraft.

2-8g. Added. Mountain Flight Training (MFT). CAP pilots assigned to this region or subordinate units are required to complete a mountain flight training course prior to any flight as pilot in command in mountainous terrain. Mountainous terrain is defined as all terrain at or above 10,000 feet MSL. RMR Wings shall develop their own MFT courses, which will include initial and re-currency training requirements. Any CAP mountain flying course given in Rocky Mountain Region, Pacific Region or Southwest Region meets the mountain flight training requirement.

3-6c. Added. Turbo Charged Aircraft (TCA) requirements. To operate any TCA assigned to RMR, CAP Pilots will be required to receive a TCA operational check out as outlined in the RMR SOP for TCA aircraft prior to operating TCA in RMR from a CAP TCA IP or CP. The RMR TCA SOP is located on our RMR website: <http://rmrcapnews.org>.

(a) CAP TCA operational check out shall require a minimum of five hours of training flight time in TCA for any CAP pilots with no prior TCA PIC flight time or experience. This training can be completed in conjunction with a CAPF 5 check ride, at the discretion of the CP, but this is not mandatory.

(b) CAP pilots with prior TCA PIC flight time or experience in any TCA may count that experience toward meeting this requirement, but a minimum of two hours TCA training flight time in RMR CAP TCA will be required for the operational check out as outlined in the RMR TCA SOP. This training can be completed in conjunction with a CAPF 5 check ride, at the discretion of the CP, but this is not mandatory.

(c) RMR TCA Standard Operating Procedures (SOP) are outlined in the RMR TCA SOP, see TCA SOP for amplified procedures. No lean of peak EGT operations will be allowed in RMR CAP TCA. These procedures will not exceed any limits, procedures or techniques stated in the aircraft POH procedures and the engine manufacture operating recommendations.

3-7f (5) Added. Must have satisfactorily performed duty as a CAP Instructor Pilot for a minimum of one year. The Region Commander is the waiver authority for this requirement.

(6) Added Check Pilots assigned to region headquarters may administer check rides to any pilot or check pilot (in accordance with that check pilots qualifications) assigned to any region subordinate unit.

3-7g. Must have satisfactorily performed duty as a CAP Check Pilot for a minimum of one year. The Region Commander is the waiver authority for this requirement.

3-7m. Added. Prior to the start of any pilot training or completing a CAP form 5 check ride CAP senior members will have completed the following requirements: Level 1, Aircraft Ground Handling, and a RMR Form 60 certifying the pilot's flight history with the unit commander's approval. If any question is answered in the affirmative, the application must be forwarded through channels to the Wing Commander for approval. The current RMR Form 60 is located on the RMR website at: <http://rmrcapnews.org>.

3-9c. Added. Copy of RMR Form 60 will be maintained on file or stored electronically in Ops Quals showing approval of the unit commander or Wing Commander as appropriate.

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Commander