CAP STANDARD 72-6
31 March 2020

Aircrew Evaluation Criteria

NATIONAL HEADQUARTERS CIVIL AIR PATROL
Maxwell Air Force Base, Alabama

OPR: CAP/DO

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General Guidance

The standard for the accomplishment of most of the tasks listed on the CAPF 70-5 is the current version of Airman Certification Standards (ACS)/Practical Test Standards (PTS) for the certificate being exercised. However, in some cases, the CAPF 70-5 calls for the accomplishment of CAP-unique tasks for which the FAA has not defined a standard. This document provides standards for unique tasks applicable to CAP aircraft qualifications and endorsements.

Document Description

On the following pages, CAP-unique standards have been organized to coincide with the named sections of the CAPF 70-5 (e.g., Preflight Preparation, Ground Operations, etc.). Each task identification (Task ID) and task name (Task) corresponds with a CAP-unique evaluation item from that form. If this document does not include an item from the form, the standard for that task can be found in the ACS/PTS.

Following each Task ID/Task, there are three columns labeled Q (Qualified), QT (Qualified, Training Warranted) and U (Unsatisfactory), two or more of which will contain a qualitative descriptor. The evaluator should select the descriptor which best describes the level of performance demonstrated on the task.

Marking the CAPF 70-5

On the CAPF 70-5, a grade of Q, QT, or U shall be recorded for each task that is performed. Tasks that are only discussed shall normally be awarded a V (Verbal); however, if knowledge is below standard, a U shall be awarded. Tasks that are neither discussed or performed shall be noted with NP (Not Performed). If pilot action or inaction results in damage to the aircraft, the task being performed must be marked U and the event recorded as a failure.

Documenting QT Training

The QT grade means that pilot is qualified in this task but would benefit from additional information, instruction or practice. QT items do not identify a safety of flight issue with respect to knowledge, skill or attitude. They shall be limited to those issues that can be addressed by the check pilot during the post-flight debrief. The general content of the debrief discussion should be documented in the comments section of the CAPF 70-5. The pilot should consider QT items when developing their personal training plan.

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CAP Tasks for VFR Evaluation

Task ID	Task	Q	QT	U
XIII. A.	CAPR 70-1 Compliance	Complied with CAP rules and regulations for flight operations.	Complied with CAP rules and regulations, to include previously rescinded guidance.	Failed to comply with CAP rules and regulations for flight operations.
XIII. B.	Risk Assessment and Release Procedures	Identified and assessed all applicable risks, developed and communicated a mitigation plan to the appropriate flight release authority.	Identified and assessed risks (with minor exceptions), developed and communicated a mitigation plan to the appropriate flight release authority.	Failed to identify key risks or consider effective mitigations or communicate plans to the appropriate flight release authority.
XIII. C.	Electronic Flight Bag	Complied with CAP procedures regarding use of Electronic Flight Bag (EFB).	Complied with CAP EFB procedures, but had difficulty executing with backup or did not approve crew use.	Did not comply up CAP EFB procedures – no backup method, data not current, or inappropriate mounting.
XIII. D.	WMIRS Use	All required sortie data satisfactorily entered in WMIRS.	Sortie data satisfactorily entered in WMIRS, but with significant difficultly or time.	Unable to enter required sortie data into WMIRS.
XIII. E.	Positive Exchange of Flight Controls	Complied with CAP guidance concerning positive exchange of flight controls.	N/A	Pilot creates a confusing or dangerous condition inflight by not practicing positive exchange procedures.
XIII. F.	Passenger and Crew Safety Briefing	Covers all items on the CAP published Passenger/Crew Safety Briefing.	Covers all required items; however, briefing of one or more items needs improvement.	Does not cover all items on the CAP published Passenger/Crew Safety Briefing.
XIII. G.	Sterile Cockpit Procedures	Demonstrates adherence to CAP published Sterile Cockpit Procedures.	N/A	Demonstrates indifference to the published procedures and/or allows significant extraneous crew/passenger chatter during sterile cockpit periods.

Task ID	Task	Q	QT	U
XIII. H.	Aircraft Ground Handling	Follows proper procedure for movement of aircraft into or out of hangars, on the flight line, and ensures aircraft is properly secured.	N/A	Excessive risk tolerance or poor awareness of hazards to aircraft during movement. Failed to comply with proper procedures or did not properly secure the aircraft.
XIII. I.	Crew Resource Management	Uses available resources (internal and external) appropriately to accomplish the mission safely. Does not exhibit traits that adversely impact situational awareness, communication, assertiveness, or participation in decision making.	Some available resources were not utilized effectively; however, there was no impact on mission accomplishment or safety. Does not exhibit traits that adversely impact situational awareness, communication, assertiveness or participation in decision making.	Does not effectively use available resources to the detriment of mission/safety. Exhibits traits or behaviors that adversely impact situational awareness, communication, assertiveness, or participation in decision making.
XIII. J.	Disassembly, Trailering and Inventory	Follows manufacturer's assembly, disassembly, and trailering procedures or, when applicable, tail number specific written instructions developed by the Region/Wing.	N/A	Fails to follow manufacturer's assembly, disassembly, and trailering procedures or, when applicable, tail number specific written instructions developed by the Region/Wing.
XIII. K.	Range Judgment	Recognizes the relationship between range (gliding distance) vs altitude and prevailing wind.	N/A	Fails to recognize the glider is too far away to return to the airport and arrive at a safe pattern altitude.

CAP G1000 VFR Endorsement

Task ID	Task	Q	QT	U
XIV. A	G1000 Electrical System	Understands the structure of the main and essential busses, what they power and how/why they interact.	Basic understanding of the electrical system with a few minor gaps. Understands what to do in an emergency. Can follow the EP checklist.	Does not understand the electrical system.
XIV. B	G1000 KOEL	Knows what the KOEL is, where it is, and its purpose.	N/A	Lack of understanding of the KOEL. Cannot find it.
XIV. C	G1000 Systems Knowledge	Understands the basic G1000 components (AHRS, ADC, IAU) and what they do.	N/A	Cannot identify ADC, AHRS and IAU functions.
XIV.D	PFD Features and Functions	Can identify the basic PFD instruments and functions necessary to fly the assigned mission.	N/A	Cannot identify the basic PFD instruments and functions necessary to fly the assigned mission.
XIV. E	MFD Features and Functions	Shows proficiency with the basic MFD functions necessary to fly the assigned mission.	N/A	Lacks proficiency with the basic MFD functions necessary to fly the assigned mission.
XIV. F	Flight Plan Construction	Shows proficiency in building and modifying flight plans, including airways.	Can build a basic flight plan but struggles with modification.	Cannot build a flight plan. Relies on direct-to.
XIV. G	User Waypoint Construction	Shows proficiency in building user waypoints by lat-lon, rad-dist, and flyover.	Can build user defined waypoints by at least one method, but not all.	Cannot build user waypoints by lat-lon, rad-dist, and flyover.
XIV.H	PFD/MFD Failure	Recognizes PFD failure and activates reversionary mode. Recognizes MFD failure and uses PFD functions to compensate.	Recognizes PFD failure and activates reversionary mode, unaware that the reversionary mode button on the right-hand audio panel is inoperative.	Fails to activate reversionary mode after PFD failure. Fails to use PFD functions to compensate for MFD failure.

Task ID	Task	Q	QT	U
XIV. I	AHRS/ADC Failure	Immediately transitions to back-up instruments. Consults POH and takes required actions.	N/A	Fails to immediately transition to back-up instruments. Fails to consult POH and take required actions.
XIV. J	Autopilot Limitations	Knows and adheres to POH autopilot limitations.	N/A	Does not know or exceeds POH autopilot limitations.
XIV.K	Autopilot and Flight Director Mode Annunciator Awareness	Shows proficiency operating the autopilot and flight director (if equipped). Understands and recognizes active and armed modes, default modes, and operation of the flight director (if equipped) with the autopilot off.	Shows basic competency operating the autopilot and flight director (if equipped). Some minor mode confusion not affecting safety of flight.	Lacks basic competency operating the autopilot and flight director (if equipped) OR requires evaluator intervention for safety of flight.
XIV. L	Autopilot or Electric Trim Failure	Immediately accomplishes POH bold face items when AP or electric trim acts in an abnormal manner. Consults POH and performs required items.	N/A	Fails to immediately accomplish POH bold face items when AP or electric trim acts in an abnormal manner. Does not consult POH and perform required items.

CAP G1000 IFR Endorsement

Task ID	Task	Q	QT	U
XVI. A.	Autopilot Instrument Procedures	The pilot accomplishes one instrument approach demonstrating proficiency in the APR mode and in missed approach procedures with autopilot on or off using the flight director. If ESP/E-AFCS equipped, understands the coupled go-around procedure.	N/A	Fails to demonstrate autopilot/flight director proficiency while accomplishing one approach and missed approach. If ESP/E-AFCS equipped, understands the coupled go-around procedure.
XVI. B.	WAAS and RAIM	Demonstrates an understanding of WAAS and RAIM preflight requirements. Understands equipment requirements under WAAS and non-WAAS scenarios.	N/A	Fails to demonstrate an understanding of WAAS and RAIM preflight requirements. Does not know equipment requirements under WAAS and non-WAAS scenarios.

CAP Mountain Flying Endorsement

Task ID	Task	Q	QT	U
Pre-flight Tasks				
XVII. A.	Wind direction and turbulence zones	Can determine forecast winds and identify turbulence areas around selected mountainous areas	N/A	Cannot determine forecast winds near selected mountainous areas OR cannot identify turbulence areas around selected mountainous areas.

Task ID	Task	Q	QT	U
XVII .B.	Flight information	Can determine elevations and topographical information using published materials. Can access meteorological information (altimeter settings, wind, temperature) from available sources prior to flight and inflight for the mountainous areas involved.	Can determine elevations and topographical information using published materials. Could not access some meteorological information (altimeter settings, wind, temperature) from available sources prior to flight and inflight for the mountainous areas involved.	Cannot determine elevations and topographical information using published materials. Could not access meteorological information (altimeter settings, wind, temperature) from available sources prior to flight and inflight for the mountainous areas involved.
XVII. C.	Flight limitations	Knows limiting factors in mountain flight e.g. winds >30 kts and climb rate <300fpm.	N/A	Does not know limiting factors in mountain flight e.g. winds >30 kts and climb rate <300fpm.
In-flight Tasks				
XVIII. A	Identify approach tactics	Demonstrates calculation of wind direction and speed and the safe approach path to the mountainous area.	N/A	Fails to demonstrate calculation of wind direction and speed and the safe approach path to the mountainous area.
XVIII. B.	Identify areas of turbulence and downdrafts	Demonstrates identification of areas of turbulence and downdrafts.	N/A	Fails to demonstrate identification of areas of turbulence and downdrafts.
XVIII. C.	Canyon flying	Demonstrates the proper way to approach and fly a canyon. Surveys the canyon from above. Flies down the canyon (not up) and favors the downwind side.	N/A	Fails to demonstrate the proper way to approach and fly a canyon. Does not survey the canyon from above. Attempts to fly up the canyon or into a blind area requiring check pilot intervention.

CAP Turbo Aircraft Endorsement

Task ID	Task	Q	QT	U
Pre-flight Tasks				
XIX. A.	System Knowledge	Can describe the system, its major components and how it functions.	Can describe the system, its major components and how it functions with minor errors or omissions.	Cannot describe the system OR cannot describe how it functions.
XIX. B.	Safety Procedures	Sound knowledge of operating limitations and what actions to take when the system exceeds those limitations.	N/A	Poor knowledge of operating limitations.
In-flight Tasks				
XX. A	Run-up and takeoff	All oil temps and pressures in the green band. Mixture as required by the POH (full rich in Cessna turbocharged aircraft). Adjusts throttle for overspeed or excessive fuel flow.	N/A	Attempts to take-off with engine temps or pressures outside the green bands OR with mixture not set as required by the POH OR fails to correct stabilized overspeed.
XX. B.	Cruise	Leans for proper fuel flow using performance tables, T.I.T or lean assist as required by the POH. Monitors T.I.T.	N/A	Does not lean for proper fuel flow using performance tables, T.I.T or lean assist as required by the POH.
XX. C.	Descent and landing.	Adjusts mixture as required by the POH to include adjusting mixture when executing a go around. Operates at idle power after landing for the time specified in the POH or supplementary documentation.	N/A	Fails to adjust mixture as required by the POH. Fails to operate at idle power after landing for the time specified in the POH or supplementary documentation.

CAP Orientation Pilot Endorsement

Task ID	Task	Q	QT	U
XXI. A.	CAPP 60-40 Compliance	Adheres to program guidance and syllabus requirements.	Adheres to program guidance and syllabus requirements but had to look up basic administrative information.	Did not adhere to program guidance and syllabus requirements.
XXI. B.	Demonstrate Syllabus Maneuvers/Items	Inflight, adequately demonstrates to the evaluator a syllabus item from a syllabus the evaluator has chosen during flight planning.	Inflight, demonstrates to the evaluator a syllabus item from a syllabus the evaluator has chosen during flight planning. Demonstration is safe but the explanation accompanying it lacks clarity and would be marginally understood by the cadet.	Is confused about the syllabi OR cannot find the proper syllabus OR cannot adequately demonstrate to the evaluator a syllabus item from a syllabus the evaluator has chosen during flight planning.
XXI. C.	Knowledge of AF(J)ROTC program/MOU	Knows that AFROTC and Jr. ROTC orientation flights are governed by different rules and requirements than those governing CAP cadet flights. Knows where to find the MOU and can interpret the requirements.	Knows that AFROTC and Jr. ROTC orientation flights are governed by different rules and requirements than those governing CAP cadet flights. Knows where to find the MOU and can interpret the requirements with some administrative errors.	Does not know that AFROTC and Jr. ROTC orientation flights are governed by different rules and requirements than those governing CAP cadet flights OR cannot find the document OR cannot interpret the requirements.
XXI. D.	Risk Management for Orientation Flights	The pilot considered, evaluated and controlled the unique hazards associated with the cadet orientation flight.	N/A	The pilot failed to consider, evaluate and control the unique hazards associated with the cadet orientation flight.

CAP Instructor Pilot Endorsement

Task ID	Task	Q	QT	U
XXII. A	Application of FAA ACS/PTS	Properly uses FAA ACS/PTS standards appropriate to the pilot's certification level to evaluate FAA ACS tasks during a CAP Pilot Flight Evaluation.	Uses FAA ACS/PTS standards appropriate to the pilot's certification level with only minor gaps not affecting safety of flight.	Did not use FAA ACS/PTS standards appropriate to the pilot's certification level or did not correctly evaluate FAA ACS tasks.
XXII.B	Application of CAPS 72-6 Evaluation Criteria	Properly uses published CAP Evaluation Criteria to evaluate CAP-unique tasks and endorsements.	Uses published CAP Evaluation Criteria to evaluate CAP-unique tasks and endorsements with minor gaps not affecting safety of flight.	Did not use published CAP Evaluation Criteria to evaluate CAP-unique tasks and endorsements.
XXII.C	Brief Instructional Scenario	Constructs and briefs an instructional scenario for a maneuver to be flown that shows a firm grasp of the material and instructional competence. The maneuver will be selected by the Check Pilot.	Constructs and briefs an instructional scenario for a maneuver to be flown. The briefing omits some information that the check pilot determines to be relevant but does not compromise flight safety.	Constructs and briefs an instructional scenario for a maneuver to be flown that is instructionally ineffective or could compromise flight safety.
XXII. E	Demonstrate an instructional scenario for the briefed maneuver while instructing from the right seat	Demonstrates an instructional scenario for the briefed maneuver. Maintains FAA ACS and CAP standards.	Demonstrates an instructional scenario for the briefed maneuver that maintains FAA ACS and CAP standards with minor deviations not affecting flight safety.	Did not satisfactorily demonstrate a suitable instructional scenario as if teaching a student pilot. Did not maintains FAA ACS and CAP standards.

CAP Check Pilot Endorsement

Task ID	Task	Q	QT	U
XXIII. A.	Risk Management for Evaluations	Demonstrates a knowledge of the RM environment integral to an evaluation.	N/A	Demonstrates an indifference of or lack of knowledge of the RM environment integral to an evaluation.
XXIII. B.	Evaluation Plan of Action	Check Pilot created a Plan of Action following the guidelines contained in CAPS 72-5 to structure the evaluation.	Check Pilot created a Plan of Action to structure the evaluation; however, it had minor deviations from CAPS 72-5 guidance.	Check Pilot created a Plan of Action to structure the evaluation; however, it had major deviations from CAPS 72-5 guidance.
XXIII. C.	Evaluate the left seat check pilot flying one inflight maneuver and one landing	Demonstrates to the check pilot examiner the ability to evaluate using sound judgment. Maintains FAA ACS and CAP standards.	Demonstrates to the check pilot examiner the ability to evaluate using sound judgment. Maintains FAA ACS and CAP standards with minor deviations not affecting flight safety.	Cannot demonstrate to the check pilot examiner the ability to evaluate using sound judgment. Does not maintain FAA ACS and CAP standards.

CAP G1000 Instructor Endorsement

Task ID	Task	Q	QT	U
XXIV. A.	Teaching Flight Management Skills	Teaches and appropriately emphasizes the balance between information management, automation management and risk management.	Teaches information management, automation management and risk management, but needs to emphasize balancing these factors during operations.	Fails to teach the need to balance information, automation, and risk management or ensure the student correctly prioritizes these elements.
XXIV. B.	Failure Simulation	Simulates system failures using recommended techniques such as masking, dimming, or verbal.	Simulates system failures using techniques that are not recommended by the manufacturer or the FAA ((e.g., pulling circuit breakers).	Simulates system failures in a manner that creates unnecessary additional risk (e.g., at inappropriate altitudes or environments).

Change Record

Issue Date	Change Summary