

**CAP REGULATION 76-1**

31 March 2025

**Airlift****CIVIL AIR PATROL MEMBER MOVEMENT VIA MILITARY AIRCRAFT**

This regulation establishes procedures to be used by Civil Air Patrol (CAP) personnel to obtain authorization for transportation of CAP members on military aircraft.

**SUMMARY OF CHANGES**

This document has been extensively revised and needs to be reviewed in its entirety. The changes include an update to airlift coordination for overseas units and the channels of approval when requesting flights. The regulation also provides a broader differentiation of Orientation Flights vs. Transportation Flights (Point-to-Point Airlift).

**Table of Contents**

1. Overview .....	2
2. Operating Instructions (OI) and Supplements to this Regulation .....	2
3. Definitions.....	2
4. Travel via Military Aircraft .....	3
5. Orientation and Transportation Airlift Request Procedures.....	3
6. Transportation Authorizations (TA) and Military Support Authorizations (MSA).....	4
Attachment 1.....	5
Compliance Elements.....	5
Attachment 2.....	6
Recommended Parental Consent Statement .....	6

1. **Overview.** The Department of Defense (DoD) allows CAP members to travel on military aircraft as passengers under certain conditions and for specific purposes per [DoD 4515.13-R, Air Transportation Eligibility](#).
2. **Operating Instructions (OI) and Supplements to this Regulation.** OIs, pamphlets, and supplements to this regulation cannot be issued below the wing level. Requests for approval of OIs, pamphlets, supplements and waivers must be coordinated through the Wing Commander, Region Commander, CAP-USAF LR/Det CC, CAP-USAF/DO and CAP/DO. The CAP-USAF/CC is the final approval authority for all OIs, pamphlets, supplements and waivers to this regulation.
3. **Definitions.** For the purposes of this regulation, the following definitions apply:
  - 3.1. **CAP National Events:** National Conference, National Cadet Special Activities, National Emergency Services Academy, National Aerospace Education Officer School and other events coordinated by CAP National Headquarters.
  - 3.2. **CAP-USAF Airlift Coordinator:** Responsible for coordinating point-to-point air transportation requests with the USAF Tanker-Airlift Control Center (TACC) at Scott AFB. Upon approval, requests will be issued an NRA (Non-Revenue Airlift) number.
  - 3.3. **Military Aircraft:** Aircraft assigned to and/or controlled by the Armed Forces of the United States.
  - 3.4. **Military Opportune Flights:** A generic term for all military airlift flown on a space-available, non-revenue generating basis.
  - 3.5. **Military Orientation Flights (O-Flight):** Flights in DoD-owned aircraft performed within the local flying area and terminating at the point of origin. Orientation Flights do not require a NRA or airlift approval from a CAP-USAF Airlift Coordinator. Approval authority for a flight in a USAF aircraft is the USAF Wing/CC owning the asset. These flights are conducted in accordance with [DAFMAN 11-401, Aviation Management](#). For rides in non-USAF aircraft, the approval authority and regulatory guidance is IAW the appropriate service regulations.
  - 3.6. **Military Support Authorization (MSA):** A document that is signed by the CAP-USAF Detachment Region or CAP-USAF Headquarters Commander's Support Staff and presented to the Air Force installation showing members requesting access to the base have had CAP credentials vetted prior to arrival. This document is prepared per CAPR 10-3, *Administrative Authorizations*, and forwarded to the CAP-USAF Liaison Region or CAP-USAF Headquarters Commander's Support Staff for approval.
  - 3.7. **Non-Revenue Account Number (NRA):** The NRA number is the legal approval from U.S. Transportation Command (USTRANSCOM) allowing Active, Guard and Reserve units to fly CAP members on military aircraft.
  - 3.8. **Transportation Authorization (TA):** A document requesting airlift on military aircraft for CAP members. The document is prepared as described in CAPR 10-3 and forwarded to the CAP-USAF Detachment for coordination with the owning USAF Wing.
  - 3.9. **Transportation Flight (Point-to-Point Airlift):** Any airlift that departs and lands in a different location. This type of airlift requires a NRA and TRANSCOM approval. The CAP requester will ensure with the USAF Wing that:
    - 3.9.1. Requested airlift is debarking at desired location.

- 3.9.2. Requested airlift has the space available for passengers. Once this is confirmed, the CAP requester is required to complete a [DD Form 2768](#) and submit it to the CAP-USAFA Liaison Region for coordination with CAP-USAFA Airlift Validator.

#### 4. Travel via Military Aircraft.

##### 4.1. Flights aboard military airlift is authorized IAW DoDI 4515.13:

###### 4.1.1. Eligibility:

- 4.1.1.1. Senior and cadet members of the CAP on aircraft when performing official CAP duties or when supporting a CAP operational mission authorized by or at the request of the U.S. Air Force. Travel is authorized in the CONUS, Alaska, Hawaii, and Puerto Rico.
- 4.1.1.2. Participants in a U.S. Air Force and CAP-approved Aerospace Education Workshop field trip scheduled as part of the approved curriculum.
- 4.1.2. **Senior Member Category.** Members under the Senior Member Category (active, fifty-year, life, and cadet sponsor) are authorized to participate in military Orientation flights and Transportation flights. Transportation flights require an approved NRA number.
- 4.1.3. **CAP Cadets.** All cadets under 18 years of age must have written parental approval using the CAPF 60-80 *Civil Air Patrol Cadet Activity Permission Slip*, CAPF 60-81 *Application for Encampment or Special Activity*, or other specific parental consent statement indicating the minor cadet is approved to fly aboard military aircraft. A customized parental approval document for specific activities or events is acceptable. A recommended written parental consent statement can be found in Attachment 2. Approval must be received before minor cadets will be permitted to fly on military aircraft and must be left with a responsible adult member on the ground, not taken on the flight.
- 4.2. While using military aircraft for travel, authorized senior members and cadets may wear either appropriate civilian attire (no shorts, sandals, etc.) or any CAP uniform (except flight suits) described in CAPR 39-1, *CAP Uniform Manual*. For a military aircraft orientation flight, members will wear one of the uniforms described in CAPR 39-1, appropriate to the mission. The dress requirement for IACE airlift travel is as published in the *IACE Guide for Participants*.

#### 5. Orientation and Transportation Airlift Request Procedures.

- 5.1. All Orientation Ride requests in USAF aircraft must be approved by the owning Air Force Wing/CC. Once approved by the Air Force Wing/CC, pass the number of personnel receiving the orientation ride to the Liaison Region.

###### 5.1.1. For locally coordinated orientation rides, CAP project officers will:

- 5.1.1.1. Determine passenger eligibility before requesting airlift.
- 5.1.1.2. Ensure necessary arrangements are coordinated at the host facility for ground transportation, quarters, etc.
- 5.1.1.3. Obtain required approval from the owning Air Force Wing/CC.
- 5.1.1.4. Inform the CAP-USAFA Detachment of all locally coordinated orientation rides regardless of approval or denial.

- 5.1.2. If a unit requires help coordinating with the Air Force POC, contact the Liaison Region and copy their commander.
- 5.2. All Transportation Airlift requests must be submitted to the CAP-USAF Liaison Region at least 14 days prior to the date of travel. The Liaison Region will inform the requesting CAP wing once a NRA number has been assigned to the request.

## **6. Transportation Authorizations (TA) and Military Support Authorizations (MSA).**

- 6.1. All TAs for military airlift and MSAs for CAP activities on military installations will be prepared in accordance with CAPR 10-3 and must bear the signature or stamp of a CAP-USAF Liaison Region Commander or signature or stamp of the Commander's Support Staff at CAP-USAF Headquarters (for national events).
- 6.2. TAs are not required for orientation flights.
- 6.3. TAs are required for Airlift.
- 6.4. Separate MSAs are not required when use of facilities and services are in conjunction with military airlift support and individuals possess a TA which lists the facilities and services authorized.
- 6.5. TAs and MSAs must be submitted to the CAP-USAF Liaison Region Commander NLT 14 days prior to the event.
- 6.6. The CAP unit requesting military airlift or military facility support will be responsible for reproducing and distributing approved TAs and MSAs to participating/attending members.

REGENA M. AYE, Major General, CAP  
Commander

**Attachment 1  
Compliance Elements**

There are no compliance elements with this regulation.

**Attachment 2**  
**Recommended Parental Consent Statement**

---

(Date)

Name (Last, First, MI) \_\_\_\_\_, CAPID \_\_\_\_\_  
is hereby granted permission to travel by military or CAP-USAf government contract aircraft for the  
purpose of participating in Civil Air Patrol's \_\_\_\_\_.  
Activity Name \_\_\_\_\_

I understand that military airlift and facilities are provided at the convenience of the military and that my dependent may be required to defray the cost of commercial transportation to or from the activity location and/or quarters should they become unavailable.

---

(Signature of Parent or Legal Guardian)

---

(Typed or Printed Name of Parent or Legal Guardian)

NOTE: Written parental approval is required for CAP cadets under 18 years of age before they will be permitted to fly in military or CAP-USAf government contract aircraft