Key operational highlights of 70-1

San Francisco bay group 2

This is not an official summary of changes

70-1 is here

- Renumbering to better align with USAF numbering
- Effective on December 4th, 2017
- https://www.capmembers.com/media/cms/CAPR_701_CAP_Flight_Management__4_D_81404E04BE72B.pdf
- Major restructuring
- We will focus on major and relevant changes
- This is not an official guide. Read 70-1

CAP F5s

- Adding an FAA instrument rating airplane provides instrument privileges for 12 months outside of a F5
  - Not for G1000
- No longer need to be passenger current. Candidates still must provide evidence of a flight review
- A failed F5 in a new make an model or for a new endorsement does not require a re-evaluation unless the check pilot considers the failure to extend to pilot's existing qualifications
- Pilots need wing commander or higher approval for more than two consecutive F5s with the same check pilot
  - Previously only applied to annual F5s
- A F5 renews all other aircrafts in which the pilot had an initial F5
  - Complete a questionnaire only for the plane used for the F5

CAP F5s

- Re-evaluation F5s: commanders should consider designating a different check pilot to conduct a re-evaluation when required because of a failure
  - Prior, the wing DOV or a designee will approve a plan to ensure that remedial training is accomplished
  - Pending satisfactory completion of the re-evaluation, a wing or higher commander may suspend the pilot's flying privileges
- Non-CFII check pilots can't endorse instrument privileges
- Rule that mandated that whoever trains someone can't also check them is removed
- Important: CAWG 60-1 still applies for 60 days. Supplements need to be revised after a national regulation change, but there is a grace period. CAWG 60-1 automatically suspends a pilot's privileges after a failure for an endorsement or airplane the pilot is already qualified in

Mishaps and Suspensions

- Suspensions may be done verbally but written notification with reasons must be provided within 7 days
- Following **any aircraft** mishap, commanders must suspend the flight privileges of crewmembers until circumstances and crew health can be determined
- If the mishap is an accident, flying privileges are automatically suspended. Only wing commander or higher may reinstate
  - For pilots, conditions may be set such as a new F5
- If not an accident, reinstatement may be done verbally for aircrew that are not suspected to have contributed to the mishap. Otherwise, determination is required

Flight Releases

- FROs must have flying experience as a pilot or aircrew member
  - Outside of CAP acceptable. No need to be current
- Online training required every four years
  - New training to be completed by 1st of January 2018
- New category: senior FROs (SFROs)
  - FRO qualified
  - CAP senior pilot rating
  - FAA instrument rating. Need not be current
- The requirement to stay within 24 hours for a flight release is removed
  - IFR releases still within two hours
- Missing aircraft procedures to be started two hours after the estimated landing time

Flight Releases

- For IFR flight, crews must determine the lowest forecast weather for both departure and arrival
- SFROs are required to release a sortie when:
  - The departure runway is shorter than the calculated takeoff distance ground roll, plus the landing distance ground roll at the actual takeoff weight
  - The ORM score mandates a SFRO
  - IFR sorties expect conditions for departure or arrival lower than 800 feet ceiling and 2 miles visibility, but no lower than 500 and 1

Flight Releases

- SFROs with the concurrence of the wing commander may approve IFR operations down to FAA minimums
  - Same for more than 30 knot winds
- The PIC is expected to abort an approach and proceed to the alternate if weather decreases below the minimums authorized by the flight release
  - If alternate conditions also lower and weather does not improve after waiting, exercise discretion down to published minimums

G1000s

- **Q:** I don't see any reference to G1000 transition training in the new regulation. Will this training no longer be required for pilots new to G1000 aircraft or will it be defined in a different publication?
- **A:** The intention is not to require it specifically. With almost half the fleet being G1000s now, it is much more commonplace than it used to be. That said, it will remain available to assist, and I expect that as we look at pilot professionalism issues, there may be more of this type of training made available, and if there are issues, more formal mandates of use.

Other Information

- Cannot use airplanes to assist law enforcement unless approved by CAP NOC
- Special VFR requires an instrument rated pilot
- No smoking within 100 feet of CAP aircraft
- Uniforms are not required for glider operations but clothing must identify the individuals as a CAP member
- 70-1 lists pre-flight briefing items from the PIC to aircrew
- Flights beyond 50nm require FAA flight plan **or** flight following
- Requirement to talk to FRO within 24 hours of departure is removed
- No rule regarding flying outside of wing boundaries

Other Information

- CAP tow pilot qualification requirements remain, with the addition of 10 tows in the last 12 months for currency
- To participate in extended over-water operations, each aircrew member must have completed an approved CAP over-water survival classroom-based course
- No simulated emergencies during orientation flights or during night or IMC weather
  - Exception: partial panel approaches at night are ok if under the supervision of a CAP instructor pilot
- Touch and goes require a hard surfaced runway at least 3000 feet, or the sum of takeoff and landing rolls, whichever is greater
- Air maneuvers require 1500 AGL

Other Information

- ORM is mandatory for every flight
- Within 10 feet of any obstacle, pilots shall taxi at a slow walk pace
- Within 3 feet of an obstacle, pilots shall not taxi a CAP aircraft under its own power
- Engines need to be shut down for anyone to enter or leave a CAP airplane
- 3 miles visibility required for VFR flight unless the pilot is FAA instrument rated and current
- Prohibited flight under forecast or reported severe or extreme turbulence. Same with any forecast or known icing conditions
- No glider operations with more than 20 knot winds or more than 12 knot crosswinds

Other Information

- Simulated forced landings (SFLs) outside of gliding distance to a runway may be continued to no lower than 500 AGL
  - SFLs may continue to touchdown on a hard surface runway at least 3000 feet long with a CAP instructor, or 5000 without
- Extended over water operations: any flight outside normal gliding distance of land except when in an instrument approach
  - Requires two mission pilots instrument rated and current in the front. Right seat does not need to be qualified in the aircraft
  - Equipment requirements apply
  - Takeoff and landing exception has been removed
- Non-CAP passenger approval must be requested at least 5 days in advance
- Sorties need to be closed within 72 hours of completion