

1. **Purpose.** This plan provides the general administrative and operational guidelines for Air Force Reserve Officer Training Corps (AFROTC) and Air Force Junior Reserve Officer Training Corps (AFJROTC) orientation flights assigned by the Air Force to Civil Air Patrol (CAP) during FY20. Support will be provided to AFROTC/AFJROTC on a reimbursable basis pursuant to 10 U.S.C. § 9444 under the Air Force - CAP Cooperative Agreement, subject to funding availability. AFROTC and AFJROTC funding will be provided to CAP separately and will be accounted for separately. While this plan provides general guidance on the administration and operation of the orientation flight activities for AFROTC/AFJROTC, the mission is at all times subject to and governed by applicable federal laws, Air Force/DoD regulations and CAP regulations.
2. **Mission Objective.** AFROTC and AFJROTC provide voluntary orientation flights to cadets in order to motivate and stimulate the cadet's interest in and knowledge of aviation and aerospace activities as part of its Air Force mission in accordance with 10 U.S.C. § 2110 and § 2031. AFROTC/AFJROTC has determined that the use of CAP services under the Air Force - CAP Cooperative Agreement to provide orientation flights to its cadets is in the best interest of the United States and an economical and efficient way to conduct this mission. CAP has accepted the assignment of this mission in its capacity as the United States Air Force Auxiliary under 10 U.S.C. § 9442 to support the AFROTC/AFJROTC Flight Orientation Program (FOP) in FY20.
3. **Funding.** AFROTC/AFJROTC will reimburse CAP for the front seat flight hours and ferry time required to support the mission. AFROTC and AFJROTC agree to reimburse CAP based on dry hourly rates and type of aircraft that have been pre-approved by CAP-USAF. Additionally, AFROTC and AFJROTC will reimburse CAP for actual expenses for fuel, oil, and lubricants (receipts required). To maximize orientation flying hours, CAP wings should fly in the least expensive category aircraft feasible. Except for gliders, two-seat aircraft do not fit the program profile and will not be used. Available funds will be managed by the CAP/DO and will be distributed on a first come first serve basis until depleted.
4. **Participation.** The AFROTC/AFJROTC FOP is open to all AFROTC and AFJROTC cadets. Cadets with a Federal Aviation Administration (FAA) Private, Commercial pilot, or Airline Transport Pilot (ATP) certificate are ineligible for the FOP (cadets bearing student certificates are eligible for the FOP); it is the responsibility of AFROTC/AFJROTC to determine that cadets are eligible.
  - a. AFJROTC cadets are authorized to receive one orientation flight per year in the front seat of a CAP aircraft. Cadets are not restricted from flying on additional AFJROTC orientation flights as long as there is no charge to AFJROTC for the rear seat flight time and an "open" rear seat is available.
  - b. AFJROTC cadets are required to fill out an AFJROTC parental consent form (in lieu of the CAP Form 9) prior to participating in the Cadet FOP provided by their unit. Since participation in the Cadet Orientation Flight program is considered a school activity, the AFJROTC SASI will comply with school guidance on reporting student injuries. The Air Force does not provide medical care or insurance coverage for any accident or injury that may result from the voluntary participation in this program.
  - c. All AFROTC cadets in the FOP are authorized to receive a maximum of four front seat flights and four or more rear seat (observer) flights during the cadet's academic career. The time for each flight should average approximately 0.7-1.2 hours. The target amount of rear seat flying is four sorties, however, cadets are not restricted from flying on additional AFROTC orientation flights as long as there is no charge to AFROTC for the rear seat flight time and an "open" rear seat is available. AFROTC pays for front seat flying hours only. The CAP pilot will determine the number of cadets that can be safely flown per sortie taking into account aircraft design, weight limits, performance limitations, and center of gravity restrictions.

- d. AFJROTC/AFROTC cadets who are minors, a parental consent will be required to be signed prior to each orientation flight (in lieu of CAP Form 9) and is responsibility of the AFROTC detachment and AFJROTC unit.
  - e. CAP AFROTC/AFJROTC Cadet Orientation Pilots will be qualified and selected in accordance with the same criteria outlined in CAP regulations. CAP Wing Commanders must ensure that all pilots supporting the AFROTC/AFJROTC FOP realize that **SAFETY IS THE NUMBER ONE PRIORITY**.
- 5. Execution.** AFROTC/AFJROTC - CAP Wing Flight Coordination: The AFROTC Detachment Commander, AFJROTC SASI, and the CAP Wing Commander must establish a working relationship to ensure successful implementation and execution of this program.
- a. Mission Approval – Mission approval will be worked via CAP-USAF/LR and the CAP National Operations Center (NOC).
  - b. Safety – Procedures for reporting ground or flying safety accident, incident, or mishap information involving AFROTC/AFJROTC cadets while they are participating in the AFROTC/AFJROTC FOP are as follows:
    - i. Report all FOP incidents involving serious injury or death (see CAPR 62-2, Attachment 1) immediately to the CAP NOC at 888-211-1812, Ext 300. The NOC will notify CAP-USAF/SE.
    - ii. Any flight incidents not requiring immediate chain of command notification should be reported not later than the next duty day.
    - iii. If any AFROTC cadets are injured during their participation in flight activities under this FOP, claims for medical care and/or injury should be processed IAW the Federal Employees Compensation Act (FECA) 5 USC § 8140. See also 10 USC § 2110. Cadets should contact their detachment for guidance on how to submit a claim.
    - iv. CAP and its members are deemed to be instrumentalities of the United States while performing an Air Force Assigned Mission (AFAM). 10 U.S.C § 9442(b)(2). Therefore, Federal Tort Claims Act (FTCA) (10 U.S.C § 9442(b)(2); 28 U.S.C. § 2671 et seq.) and FECA (5 U.S.C. § 8141) are applicable and provide Federal Protection to CAP and its members.
  - c. Flight Administration – Cadet flights should be tailored to the participating cadet's interests and abilities to maximize learning and aviation exposure. Flight profiles will be developed from any combination of the CAP Cadet Orientation Flight Syllabus, CAPP 52-7, Profiles 1, 2, 4, & 5. Profile 3 will not be used as AFROTC/AFJROTC does not allow turns in excess of 45 degrees or stalls/approach to stalls. All additional CAP Cadet Orientation Flight Syllabus limits will be adhered to during AFROTC/AFJROTC flights.
- 6. Command.** There is no official command relationship between the AFROTC/AFJROTC detachment/unit cadre and CAP.

**7. Annexes:**

**CAPP 52-7 Cadet Orientation Flight Syllabus**

**Plan approved by:**

**CHRISTOPHER L. BENNETT, Col, USAF**  
Commander, Air Force ROTC



**STEPHEN T. SANDERS, Col, USAF**  
Director, Air Force JROTC

**DAVID J. REICHERT, GS-13, USAF**  
Director of Training, CAP-USAF

**JOHN W. DESMARAIS, SR.**  
Director of Operations, CAP