

CAP STANDARD 72-5
31 Mar 2020



Aircrew Evaluation

NATIONAL HEADQUARTERS CIVIL AIR PATROL
Maxwell Air Force Base, Alabama

OPR: CAP/DO

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General Guidance

This publication explains the operational and administrative procedures for conducting a CAP Form 5 flight evaluation. CAPR 70-1 stipulates the regulatory foundation of the evaluation program. This pamphlet outlines standards to be used by CAP CPs (CPs) and CP Examiners (CPEs), as well as serving as a handy reference for pilots preparing to be evaluated. Evaluation criteria are found in the applicable FAA Airman Certification Standards (ACS)/Practical Test Standards (PTS) and CAP Standard 72-6 (CAPS 72-6), *Aircrew Evaluation Criteria*.

Check Pilot Authority and Responsibility...

CAP CPs are only authorized to conduct evaluations in aircraft in which they are qualified and to award endorsements only within the scope of their CAP qualifications. For example, a CP must be G1000 qualified to evaluate an applicant for a G1000 endorsement. A CP must be a CFII to evaluate an applicant for a CAP instrument endorsement. Similarly, only a CP Examiner (CPE) may award the Check Pilot (CP) endorsement.

Although a CAP CP is not prohibited by rule or regulation from acting as the Pilot in Command (PIC) for a CAP Pilot Flight Evaluation, CAP requires that the pilot being evaluated will demonstrate their ability to perform the duties required of a PIC throughout all phases of planning, pre-flight, flight release, flying and post-flight activities, to include all PIC-related WMIRS actions. Regardless of who is acting as the PIC for the flight, there must be an understanding between the pilot being evaluated and the CP with respect to the following:

First, given that the CP is conducting a CAP Pilot Flight Evaluation on behalf of CAP to determine a pilot's competency to fly aircraft on CAP missions, the CP must be able to direct the conduct of the flight to achieve that objective. Accordingly, the evaluated pilot must be willing to accept this direction from the CP. Because CAP has vested the CP with responsibility for evaluating the competence of the pilot taking the Form 5, the CP has an affirmative duty to anticipate and remedy any situation that might result in mishap.

Secondly, that the CP has the authority to assume control of the aircraft as necessary to avoid or recover from a hazardous situation. Under no circumstances may a CP intentionally allow a pilot undergoing an evaluation to violate a regulation, fail to comply with an air traffic control (ATC) clearance, or create a potentially hazardous situation. If

the CP sees a hazardous situation developing, they are responsible for ensuring that appropriate action is taken. Whenever practical the CP should attempt to direct the pilot to take required action; however, if required, the CP shall take control of the aircraft prior to the situation reaching an unsafe point. If the CP determines that it would be prudent to return control to the pilot being evaluated at some point, this can be done; however, the need to assume control under these circumstances implies an overall grade of unsatisfactory for the evaluation.

Developing a plan for flight evaluation...

The “Plan of Action”

As a CAP CP, you’ve flown with many evaluators and know that some are more prepared than others. Some have a highly structured program and some just show up, look at credentials, ask a few questions while looking at the 70-1, and then proceed to see how the examinee flies. While there are varied techniques, it is obvious that a CP with a prepared roadmap will administer a more effective evaluation.

Given the increasingly complex nature of CAP’s mission and the expense of our equipment, the Form 5 evaluation cannot be a quick by-the-numbers affair. Gone are the days when the CP merely checks off the items on the form and sends the pilot on his/her way. Each evaluation requires careful planning and preparation to be effective. Some CAP members may see the evaluation as a test of aircraft flight proficiency and safety with a few “CAP-isms” thrown in. On the contrary, it is much more than that. Many CAP-specific tasks are assessed, and CAP endorsements awarded, based on criteria contained in CAPS 72-6 *Aircrew Evaluation Criteria*. Risk Management skills are integral to every task and must also be evaluated. As a result, the Form 5 is a complex endeavor for which much planning is required.

CAP CPs should approach every evaluation with a plan in mind. Consequently, they should construct a detailed “**Plan of Action**,” tailored to the individual examinee, as their guide for the evaluation. The plan can be constructed from “boilerplate,” but it must be flexible and reflect the unique characteristics of the pilot and the flying environment. Your Plan of Action does not have to be a script or “to-do” list. It should be more like a roadmap. What are you going to do today? Where are you going to go? How will you structure the oral portion etc.?

See attachment 1 for a sample **Plan of Action**.

Providing guidance to the pilot to be evaluated...

The Expectations Document

Pilots undergoing an evaluation should know what your expectations are for the evaluation well in advance of the day. Often, when a check ride does not go well, the fault lies in a disconnect between the expectations of the CP and the applicant. A written explanation of your expectations, sent to the pilot well before the check ride date, will go a long way in clearing up any uncertainty the pilot has about what the evaluation will be. Some items to be discussed might include a listing of the documents the pilot must bring to the evaluation, who will be the PIC, the requirement to bring a view-limiting device, and a suggestion that the pilot read this pamphlet and CAPS 72-6.

This is also a good platform for addressing some of the items you will be discussing during the oral portion. Let the pilot know you may give them a performance problem and/or a W&B problem. Suggest you might change the weather parameters to see if they can work the performance tables. How long has it been since they did a W&B by hand using only a calculator? Discussing these expectations before the evaluation gets the pilot into the books!

Also discuss the flight scenario. Spell out where you are going and what you will be doing. Where is the practice area? What route will you take to get there? What things might you be doing while enroute and in the area? Where will you do your landings? If you want to withhold some of this information until the day of the evaluation, say so. The more information you give the pilot, even if it's just to tell them to expect some surprises, the better prepared the pilot will be on check ride day.

See attachment 2 for a sample **Expectations Document**.

Grading...

Evaluation criteria

CAP pilots will be evaluated to the FAA Airman Certification Standards or Practical Test Standards (ACS/PTS) applicable to the highest certificate they have uploaded in Ops Quals. This approach ensures that pilots have been evaluated at the level that they will be permitted to exercise privileges.

CAPF 70-5 sections 1 and section 4, if applicable, contain the tasks that rely on the FAA ACS or PTS for evaluation criteria. The remaining sections contain tasks not defined in the FAA ACS/PTS. CAP Standard (CAPS) 72-6, *Aircrew Evaluation*

Criteria, contains information for tasks unique to CAP operations (e.g., CAPR 70-1 compliance, risk assessment and release) or CAP-unique endorsements and qualifications (e.g., G1000, Mountain Flying, Check Pilot). Each section of CAPS 72-6 is numbered to correspond with the section number contained on CAPF 70-5.

CAPF 70-5 also contains several endorsements that have the word “demo” in their title (Instrument Demo, High Performance Demo, and Complex Demo). These represent CAP-unique requirements for an annual demonstration of a competency in those skills. This requirement is in addition to any FAA requirements such as possessing an instrument rating or having the appropriate 14 CFR 61.31 endorsement. In some circumstances, CAP recognizes annual competency demonstrations performed for other organizations to fulfill these requirements. See CAPR 70-1 for more information.

Scores

The CAPF 70-5 contains 5 grading scores:

- Q – Qualified
- QT – Qualified with Training
- V – Qualified as determined by verbal discussion
- U – Unqualified
- NP – Not Performed

The **QT**, or “Qualified with Training” grade is a passing score; however, the CP must debrief this item, provide additional ground training (usually in debrief), and document the discussion on the CAPF 70-5. The CP should award this grade if they feel the deficiency should be documented and/or included in trend analysis.

As detailed in the FAA ACS, “Typical areas of unsatisfactory performance and grounds for disqualification include:”

- Any action or lack of action by the applicant that requires corrective intervention by the evaluator to maintain safe flight.
- Failure to use proper visual scanning techniques to clear the area before and while performing maneuvers.
- Consistently exceeding tolerances stated in the skill elements of the task.
- Failure to take prompt corrective action when tolerances are exceeded.
- Failure to exercise risk management.

CPs shall use this guidance when conducting an evaluation. As indicated, the occasional and momentary failure to maintain ACS tolerances, when expeditiously corrected, is not grounds for an unsatisfactory score for the task. This may, in the

judgment of the CP, justify a QT rating. The CP may direct the pilot to redo a maneuver that momentarily exceeds tolerances.

Any task graded U in the “FAA ACS for VFR” section or the “CAP-Specific Tasks for VFR” section constitutes a failure for the evaluation. Any task graded U in any endorsement section constitutes a failure of that endorsement only, unless, in the judgment of the CP, the pilot’s performance shows deficiencies in judgment or airmanship. A grade of U on an abbreviated Form 5 evaluation constitutes a failure for the endorsement or additional aircraft model sought. See CAPR 70-1 paragraph 7 for additional details.

Mandatory Items for Annual Evaluation ...

The annual CAPF 70-5 evaluation will include at least one hour of flight time and three takeoffs and landings. Although CPs are expected to evaluate all tasks included on the form, they may use their discretion to eliminate items that are not practical to perform on the day of the examination due to weather, maintenance or other operational considerations. The CP will use this discretion sparingly. There are, however, some tasks that must be performed and graded for the evaluation to be valid and complete. These tasks are addressed in the following section and are annotated on the CAPF 70-5 in *italics*:

Section 1. FAA ACS

IV. Takeoff, Landings and Go-arounds. Normal and short-field takeoff and climb, normal and short-field approach and landing must be performed. ASES evaluations will substitute confined area takeoff and landings for short-field. In addition, at least one go-around/rejected landing must be performed. This can be elected by the pilot or directed by the evaluator. Any applicable takeoffs and landings that are not performed shall be evaluated verbally.

IVa. Launches (Aero Tow) – Glider Only. A minimum of one landing is required to complete the evaluation (more landings may be required at the discretion of the CP). If the pilot taking the evaluation has not accomplished and logged a rope break in the preceding 12 months, the CAPF 5 evaluation must include a simulated low-level rope break (above 200 feet AGL). If a rope break is completed, at least one other landing is required as part of the evaluation.

V. Performance & Ground Reference Maneuvers. Steep turns must be performed.

VII. Slow Flight and Stalls. Maneuvering during slow flight and power-off stall must be performed.

VIII. Basic Instrument Maneuvers. All must be performed with a view limiting device.

IX. Emergency Operations. The emergency approach and landing must be performed as allowed by FAA and CAP regulations. AMEL evaluations will substitute Approach/Land with Inoperative Engine.

Section 4. ACS Standards for CAP Instrument Endorsement

XV. IFR Procedures. Only one approach is required. If a circling approach is not performed, then it must be verbally evaluated.

Section 9. CAP Check and Instructor Pilot Endorsements

XXII. Instructor Pilot Endorsement. “Demonstrate Instructional Scenario” must be performed. All else verbal.

XXIII. CP Endorsement. “Evaluate Left Seat CP” must be performed. All else verbal.

Administrative Items ...

- Oral portions may be conducted up to 30 days prior to the flight evaluation.
- An evaluation terminated for weather, maintenance or illness may be resumed within 30 days without repeating parts satisfactorily completed.
- An aircraft questionnaire, CAPF 70-5Q(-A, B, G), is required only for the model used in the evaluation.
- Aircraft models in which the pilot has been previously CAPF 70-5 qualified can be renewed when an annual Form 5 is accomplished, subject to the restrictions in CAPR 70-1 concerning complex, high performance and G1000 aircraft. For an aircraft model to be eligible for renewal, an initial or annual CAPF 70-5 in that model must be available as an uploaded document in the Operations Qualifications (Ops Quals) section of eServices.
- Except for Turbo Aircraft, all endorsements must be renewed annually.

Procedural Items ...

- The CP should check eServices prior to the evaluation to ensure the pilot has all required documents validated (green highlighted). Examples would include FAA Certificate with ASEL rating, current medical certificate or Basic Med requirements, Flight Review and any relevant 14 CFR 61.31. endorsements.
- The CP should ensure that Ops Quals indicates that all required training and examinations have been completed (e.g., CAPR 70-1 Form 5 Exam, G1000 Transition Training, NCPSC, Cadet O-ride Exams)
- The applicant will present to the CP a CAPF 70-5 with the identifying information completed.
- The CP must examine the following documents at the start of the evaluation:
 - FAA Pilot Certificate with ASEL or appropriate glider or balloon rating

- Valid FAA medical certificate or current State driver's license and medical education course completion if operating under BasicMed. NA for glider or balloon.
- The required logbook endorsement (or grandfather requirement) if the evaluation is to be in a high-performance or complex aircraft.
- Proof of current CAP membership
- Evidence of current flight review unless the CP has arranged to administer a flight review concurrently with the CAPF 70-5 evaluation
- Completed aircraft questionnaire for the aircraft to be flown
- Complex maneuvers satisfactorily completed that incorporate less complex maneuvers may satisfy the evaluation of the simpler maneuvers.
- The instrument endorsement may be accomplished verbally if the pilot has successfully passed an FAA Instrument Proficiency Check or added an instrument rating within the past six calendar months preceding the evaluation.
- The CP may fail the pilot's EFB for the purposes of evaluating the use of the pilot's backup arrangements but should not fail the EFB for the entire sortie.
- The CP should not provide instruction during the evaluation. Recent history shows increased mishap activity when this is attempted. Also, it degrades the integrity of the evaluation process.

... for an evaluation conducted by a non-CAP evaluator

- Per CAPR 70-1, FAA ASI and DPEs and CAP-USAF evaluator pilots may administer Form 5 evaluations, but only coincident with performing their official duties.
- When an evaluation is conducted by a non-CAP evaluator, the CAP Form 5 must be approved by a CAP CP. He/she must:
 - Verify that the non-CAP evaluator was performing within the scope of his/her official duties.
 - In the case of an annual evaluation, determine that all mandatory items were evaluated.
 - Check the entire form to ensure all appropriate fields are properly filled.
- The approving CAP CP must sign in the appropriate block of the CAPF 70-5.

... for evaluation of a CP or Instructor

- The evaluation is structured around CP and IP skills with basic airmanship and competency skills embedded within.
- The pilot being evaluated must fly the entire sortie in the right seat.
- CPs must accomplish the required tasks in the IP section.

- Only a CP Examiner may award a CP endorsement. CPs may award an IP endorsement.
- The evaluator in the left seat will act as a student and/or a pilot undergoing evaluation at various times during the evaluation. These periods will be clearly and specifically started and terminated with a callout (e.g., “I am now acting as a [student pilot or Form 5 pilot], I am no longer acting as a [student pilot or Form 5 pilot]). While acting in one of those roles, the evaluator may deviate from normal tolerances only within the boundaries of safe flying practices. The evaluator shall not violate regulations or put the aircraft in an unsafe condition as a means of testing the IP’s or CP’s reaction. Evaluator-induced deviations from ACS aircraft performance tolerances will not be done when the aircraft is below 1000 feet AGL.

... after a completely satisfactory evaluation

- The CP will hold the appropriate debrief, annotating on the CAPF 70-5 the training given to satisfy any QT task score.
- As applicable, the CP will indicate on the CAPF 70-5 which aircraft qualifications should be renewed.
- Both the CP and the applicant must sign the CAPF 70-5.
- The form will be retained by the applicant who will scan and upload the form and the questionnaire into the Ops Quals module in eServices.
- The applicant will enter the appropriate information on the Pilot > Airplane, Glider or Balloon page in Ops Quals (as shown below), then Submit the data.

(continued on next page)

eServices > Ops Quals > Pilot > Airplane

Questionnaire

Questionnaire Date: 04 Dec 2019
 Questionnaire Airplane Type: C206

Annual/Abbreviated Form 5

Annual Abbreviated

Form 5 Airplane Type: C206
 Form 5 Date: 04 Dec 2019
 Airplane/s to Renew: C172, C182, C206, GA8

Check Pilot ?
 Wing Region All
 Dempsey, John M

Additional Endorsements

Check Pilot Evaluation
 Instructor Pilot Evaluation
 Orientation Pilot Demo
 Instrument Demo
 Turbo Qualified
 G1000 VFR Qualified
 G1000 Instrument Qualified

Task	Expiration	
	31 May 2019	Remove
Airplane	31 May 2019	Remove
irplane	31 May 2019	Remove
-	31 May 2019	Remove

Submit Clear Selected

Select the aircraft for which you completed the CAPF 70-5Q. Must match the aircraft used for the Form 5.

Select all the aircraft that should be renewed. Must match the CP's entries on the CAPF 70-5.

Select any endorsements that the CP made on the CAPF 70-5.

... after any evaluation with a UNSAT mark

If the pilot successfully demonstrated proficiency in make/model, but had one or more UNSAT grades on endorsements, the applicant will sign the CAPF 70-5 then the CP will sign, but only the satisfactory endorsements shall be initialed. The task scores and the comments block should clearly indicate which endorsements were attempted but were unsatisfactory. The successful make/model evaluation and any successful endorsement should be entered in OpsQuals as described above.

If the pilot failed to demonstrate proficiency in make/model, the applicant will sign the CAPF 70-5 then the CP will mark "UNSATISFACTORY" in the signature block in lieu of a signature. No endorsements shall be awarded. The task scores and the comments block should clearly indicate which tasks were unsatisfactory.

An UNSAT mark on any part of an evaluation requires that the CP immediately make the notifications required by CAPR 70-1, para 7.7.

Sample Plan of Action

Form 5 Evaluation – Plan of Action – VFR v1.0

Name of Pilot Steve Canyon

Date 10 January 2019

Preliminaries:

- Proper Uniform
- Sortie in WMIRS
- 104 Completed with ORM
- W&B attached & correct. TOLD correct.
- Flight release obtained
- Annual CAPR 70-1 exam accomplished within 60 days.
- Orientation Pilot test accomplished within four years.

Documentation:

- Evaluation recommended (if initial)
- FAA Pilot Certificate (ASEL)
- Current Medical (Check if special issuance. Time rules may not apply).
- Current for passengers.
- Current for Flight Review
- Current ID Card.
- Appropriate FAA endorsements (high-perf, complex, glider launch methods).
- Airplane airworthy?

Oral Exam:

- Review CAPR 70-1 and Supplements
 - You are taxiing behind a helicopter. How much distance are you required to maintain? (70-1, 9.11.6.4)
 - Winds (from ATIS/AWOS are 130 degrees at 21 gusting to 34. You are flying a C182. You are cleared to take off on runway 10. Can you take off?
- Review Flight Release Procedures.
 - You have been in contact with the FRO by text and accomplished all the release procedures (IMSAFE etc.). The FRO texts that you are released. Is that a satisfactory release? (70-1, 9.11.3.3.2.)
- Review CAPF 70-9 Requirements
 - What is a Form 70-9? Where is it kept after it is filled out? (70-1, 9.8.2.3)
- Local Procedures
 - What are the local procedures for securing the aircraft post-flight?
- Emergency Procedures
 - Discuss bold face items:
 - Fire during engine start
 - Engine failure inflight
- Electronic Flight Bag
 - Familiar with CAP EFB guidance? Know where to find it?
 - Current data?
 - Failure alternatives?
- Certificates and Documents: What documents are required to be in the airplane?
- Obtaining Weather Information: Inquire about today's weather and how the applicant received it.
- Determine W & B: What is today's take off GW and CG, and how long the aircraft must fly in order to land legally.
- Determine Takeoff performance: What are today's numbers?

- Determine Cruise Performance: Inquire what the MP, RPM and fuel flow will be after level off.
- Determine Landing Performance: What are today's numbers?
- Cross Country Flight Planning: Have examinee plan a flight from the takeoff airport to a destination about two hours away (passing through a close-in practice area). Have examinee brief route, altitudes, fuel etc. Know what's required by FAA (Weather, alternates, fuel, delays, runway length landing, performance).
 - Departure _____ Destination

- Aircraft Systems: Ask questions to determine if the examinee can discuss these specific areas of systems knowledge:
 - G1000 – in addition to general knowledge, excellent understanding of electrical system to include functions of essential buss, how it works, what's on it and why it's there. Also, what is the AHRS and ADC, what do they do and what happens if they fail?
 - Round dial aircraft – general knowledge with emphasis on failure modes.
- Aeromedical Factors:
 - Discuss self-medication.
 - What are the FAA rules concerning alcohol consumption? (91.17)
- Night Flight Operations:
 - Discuss night flight currency.
 - How lighting controlled?
 - Vision adaptation.

Flight Exam – Before Takeoff

- Ground Operations.
 - Visual Inspection. Special emphasis on checklist usage, dipping the tanks, checking the oil, and checking tire pressure. Tire pressure check is mandatory for each sortie per POH. (preflight inspection section).
 - Starting Engines. Watch for safety deficiencies. Also, starting technique to include starter time cycles.

- Taxiing. No faster than a fast walk.
- Passenger and crew briefing. (This should be done before starting engines.) This should include:
 - Seat belts
 - Door operation
 - Evacuation plan
 - Eyes outside
 - Sterile cockpit
 - Emergency procedures
 - Exchange of flight controls
 - CRM
- Airport and Traffic Pattern Ops
 - Don't help with radio calls. Ask a few questions about light signals and airport markings.

Flight Exam – Flight Profile

- Instruct pilot to set up GPS for the planned flight. Evaluate GPS/G1000 setup and flight plan entry.
- Ask pilot to enter a user-defined waypoint using lat-lon.
- Have pilot do a normal take off and establish route to planned destination, leveling off at planned altitude.
- Engage autopilot on climb and couple to on-course route, leveling off at planned altitude.
- All checklists should be complete.
- Break off planned route, do a few autopilot climbs, descents and turns, then turn the autopilot off.
- Airwork:
 - Clearing turns mandatory
 - Steep turns L & R. Ask about entry airspeed.

- Slow Flight – new ACS criteria – recover to cruise.
- Power off stall – flaps 30, 70 kts entry, 15 deg left bank. Smooth entry and recovery – no secondary stall.
- Power on stall – 70 kts – no more than 21"MP (182), plant nose up, let stall come – ball in middle – no excessive wing drop.
- After recovery to cruise configuration, announce that the engine has failed as you pull the throttle (1500' AGL minimum). Evaluate response. Don't let pilot go below 500' AGL unless in a position to land on an authorized runway.
- Instrument Reference Maneuvers
 - Have examinee put on hood – positive exchange of flight controls.
 - Allow examinee to settle into instrument mode, then ask for a few turns, climbs and descents.
 - Announce that aircraft (simulated) just penetrated IMC. Ask examinee to recover to VMC (180 turn).
 - Do a few unusual attitude recoveries.
 - Have examinee remove hood – positive exchange of flight controls.
- Ground Reference Maneuvers
 - Have examinee descend to 1000' AGL.
 - During descent, announce that the "low voltage" annunciator has illuminated (simulated).
 - Evaluate EP response, then terminate the emergency.
 - Find a landmark and evaluate a turn around a point.
 - Find a road and evaluate an S-Turn.
- RTB.
 - On the return trip, fail the PFD (dimming). Evaluate the response.
 - If time permits, announce "smoke in the cockpit" (simulated). Evaluate the response.
- Pattern Work

- First landing is normal, to a full stop. Taxi back.
- Next take off is short field.
- Landing is short field, to a full stop. Brief the pilot to SIMULATE the heavy braking.
- Next take off is normal.
- Next approach, ask to pilot to demonstrate forward slip. After termination of slip, announce go around.
- Next approach, fail the flaps on downwind.
- No-flap landing to a full stop.

Post flight

- Monitor refueling for safety.
- Insure pilot accomplishes the appropriate Postflight Checklist.
- Do a thorough critique, making sure the pilot knows how to process the forms via WMIRS.
- Debrief any QT areas.
- Document all QT areas on the Form 5.
- If a failure, report iaw CAPR 70-1 para 7.1.

Sample Expectations Document

Initial / Annual Form 5 Expectations v4.0

Direct comments to [Name] at [Email address]

Often, when a check ride does not go well, the fault lies in a misunderstanding between the expectations of the CP and the applicant. Accordingly, here is an informal discussion about what to expect when taking a Form 5 annual evaluation with me as the CP. This is how I ensure you are safe and meet the requirements of CAPR 70-1 and CAP guidance. If anything, herein conflicts with official CAP or FAA guidance, that guidance takes precedence. Note that these are general thoughts on how I typically conduct an evaluation. Your evaluation may be different depending on your circumstances.

General:

- Review CAPS 72-5 and 72-6. Comply with instructions. Be prepared to present the paperwork referenced on page 3 (proof of landing currency, Flight Review currency, aircraft questionnaires, online quiz completion...) Note: copies are acceptable except for pilot and medical certificates, aircraft questionnaire(s), and CAP ID card.
- Unless otherwise arranged with the CP per CAPR 70-1 Section 7.2.2, you must have a current Flight Review per 14 CFR Part 61-56. You may use the CAP Form 5 to earn most of the requirements for a subsequent Flight Review through the FAA Wings program.
- For C182 or C206 evaluations, you must show evidence of your authorization to operate high performance aircraft – either a High-Performance endorsement or “grandfather” privileges per 14 CFR 61-31.
- If qualified, you will be the PIC. Obtain a flight release from XXX at 555-555-1212. If unqualified in the airplane, I will be the PIC.
- Bring a view limiting device. The VFR evaluation includes a short instrument demo to simulate unplanned cloud penetration.
- If you are seeking a cadet orientation endorsement, bring CAPP 60-40.

Standards:

- As stated in CAPS 72-5, the standards you must meet are those contained in the published FAA ACS for the grade of certificate you will be exercising in CAP flight activity, and CAPS 72-6.
- In addition, you must have a thorough knowledge of the current CAPR 70-1.

Preflight Discussion:

- If you use a tablet/phone application such as Foreflight or similar system, be prepared to discuss the Electronic Flight Bag (EFB) guidance found in CAP Standard 73-1 (CAPS 73-1), *Operations Procedures, Airplane*.

- Recent evaluations have shown weaknesses in aircraft performance calculations. Be prepared to extract performance information from the POH.
- Re-familiarize yourself with the basic POH layout and be prepared to find critical information in it. (For example, limitations in section 2, performance data located in section 5, systems in section 7, etc.)
- How long has it been since you calculated W&B without an electronic spreadsheet? You might brush up on this, as W&B problems are indeed fair game.

- For G1000:
 - Have a good working knowledge of the electrical system. Know what the Essential Bus is, how it is powered (normally and abnormally), what is on it and how it relates to the other busses/equipment.
 - Since the MFD/PFD are dumb monitors, they get their information from other G1000 components. Accordingly, know what the major ones are (e.g., AHRS, ADC, Integrated Avionics Units), what information they feed to the system (basic stuff) and what information is lost if they fail.
 - If your knowledge of these G1000 systems is shaky, contact a G1000 instructor.

Flying the check ride:

- Unless you are seeking an Instructor or CP endorsement, you will fly in the left seat and I will fly in the right.
- You may choose to use the CP as a resource in accomplishing checklists. If you choose this option, you may still be asked to demonstrate single-pilot checklist competency.
- Minimize heads-down time. Clear all turns.
- VFR flight scenario:
 - Enter a flight plan to an airport where the route flies through or near the practice area.
 - Normal Take off
 - If the aircraft has a working autopilot, engage the autopilot at the appropriate time after takeoff. Use the autopilot to establish the aircraft on the flight plan course line. When established enroute, level, and in the practice area, expect to disengage the autopilot for completion of air work.
 - Clearing turns
 - Steep turns 360 left and right
 - Slow flight, flaps full.
 - Approach to landing stall
 - Departure stall (21 inches MP max.).
 - Instrument reference maneuvers
 - Descend for ground reference maneuvers (1000 AGL).
 - RTB for a normal approach and landing.

- Short field takeoff and landing.
- Take-off and landing, the type at CP discretion.
- Emergency procedures as appropriate
- For G1000:
 - You will be expected to set up the PFD/MFD with your preferences. It's usually a good idea to restore defaults on the MAP group pages and the AUX – System Setup page prior to selecting your preferences.
 - Know how to enter a flight plan with multiple waypoints and demonstrate creating a user waypoint using both lat-lon and MFD joystick techniques.
 - Demonstrate a good working knowledge of the MAP terrain and traffic functions.
- IFR flight scenario
 - If this is a recurring instrument endorsement, then in addition to the VFR scenario expect at least one instrument approach, holding, and partial panel recovery. More instrument flying tasks may be required, depending on the circumstances.
 - If this is your initial instrument endorsement, plan on two approaches (precision and non-precision) plus holding and partial panel recovery. If G1000, the non-precision approach will be an RNAV approach.
 - If G1000, be prepared to discuss WAAS and RAIM.

The important thing to remember in an evaluation is to relax and have fun with it. Either you know it or you don't, so why stress and make stupid mistakes? We've all been there! Even your CPs learn something from every check ride given and received. So, prepare well and we'll see you on the day!

[CP Name]

Change Record

Issue Date	Change Summary