



OFFICE OF THE NATIONAL COMMANDER
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112-5937

ICL 20-08
1 October 2020

MEMORANDUM FOR ALL CAP UNIT COMMANDERS

FROM: CAP/CC

SUBJECT: Interim Change Letter – CAPR 70-1, *CAP Flight Management*

1. This letter immediately changes CAPR 70-1, *CAP Flight Management*, and will remain in effect until the publication is revised. Compliance with this letter is mandatory
2. Correct references to FAA proficiency checks by:
 - a) Removing the reference to 14 CFR 121.439 from 4.2.1.1.4
 - b) Removing references to 14 CFR 121.439 and 14 CFR 141.79(d)(2) from 7.4.1.2.
3. Initial qualification as a CAP Tow Pilot requires recent experience, as defined in 4.4.4.1.5. This requirement is implemented within Ops Quals as a one-time prerequisite. However, the current wording is often misinterpreted as a recurring requirement. To avoid confusion, reword 4.4.4.1.5. to read, “Have completed at least 10 glider tows in the past 12 months prior to submission for initial appointment.”
4. To remove barriers to onboarding of new pilots and to make clear distinctions between training and proficiency, the following changes are required:
 - a. Remove the phrase “or endorsement” from 6.2.2. and 6.2.3.
 - b. Remove the word “training” from 6.3.1. and 6.3.2.
5. The renewal validation process requires the presence of an aircraft questionnaire in Ops Quals for each make/model being renewed. Revise 7.4.1. to read, “All previous aircraft qualifications in the same category for which the pilot has an initial Form 5 and an aircraft questionnaire can be renewed at the time of the annual evaluation.”
6. To clarify the intent of the prohibition regarding aircraft that have undergone certain types of maintenance, change 9.3. to read “Aircraft Use – Cadet Orientation and Cadet Flight Training. During the first 10 tachometer hours following an engine change, major overhaul, or replacement/removal/reinstallation of cylinders or magnetos, a CAP airplane will not be used to carry, or tow an aircraft carrying, CAP or ROTC/JROTC cadets participating in orientation rides. Additionally, such aircraft will not be used to conduct cadet solo flight training. This prohibition does not apply to dual instruction of cadets or cadets that hold a private pilot’s license.”

7. Comparison of Takeoff or Landing Distance (TOLD) to available runway length has been integrated into the Pre-flight Risk Assessment Worksheet (RAW). The resulting risk assessment is made available to the FRO through the Risk Assessment & Release process; therefore, there is no longer a need to independently provide this data to the FRO. Strike the final sentence of 9.11.2.5.1.4.
8. Correct the spelling of "immersion suits" in 9.11.10.6.
9. CAPR 60-1(I), *Pilot Flight Clinics*, is being converted to a CAP Standard. CAP's Publication Proof-of-Concept requires that any CAP Standard be referenced in a CAP Regulation. Accordingly, Attachment 2 should be changed from "CAPR 60-2(I), Pilot Flight Clinics" to "CAPS 71-7, Pilot Flight Clinics." Move this entry to follow CAPS 71-6.
10. For comments or questions regarding this interim change letter, contact John Desmarais, CAP/DO, at (334) 953-9107, or email jdesmarais@capnhq.gov.



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