

Attachment 1 to Annex B - AFROTC/AFJROTC Orientation Flight Guidance

Orientation flights for the AFROTC/AFJROTC will be accomplished in accordance with the following guidance and the flight orientation syllabus in Attachment 2: (Note: AFJROTC cadet's flying hours profile may include a combination of Flight No. 1 and Flight No. 2 as described in the Orientation Flight Syllabus as the one hour+- flying hours allows. AFJROTC cadets are limited to one orientation sortie per year)

1. General. The AFROTC/AFJROTC Flight Orientation Program is designed to introduce AFROTC/AFJROTC cadets to flight operations in accordance with the statutory authority provided under 10 USC 2110. AFROTC/AFJROTC cadets participate in actual flights in a powered aircraft (and gliders too for AFROTC) and observe the associated planning and ground operations. The program is voluntary and primarily motivational and should stimulate the cadet's interest in and knowledge of aviation and aerospace activities. All participants must be primarily concerned with providing the safest possible environment for cadet orientation flights. The requirements of Federal Aviation Regulations apply to AFROTC/AFJROTC cadet orientation flights. The provisions of all CAP regulations apply unless this MOA provides more specific and restrictive guidelines from the Air Force for the AFROTC/AFJROTC FOP. CAP should not conduct any other business in conjunction with these flights.

2. Definition. A flight is classified as an orientation flight and credit can be gained for each flight only if the following criteria are met:

2a. Each flight should conform to profiles described in this guidance and be consistent with safety, aircraft capability, and available resources. The requirements of the AFROTC/AFJROTC cadet in the right front seat determine which mission/flying hours profile will be used on each flight. AFROTC/AFJROTC cadets must fly the profiles in the chronological order listed in the syllabus. The AFROTC/AFJROTC cadet in the observer position (rear seat) may fly on any mission profile as required for the cadet in the right seat. A rear seat AFJROTC flight counts for the one authorized AFJROTC orientation flight for an AFJROTC cadet. On AFJROTC flights the one hour sortie may be split between the front and back seat cadets if circumstances allow.

2b. Except for take-off, landing, radar and traffic patterns, low level flying (below 1000 ft AGL for purposes of this MOA) and other critical phases of flight, cadets may be permitted to actually manipulate the controls on each flight. However, credit for an orientation flight is not dependent upon the actual manipulation of flight controls. Orientation pilots, regardless of the aeronautical rating of the pilot or the cadet, will occupy the left front seat during the orientation flight.

2c. Without CAP/DO and CAP-USAF/XO or CAP-USAF Liaison Region Commander approval, no more than three people may be aboard an aircraft during orientation flights: one orientation pilot in the front left seat, one AFROTC/AFJROTC cadet in the right front seat, and one AFROTC/AFJROTC cadet in an observer (rear seat) position. (Exception: AFJROTC orientation flights may fly four people (three JROTC cadets) on one sortie, providing an individual weight and balance is performed for each flight.) To the maximum extent possible, each individual should be on aircraft interphone with headphones to facilitate communications.

2d. A scheduled flight will not be canceled due to "no-shows" or non-availability of a cadet to fill the observer (rear seat) position. In those cases, the orientation pilot and the right front seat cadet will complete the scheduled flying hours. The orientation pilot will notify the CAP Wing of the no-show(s) as soon as possible after return. The CAP Wing will then notify the unit program administrator. The AFROTC/AFJROTC unit flight program administrators will investigate the circumstances and take corrective action as necessary. Ferry time will be paid in the event of an unscheduled flying hours cancellation.

2e. Orientation flights for the purpose of the AFROTC/AFJROTC FOP will not be conducted on opportune airlift missions, military orientation flights, **rental aircraft, or two-seat aircraft**. Only CAP corporate aircraft or aircraft owned by the CAP AFROTC/AFJROTC cadet orientation pilot flying the flying hours are permitted to be used for the FOP. Member owned aircraft may be used only when authorized in advance by the CAP region or CAP wing commander or CAP-USAF, and when corporate aircraft are not suitable, not available for the mission, or are less economical.

3. Preflight Briefing and Ground Operations. All cadets will obtain a ground briefing prior to flight IAW the briefing guide found at the end of the Orientation Flight Syllabus. Anytime a cadet enters or exits an aircraft the engine must be shut down.

4. AFROTC/AFJROTC Cadet Orientation Pilots. Pilots will be qualified and selected in accordance with the same criteria outlined in Chapter 3 of CAPR 60-1 (300 hours Pilot-in-Command time). CAP wing commanders must ensure that all pilots supporting the AFROTC/AFJROTC Flight Orientation Program realize that **SAFETY IS THE NUMBER ONE PRIORITY**.

5. Required Flight Conditions and Prohibited Maneuvers. Flight orientations may only be performed during daylight hours (official sunrise to official sunset) and when Visual Meteorological Conditions (VMC) exists. The following maneuvers are prohibited on all orientation flights: turns exceeding 30 degrees of bank, (with the exception of the soaring program at AFROTC Det 003) approach to stall maneuvers, stalls, spins, all aerobatic maneuvers, unusual attitudes, and simulated emergency procedures. Orientation pilots, regardless of the aeronautical rating of the pilot or the cadet, will occupy the left front seat during the orientation flight.