



OFFICE OF THE NATIONAL COMMANDER
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112-5967

ICL 24-01
22 April 24

MEMORANDUM FOR ALL CAP UNIT COMMANDERS

FROM: CAP/CC

SUBJECT: Interim Change Letter – CAPR70-1, *Civil Air Patrol Flight Management*

1. This interim change letter immediately changes CAPR 70-1, *Civil Air Patrol Flight Management* and will remain in effect until CAPR 70-1 is revised. Compliance with this letter is mandatory.
2. CAPR 70-1 is immediately changed as follows:

Paragraph 4.3.1.1.6 is added: As of 1 May 2024, complete annual Transportation Security Administration (TSA) Security Awareness training.

Paragraph 6.2.2 is changed to read: “CAP Cadets, qualified CAP Transport Mission Pilots and CAP Mission Pilots are authorized to use CAP airplanes for flight instruction toward any FAA certificate or rating. CAP Cadets training in CAP airplanes toward their Private Pilot Certificate are restricted to C-172 model airplane.”

Paragraph 8.2, Suspension of CAP Flying Privileges - Mishap is changed to read: “Suspension of CAP Flying Privileges – Safety Significant Occurrences. (This paragraph does not apply to reportable Near Miss events as defined in CAPR 160-2). Any crewmember involved in a Safety Significant Occurrence (SSO) resulting in damage to an aircraft, as defined in CAPR 160-2, is automatically suspended from flying as a crewmember until a commander in their chain-of-command, or an Incident Commander (IC) during a supervised mission, has been apprised of the circumstances of the SSO. Using contemporaneously available information, the commander shall determine which of the conditions described in the following subparagraphs apply and take the prescribed action.”

Paragraph 8.2.1, is changed to read: “If the SSO appears to have been caused by crew action or inaction that creates an ongoing concern regarding their readiness for continued flying duties (e.g., willful violation, excessive risk tolerance, disregard for procedures, lack of proficiency, etc.), the commander shall suspend those specific crew members “for cause” using the procedures described in 8.1. A determination that pilot error was causal to a SSO does not necessarily require suspension for cause. For example, damage to an aircraft tire due to improper braking technique would not necessarily create an ongoing concern warranting a suspension for cause. However, such an event would be viewed differently if excessive braking was required as a result of landing excessively long after an unstable approach and a poor go-around decision.”

Paragraph 8.2.2, is changed to read: “If it appears that the SSO could be defined as an aircraft accident per CAPR 160-2, the commander shall suspend all crewmembers using the same

procedures outlined in paragraph 8.1.1. and 8.1.2; however, the reason for suspension shall be “crewmember involvement in an aircraft accident.” Any additional reasons relating to the criteria outlined in 8.2.1. shall be included in the suspension notification.”

Paragraph 8.2.3, is changed to read: “If a review of the initial SSO information indicates that the criteria identified in 8.2.1. and 8.2.2. are not met, the commander shall verbally reinstate the member’s flying privileges. Commanders should not delay reinstatement of members in order to obtain a final determination of SSO severity and/or contributing or causal factors. Documentation of the automatic suspension and subsequent reinstatement will be uploaded to the SSO record in CAPSIS.”

Paragraph 8.3, Reinstatement is changed to read: Reinstatement - Once a member’s flying privileges are suspended for cause or as a result of involvement in an aircraft accident, only a wing or higher commander in the individual’s chain of command may reinstate that member to flight status. Wing or higher commanders may set conditions for reinstatement, including completion of a new CAP Pilot Flight Evaluation. When a member is involved in either an accident or a non-accident SSO resulting in a suspension for cause, the crewmember’s flying privileges shall remain suspended until a final determination of cause has been made. Prior to reinstating flying privileges of a member involved in an accident, commanders must coordinate with the CAP/DO who will then obtain concurrence of the CAP/CC. Reinstatement, conditions thereof and completion of any required training or recommendations for the pilot/crew shall be documented and uploaded to the specific CAPSIS mishap before returning to flying status.

3. The intent of this change is to incorporate powered instructor pilot training outlined by 49 CFR 1552.23 and update safety regulation terminology to align with CAPR 160-2. For comments or questions regarding this interim change letter, contact Ron Olienky, CAP/DO, at (334) 953-9105, or email rolienyk@capnhq.gov



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cc:

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