

Civil Air Patrol

Extended Over-water Operations and Reconnaissance Requirements

Updated: 8 April 2014

CAP extended over-water missions require extra caution. For the purpose of supporting CAPR 60-1, CAPR 60-2, CAPR 60-3, CAPR 60-6 and CAPR 66-1, extended over-water operations are defined as any flight operation (sortie) or event conducted outside the normal power-off gliding distance of land.

The reconnaissance phase of the mission will be flown IAW CAPR 60-1, paragraph 2-2e, unless deviation is approved by the National Operations Center (NOC). The confirmation phase will be flown no lower than 500 feet above the surface of the water. Flights are limited to within 50 nm of shore except for special operational missions approved by the NOC. Extreme caution should be taken and proper notifications should be in place when operating in the vicinity of or beyond the Air Defense Identification Zones (ADIZ).

During the duration of extended over-water flights, each occupant will wear a U.S. Coast Guard or Department of Defense (DoD) approved personal flotation device (PFD). The aircraft will also contain U.S. Coast Guard or Department of Defense (DoD) approved inflatable rafts of sufficient number and size to accommodate all occupants and will contain at least one pyrotechnic signaling device. The personal flotation devices and rafts used on these missions will be recertified in accordance with the manufacturer's suggested schedule. It is recommended that each occupant also carry a waterproof personal strobe light and survival kit.

Constant wear U.S. Coast Guard or Department of Defense (DoD) approved anti-exposure suits will be worn by crew members on any pre-planned over-water flight when the water temperature is or is forecast to be 60°F or less. The wing commander may waive the requirement to wear the anti-exposure suit after reviewing appropriate safety and Operational Risk Management (ORM) considerations such as the distance from land in which the aircraft will be required to operate.

Any time an aircraft is participating in extended over-water operations and out of radio communication range of a land or sea-based agency that can provide flight following, an airborne communications platform (high-bird) must be used to relay communications.

During night over-water operations, both front-seat crew members must be CAP qualified mission pilots and instrument qualified and current. The right-seat pilot need not be qualified in that specific aircraft.

In order to participate in extended over-water operations, each aircrew member must have successfully completed an approved CAP Over-Water Survival Classroom-based Course and be current in Ops Quals for the duration of participation in the operation.