

Kentucky Wing Civil Air Patrol
Cadet Orientation Ride Justification Matrix

| Airports | IOB | FFT | K22 | DVK | K20 | LOZ | PAH | LOU | LUK | BWG | LEX | EKX | M97 | BRY | OWB | CKV | 1M7 | |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| Mount Sterling | IOB | | 1 | 2 | 1 | 2 | 2 | 5 | 2 | 2 | 4 | 1 | 2 | 1 | 2 | 4 | 4 | 6 |
| Capital City | FFT | 1 | | 3 | 1 | 2 | 2 | 4 | 1 | 2 | 3 | 1 | 2 | 2 | 1 | 3 | 4 | 5 |
| Prestonsburg | K22 | 2 | 3 | | 3 | 1 | 2 | 6 | 3 | 3 | 4 | 2 | 4 | 2 | 3 | 5 | 5 | 7 |
| Stuart Powell | DVK | 1 | 1 | 3 | | 2 | 1 | 4 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 3 | 3 | 5 |
| Wendell H Ford | K20 | 2 | 2 | 1 | 2 | | 1 | 6 | 3 | 3 | 4 | 2 | 3 | 2 | 3 | 4 | 5 | 6 |
| London Corbin | LOZ | 2 | 2 | 2 | 1 | 1 | | 5 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 4 | 4 | 5 |
| Barkley Regional | PAH | 5 | 4 | 6 | 4 | 6 | 5 | | 4 | 5 | 3 | 5 | 3 | 6 | 4 | 2 | 2 | 1 |
| Bowman Field | LOU | 2 | 1 | 3 | 2 | 3 | 3 | 4 | | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 3 | 4 |
| Lunken Field | LUK | 2 | 2 | 3 | 2 | 3 | 3 | 5 | 2 | | 4 | 2 | 3 | 2 | 2 | 4 | 5 | 6 |
| Bowling Green | BWG | 4 | 3 | 4 | 2 | 4 | 3 | 3 | 2 | 4 | | 3 | 1 | 4 | 2 | 2 | 2 | 3 |
| Blue Grass | LEX | 1 | 1 | 2 | 1 | 2 | 2 | 5 | 2 | 2 | 3 | | 2 | 2 | 1 | 3 | 4 | 5 |
| Addington Field | EKX | 2 | 2 | 4 | 2 | 3 | 2 | 3 | 1 | 3 | 1 | 2 | | 3 | 1 | 2 | 2 | 4 |
| Morehead | M97 | 1 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 4 | 2 | 3 | | 2 | 4 | 5 | 6 |
| Samuels Field | BRY | 2 | 1 | 3 | 1 | 3 | 2 | 4 | 1 | 2 | 2 | 1 | 1 | 2 | | 2 | 3 | 4 |
| Owensboro | OWB | 4 | 3 | 5 | 3 | 4 | 4 | 2 | 2 | 4 | 2 | 3 | 2 | 4 | 2 | | 2 | 3 |
| Outlaw Field | CKV | 4 | 4 | 5 | 3 | 5 | 4 | 2 | 3 | 5 | 2 | 4 | 2 | 5 | 3 | 2 | | 2 |
| Fulton | 1M7 | 6 | 5 | 7 | 5 | 6 | 5 | 1 | 4 | 6 | 3 | 5 | 4 | 6 | 4 | 3 | 2 | |

The above Justification Matrix is to be used to determine if it is justified to ferry an aircraft to another airport for cadet orientation rides. The number in the matrix is the minimum number of front seat cadet rides required at the destination airport to justify the flight. If more than one aircraft is used, the number of O Rides given must equal the number in the matrix times the number of aircraft used.

Note: Pilots are reminded that when they use the above matrix, they must also be in compliance with CAPR-60-1 Paragraph 2-2d which states, "The maximum crew duty day for pilots is 14 hours of official CAP duty. Pilots will not plan to serve as PIC past the end of their crew duty day. Pilots will not flight plan to exceed 8 hours PIC time between periods of crew rest. Pilots must have 10 hours of crew rest between the last official CAP duty and the first official CAP duty in the next duty period." Some flights in the above Matrix require a combination of travel time and sorties that will cause a pilot to exceed these limitations, requiring an overnight stay at the destination airport. Since O Ride funds may not be used for overnight expenses, these expenses will have to be paid either by the pilot or the squadron requesting the O Rides.