

### CHAPTER 3 – PILOT QUALIFICATIONS AND REQUIREMENTS

**3-1. General.** This chapter prescribes aircrew qualifications and requirements to fly CAP aircraft.

**3-2. Pilot Qualifications.**

**a. CAP Cadet Pre-Solo Pilot.** The following basic requirements must be met to be qualified as a CAP cadet pre-solo pilot. This qualification may only be earned at an organized wing or higher-level flight encampment/academy.

1) Be an active CAP member at least 16 years of age (for balloon or glider be age 14 or older).

2) Have received the required instruction from a CAP certificated flight instructor/-glider (CFI/CFIG), at a wing level or higher flight encampment/academy and have a written record documenting instruction of all items of FAR 61.87, in the appropriate aircraft.

3) Complete a pre-solo qualification flight as described in paragraph 1-6 of this regulation.

**b. CAP Solo Pilot.** The following basic requirements must be met to be qualified as a CAP solo pilot in CAP aircraft:

1) Be an active CAP member at least 16 years of age (for balloon or glider be age 14 or older).

2) Possess a valid FAA student pilot certificate.

3) Possess a valid, current medical certificate (not required for gliders or balloons).

4) Have received the required instruction from an FAA authorized flight instructor (CFI/CFIG), have a written record documenting instruction, for the appropriate aircraft, in accordance with FAR 61.87, and possess a current solo endorsement IAW FARs from a CAP instructor pilot.

5) CAP glider student pilots will have a minimum of thirty (30) dual instruction training flights and a properly documented logbook/training record ensuring all required areas of FAR 61.87, *Solo Requirements for Student Pilots*, are met prior to initial solo. First time, wing level or higher, glider encampment/academy students are restricted to CAP cadet pre-solo pilot qualification only.

**c. CAP Pilot.** The following basic requirements must be met to be qualified as a CAP pilot in CAP aircraft:

1) Be an active CAP member at least 17 years of age (16 years of age for CAP glider pilots).

2) Possess a valid FAA private, commercial, or airline transport pilot certificate.

3) Possess a class III or higher medical certificate (not required for gliders).

4) Possess a current flight review IAW FAR 61.56.

5) Satisfactorily complete a CAPF 5 flight check in an aircraft (in an appropriate group) within the preceding 12 months.

6) Complete an annual CAPF 5 written examination and annual aircraft questionnaires (attachments 3 and 4) for each aircraft authorized to fly.

**d. Instructor Pilot.** The following requirements must be met to be qualified as a CAP instructor pilot in CAP aircraft.

1) Be an active CAP pilot at least 18 years of age.

2) Possess a current FAA certificated flight instructor certificate.

3) Be CAP current and qualified in the aircraft type.

4) Possess a class III or higher medical certificate (not required for gliders).

5) Be designated in writing by the present Executive Director, region or wing commander, or their designee.

**e. Check Pilot.** The following requirements must be met to be designated as a CAP check pilot:

1) Be an active CAP pilot at least 18 years of age.

2) Possess a valid FAA airline transport pilot certificate or commercial certificate with an instrument rating (Instrument rating not required for glider check pilot).

3) Possess a current FAA CFI certificate for the appropriate category of aircraft. (In unusual situations, a written waiver to the CFI requirement may be granted by the appropriate region commander.)

4) Satisfactorily complete the *National Check Pilot Standardization Course (NCPSC)* prior to initial appointment and every 4 years thereafter. Satisfactory completion of the NCPSC constitutes recommendation by the wing Stan/Eval officer or his/her designee, completion of the classroom instruction and a check ride with a CAP check pilot approved by the wing Stan/Eval officer. Course length and check ride completion standards are stipulated by the current NCPSC. Successful completion of the NCPSC authorizes the graduate to wear the National Check Pilot Patch. The patch may be worn as an optional patch on the flight uniform.

5) Be current and qualified in at least the aircraft group used for any flight check. Individuals who do not possess a current medical certificate and cannot maintain currency in group may function as a CAP check pilot as long as they are approved in writing by the region/wing commander, can show prior currency in CAP aircraft within the group aircraft in which they will be administering check flights, and are not the pilot-in-command of the flight activity.

6) Be designated in writing as a check pilot by the present Executive Director, region or wing commander, or their designee.

**f. Cadet Orientation Pilot.** The following requirements must be met to be designated as a cadet orientation pilot:

- 1) Be an active CAP pilot at least 21 years of age (or 18 years of age with a valid FAA CFI certificate).
- 2) CAP powered pilots must have a minimum of 200 hours (300 hours for AFROTC orientation flights) total pilot-in-command (PIC) time in the category and class of airplane to be used.
- 3) CAP glider pilots must have one of the following:
  - a) A minimum of 50 hours PIC in gliders.
  - b) A minimum of 100 flights as PIC of a glider.
  - c) A minimum of 50 flights in the past 12 months as PIC of a glider.
  - d) Be a current CFIG.
- 4) Satisfactorily demonstrate a thorough knowledge of the cadet orientation flight program syllabus to a CAP check pilot and have the CAPF 5 flight check annotated as qualified to conduct cadet orientation flights.
- 5) Be designated in writing as a cadet orientation pilot in the applicable aircraft group(s) by the present Executive Director, region or wing commander, or their designee.
- 6) Overseas cadet units may use military aero club aircraft and pilots to administer cadet orientation rides IAW the cadet orientation flight program syllabus. Military aero club pilots will comply with paragraph 3-2e2) of this regulation and be thoroughly familiar with the cadet orientation flight program syllabus.

**g. Search and Rescue/Disaster Relief Mission Pilot.** Qualified IAW current CAP regulations.

**h. Mission Check Pilot.** The following requirements must be met to be qualified as a CAP mission check pilot in CAP aircraft.

- 1) Be a highly experienced and qualified mission pilot with a thorough knowledge of current CAP operational and emergency services regulations.
- 2) Have a minimum of 25 mission sorties as PIC and satisfactorily complete a CAPF 91, *CAP Mission Pilot Checkout*, IAW paragraph 3-9a of this regulation. This check is valid for 24 months through the end of the month in which it was taken.
- 3) Be designated in writing by the present Executive Director, region or wing commander, or their designee.

**3-3. Pilot Aircraft Qualification Requirements.** The following qualification requirements must be met to operate the indicated aircraft as PIC on CAP flight activities. Certificate and flight experience requirements do not apply to student pilots under the supervision of a CAP instructor.

**a. Single Engine.** For single-engine aircraft:

- 1) Possess a valid FAA private, commercial, or airline transport pilot certificate including an airplane category and single-engine class rating.
- 2) For aircraft with conventional (tail wheel) landing gear, have a minimum of 25 hours PIC (50 hours for DHC-2) time and 50 takeoffs and landings in tail wheel aircraft.
- 3) For high-performance aircraft (per FAR Part 61), have a minimum of 100 hours total PIC time, of which at least 10 hours PIC time and 25 takeoffs and landings must be in high-performance aircraft.
- 4) For complex aircraft (per FAR Part 61), have a minimum of 100 hours total PIC time, of which at least 10 hours PIC time and 25 takeoffs and landings must be in complex aircraft.

**b. Multi-Engine.** For multi-engine aircraft:

- 1) Possess a valid FAA private, commercial, or airline transport pilot certificate including an airplane category and multi-engine class rating.
- 2) Have a minimum of 250 hours total PIC time.
- 3) Have at least 50 hours PIC time and 50 takeoffs and landings in multi-engine aircraft.

**c. Gliders.** For gliders:

- 1) Possess a valid FAA private or commercial certificate with a glider rating.
- 2) Be authorized for the launch method (aero tow or ground tow) used.
- 3) Have a minimum of 5 total PIC hours or 10 flights as PIC in gliders.

**d. Balloons.** See paragraph 1-3c of this regulation.

**3-4. Pilot-in-Command Requirements.**

**a. General.** Individuals must meet the following general requirements to be PIC of any CAP aircraft. Additional requirements are applicable to check pilots, USAF assigned missions, emergency services operations, and flights carrying cadet passengers.

- 1) Be an active CAP pilot, CAP cadet solo pilot, or a CAP glider student pilot under the supervision of a CAP glider instructor pilot.
- 2) To carry passengers be an active CAP pilot at least 18 years of age and possess a valid FAA private, commercial, or airline transport pilot certificate.
- 3) Meet all applicable FAR requirements for the flight to be conducted.
- 4) Have on file a signed copy of the Statement of Understanding dated 1 January 1992 or later (attachment 1).

**b. Air Force Assigned Missions and Emergency Services Operations.** In addition to the general requirements above, individuals must meet the following to be PIC of CAP aircraft on USAF assigned reimbursable missions and during emergency services operations.

- 1) Be an active CAP pilot at least 18 years of age and possess a valid FAA private, commercial, or airline transport pilot certificate.
- 2) Be a current and qualified SAR/DR; CD or transport mission pilot; or in formal training under CAPR 60-3, *CAP Emergency Services Training and Operational Missions*, and possess at least a CAPF 101T as a mission pilot trainee.

**c. Cadet Orientation Flights and Other Flights Carrying Cadets.** In addition to the general requirements above, individuals must meet the following to be PIC of CAP aircraft on cadet orientation flights or other flights carrying cadets.

- 1) For CAP and AFROTC cadet orientation flights, meet the requirements for cadet orientation pilots specified in paragraph 3-2f.
- 2) For other flights of CAP cadets, when approved by the unit commander, the pilot must be a current CAP cadet orientation pilot.
- 3) For transportation of CAP cadets directly to and from a USAF assigned reimbursable mission, be a current and qualified SAR/DR or transport mission pilot.

**d. Prospective Buyer.** When approved by NHQ CAP/DO, a non-CAP member pilot who is a prospective buyer may fly as a passenger on CAP corporate aircraft for the purposes of aircraft evaluation.

**3-5. CAPF 5 Flight Checks.** All CAP pilots, except CAP cadet student pilots or CAP glider student pilots under the supervision of a CAP instructor, must satisfactorily complete required CAPF 5 flight checks. The minimum level of proficiency acceptable is that contained in the current FAA Pilot Practical Test Standards for the certificate being exercised. For CAP instructor/check pilots, the minimum level of proficiency acceptable is that contained in the current FAA Flight Instructor and Commercial Pilot Practical Test Standards. CAPF 5 flight checks shall be administered and accomplished in accordance with the guidelines contained in attachment 5. Whenever possible, the check pilot **will not** be the PIC. All CAP flight checks, except mission flight checks (attachment 6), are valid for 12 months, through the end of the month in which it was taken. Applicants for a CAP pilot flight check must provide proof of FAA passenger carrying proficiency [as stated in FAR 61.57(a)(1)] in category and class prior to beginning a CAP flight check.

**a.** An initial CAPF 5 flight check administered by a CAP check pilot must be satisfactorily completed prior to designation of a CAP member as a CAP pilot.

b. All CAP pilots must complete an initial CAPF 5 flight check in each aircraft type flown.

c. All CAP pilots must satisfactorily complete an annual flight check administered by a CAP check pilot in each applicable aircraft group. An annual flight check with the same CAP check pilot two years in a row is discouraged. An annual flight check with the same CAP check pilot more than two years in a row requires Wing Commander written approval. A flight check administered by a FAA inspector, designated check airman, designated pilot examiner, or CAP-USAF flight examiner is acceptable provided the individual administering the flight check completes and signs the CAPF 5 and the CAP specific items are verbally covered by an authorized CAP check pilot who also signs the CAPF 5. A flight check accomplished in an aircraft in groups 2, 3, or 4 of Table 3-1 also satisfies the requirement for all aircraft in group 1 in which the particular pilot has previously completed a CAPF 5 initial flight check. A flight check accomplished in an aircraft in group 4 of Table 3-1 also satisfies the requirement for all aircraft in groups 1, 2 and 3 in which the particular pilot has previously completed a CAPF 5 flight check.

d. CAP check pilots must satisfactorily complete an annual CAPF 5 flight check administered by an FAA inspector, designated pilot examiner authorized to administer CFI flight check, CAP-USAF flight examiner, CAP check pilot designated by the national, region, or wing commander to administer check pilot flight checks, or in conjunction with the *National Check Pilot Standardization Course* in each applicable aircraft group. A flight check accomplished in an aircraft in groups 2, 3, or 4 of Table 3-1 also satisfies the requirement for all aircraft in group 1 in which the particular pilot has previously completed a CAPF 5 initial flight check. A flight check accomplished in an aircraft in group 4 of Table 3-1 also satisfies the requirement for all aircraft in groups 1, 2 and 3 in which the particular pilot has previously completed a CAPF 5 flight check.

e. All CAP pilots who hold an instrument rating or Airline Transport Pilot (ATP) certificate and desire to exercise instrument privileges on CAP flight activities shall demonstrate instrument proficiency by satisfactory accomplishment of at least one partial panel unusual attitude recovery, one holding pattern, and one instrument approach from section XIV of CAPF 5. Additional items contained in section XIV may be required at the discretion of the check pilot administering the flight check. Pilots desiring to exercise instrument privileges in multi-engine aircraft shall demonstrate instrument proficiency in a multi-engine aircraft, including an instrument approach with one engine simulated inoperative. An FAA recognized flight check requiring a demonstration of instrument competency within 180 days preceding the CAPF 5 flight check may satisfy the requirement.

f. NHQ CAP/DOV will publish an annual CAPF 5 written examination. The exam will be taken from current FAA material and this regulation. Minimum passing score is 80%. The pilot being evaluated should obtain and complete the test prior to the scheduled flight check date so the examination can be graded and presented at the time of the flight check. All CAP pilots shall satisfactorily accomplish the CAPF 5 written examination once per year as a part of their annual flight check. (The written examination is not required on subsequent CAPF 5 flight checks, such as an initial aircraft check, if it has been satisfactorily completed during the preceding 12 months.)

g. An aircraft questionnaire (attachments 3 and 4) for each aircraft within a specific aircraft category a CAP pilot is authorized to fly will be accomplished annually in conjunction with the annual standardization flight evaluation and presented to the check pilot at the time of the check ride. Other evaluations require a completed aircraft questionnaire for the aircraft used during the evaluation.

h. All CAPF 5 flight checks shall include a minimum of three (including soft and short field procedures) takeoffs and landings. If conditions are appropriate, at least one crosswind landing must be demonstrated. CAP pilots who operate amphibious, float, or ski equipped aircraft must satisfactorily demonstrate water or ski operations, including a minimum of three water or ski takeoffs and landings.

i. Members wishing to take a CAPF 5 flight evaluation in a wing other than his/her assigned wing will obtain approval from the member's assigned wing standardization and evaluation officer.

j. Wing commander's may require re-evaluation of CAP pilots transferring into their respective wings.

**3-6. CAP Pilot Flight Training Leading to an Additional Airman Rating or Certificate.** Senior and cadet members may receive flight instruction from CAP instructors in CAP aircraft as follows:

a. CAP cadets up to 21 years of age may receive flight instruction from a CAP flight instructor leading to an airman certificate or rating, including authorized cadet solo flights and accomplishment of required practical test.

b. CAP pilots who have been an active member of CAP for at least 1 year, are authorized to receive flight training leading to the addition of an instrument rating on an existing private or commercial pilot certificate when his training has been approved by the wing (or region) commander and is conducted in CAP corporate aircraft. (Use mission symbol C17.)

c. CAP senior member mission pilots are authorized flight training leading to an instrument rating. (Use mission symbol C17.)

d. CAP senior member mission pilots are authorized flight training leading to an airman rating or certificate (commercial, certificated flight instructor, or certificated flight instructor instrument). (Use mission symbol C17.)

e. CAP senior members are authorized flight training in gliders by CAP CFGs leading to a glider rating. This training must be approved in writing by the wing commander. This approval **does not allow** instruction of senior member student pilots in powered aircraft. (Use mission symbol C17.)

f. Non-pilot CAP senior member airplane flight training is not authorized unless requested in writing and approved by the Executive Director.

**3-7. Standardization and Evaluation Program.** The Stan/Eval Program is the commander's tool to validate the effectiveness of the CAP flying program, as it pertains to the CAP mission and individual pilot flying duties. The backbone of the Stan/Eval Program is the wing and squadron Stan/Eval officer, ensuring front-line compliance with program objectives and protection of CAP resources. A Stan/Eval officer must be a CAP check pilot. The Stan/Eval officer position description is as published in CAPR 20-1, *Organization of Civil Air Patrol*.

a. **NHQ CAP.** The director of operations sets the policy and serves as a guide for conducting the CAP Stan/Eval Program. The Headquarters chief of standardization and evaluation (NHQ CAP/DOV) is the office of primary responsibility (OPR) for:

- 1) Review and maintenance of CAPR 60-1.
- 2) Monitoring of NHQ CAP programs to ensure policies and guidance set by NHQ CAP are adequate.
- 3) Publication of the annual CAPF 5 examination.
- 4) Assisting region/wing standardization and evaluation officers in the implementation and operation of Standardization and Evaluation programs.

b. **CAP Region/Wing.** The region/wing commander shall establish plans, policies, and procedures necessary to conduct a region/wing Stan/Eval Program. The region/wing Stan/Eval officer will:

- 1) Implement and administer a Check Pilot (including mission check pilot) Program.
- 2) Conduct evaluations of wing/squadron check pilots to identify program trends and on request report those trends to CAP-USAF/XOV and NHQ CAP/DOV for overall trend analysis.
- 3) Appoint, with the wing commander's concurrence, a limited number of highly qualified check pilots to assist in the implementation of the wing standardization and evaluation program.
- 4) Assist subordinate Stan/Eval officers in the implementation of Stan/Eval Programs.

**3-8. Proficiency Requirements for CAP Pilots.** Pilots are encouraged to maintain currency and proficiency by accomplishing a self-conducted proficiency flight as described in attachment 7 at least once every 90 days (C17 mission symbol).

**3-9. Requirements for CAP Mission Check Pilots and CAP Mission Pilots.**

a. All mission check pilots must be CAP members and current and qualified SAR/DR mission pilots. To qualify as a mission check pilot, CAP SAR/DR pilots must have a minimum of 25 mission sorties (actual and/or training), satisfactorily complete the *National Check Pilot Standardization Course* (CAP mission check pilots qualified prior to 10 August 2001 are exempt until the next wing scheduled NCPSC), and satisfactorily complete a CAPF 91, *CAP Mission Pilot Checkout*. A mission check pilot authorized by the wing commander to administer mission check pilot check rides shall give this check ride. During the check ride, candidates will be required to demonstrate their ability to perform and evaluate all applicable areas of the CAPF 91 (may be concurrent with the biennial mission pilot check). Mission check pilots need not be FAA CFIs, but should be appointed based upon their knowledge of CAP mission pilot procedures, ability to determine qualifications of CAP mission pilots, and ability to properly administer mission pilot flight checks.

b. SAR/DR/CD mission pilots are authorized 4 hours of proficiency flight training per calendar month under AF assigned non-reimbursed mission status. These flights should be released using a B-12 mission symbol and flown IAW attachment 9.

c. SAR/DR/CD mission pilots must accomplish a CAPF 91, *CAP Mission Pilot Checkout*, every 24 months, through the end of the month that the evaluation was taken.

**TABLE 3-1. AIRCRAFT GROUPS**

<b>GROUP 1</b> Single engine, tricycle landing gear, 4 or less seats, 200 hp or less, fixed pitch propeller, fixed landing gear.	<b>GROUP 2</b> High performance, single engine tricycle landing gear; 5 or more seats, or more than 200 hp; or turbocharged engine, controllable pitch propeller, or retractable landing gear.
<b>GROUP 3</b> Single engine, conventional landing gear, 4 or less seats, 200 hp or less, fixed pitch propeller fixed landing gear.	<b>GROUP 4</b> High performance, single engine conventional landing gear; 5 or more seats, or more than 200 hp; or turbocharged engine, or controllable pitch propeller, or retractable landing gear.
<b>GROUP 5</b> All water capable airplanes (amphibious or floats).	<b>GROUP 6</b> All multi-engine airplanes.
<b>GROUP 7</b> All gliders.	

**Notes:**

1. Groupings are applicable to all CAP aircraft (member owned or CAP corporate).
2. An aircraft falls within the highest group for which any of the criteria contained in a group applies.
3. For the purposes of CAPF 5 flight checks, aircraft on the same line below are considered equivalent (an initial flight check in any one of the aircraft on a line satisfies initial flight check requirements for all aircraft on the same line):

T-41 (145 hp, 180 hp fixed pitch), C-172 (145 hp, 150 hp, 160 hp, 180 hp fixed pitch)

T-41 (180 hp constant speed), C-172XP, C-172 (180 hp constant speed), C-175

T-41B (210 hp constant speed), C-182

C-150, C-152

C-R182, C-R172

C-205, C-206, C-207

PA28-140, PA28-160, PA28-161, PA28-180, PA28-181

PA28R-200, PA28R-201, PA28R-180

PA28-235, PA28-236

PA32-300, PA32-301, PA32-260

Kachina 2150, 2180

Mooney M20, M21

T-34A, T-34B

BE33, BE35

AA5, AA5A, AA5B

SGS 2-33, SGS 2-22

Schleicher K-7, K-13