



CAPR 60-1

Air Force Approved Proficiency Flight Profiles

(1 February 2016)

The following flight profiles authorized by CAPR 60-1 are to be used in accordance with the instructions at the beginning of each profile. While designed for pilot proficiency, other aircrew members may also be on board the flight if compatible training can be accomplished concurrently. For example, on Profile #1, Visual Search Mission Profile, a Scanner or Observer trainee with instructor may accompany the flight to fulfill Scanner or Observer training tasks. Proficiency flights are designed to prepare crews to fly Air Force missions and should include a mission observer and scanner as appropriate, and though routine flight procedures can be practiced, the majority of a proficiency flight must be focused on the training outlined in the profiles below. Instrument approaches, pattern work, and touch & go landings are encouraged during all pilot proficiency profile sorties. For example, crews flying the visual search mission profile can reasonably conduct pattern work with multiple touch and go landings, but should not plan to spend the majority of the flight time in the airport traffic pattern. PICs will fly as much of the approved mission profile as safely possible understanding that requirements for trainees, weather, or other factors may prevent the completion of all listed events.

All “Air Force Approved Proficiency Flight Profiles” are approved by the Liaison Region in WMIRS; they may be flown as either reimbursed missions (Air Force funded) using the A-12 mission symbol, or as missions unsupported by Air Force funds using the B-12 mission symbol (note: B-12 missions are considered non-reimbursed missions, unless the reimbursement comes from non-Air Force agencies). Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

These flight profiles are provided to prepare pilots to perform specialized or unique Air Force non-combat missions with a well-rounded proficiency experience, and thus all checkboxed items should be accomplished, when practicable.

The profile number will be annotated in the eFlight Release/“Mission/Sortie #” box of the CAPF99 as “P1” etc.



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APPROVED MISSION PILOT PROFICIENCY FLIGHT
PROFILE #1
Visual Search Mission Profile

This profile may only be flown by qualified SAR/DR Mission Pilots or properly supervised trainees. Supervisors must be qualified PICs in the aircraft flown since they are expected to be able to assume command of the flight as needs dictate. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

- Plan for and brief the crew on one or more of the visual search missions below. Special emphasis should be placed on mission risk assessments, the routes to and from the search area, aircraft limitations and operating procedures, and communications procedures.
 - Route search.
 - Parallel track search.
 - Point-based search.
 - Creeping line search.

- File a flight plan IAW CAPR 60-1 requirements.

- En route to the search area practice one or more of the following:
 - Slow flight.
 - Stalls.
 - Steep turns.
 - Turns around a point.

- Practice simulated in-flight emergency procedures.

- Practice visual search as planned and briefed.
 - Practice a route search.
 - Practice a parallel track search.
 - Practice a point-based search.
 - Practice a creeping line search.

- Review landing procedures with crew members.

- Practice approach and landing procedures by completing one or more of the following:
 - Perform a normal landing, using full flaps, to a touch and go (if runway and conditions allow).
 - Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
 - Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
 - If instrument qualified, practice one or more of the following approaches to a full stop:
 - ILS approach.
 - VOR approach.
 - NDB approach.
 - GPS approach.
 - Perform a simulated forced landing to a low approach or full stop (as appropriate).
 - Perform a normal landing or no-flap landing to a full stop.
- After the flight:
 - Close the flight plan as necessary.
 - Debrief the sortie with the crew.



**APPROVED MISSION IMAGING PROFICIENCY FLIGHT
PROFILE #2
Video Imaging Mission Profile**

This profile may only be flown by qualified SAR/DR Mission Pilots or properly supervised trainees. Supervisors must be qualified PICs in the aircraft flown since they are expected to be able to assume command of the flight as needs dictate. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

- Plan for and brief the crew on one or more of the below video imaging missions. Special emphasis should be placed on mission risk assessments, secondary targets, aircraft limitations and operating procedures, and communications procedures.
 - Fly back video or still imagery.
 - Geospatial Information Interoperability Exploitation - Portable (GIIEP).

- File a flight plan IAW CAPR 60-1 requirements.

- En route to the search area practice one or more of the following:
 - Slow flight.
 - Stalls.
 - Steep turns.
 - Turns around a point.

- Practice simulated in-flight emergency procedures.

- Practice imaging sortie as planned and briefed:
 - Take images of target(s).
 - Download images (for GIIEP).
 - Select images for transmission (for GIIEP).
 - Process images (for GIIEP).
 - Send images as briefed (for GIIEP).

- Review landing procedures with crew members.

- Practice approach and landing procedures by completing one or more of the following:
 - Perform a normal landing, using full flaps, to a touch and go (if runway and conditions allow).
 - Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
 - Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
 - If instrument qualified, practice one or more of the following approaches to a full stop:
 - ILS approach.
 - VOR approach.
 - NDB approach.
 - GPS approach.
 - Perform a simulated forced landing to a low approach or full stop (as appropriate).
 - Perform a normal landing or no-flap landing to a full stop.
- Upload imagery to FEMA uploader.
- Close the flight plan if necessary.
- Debrief the sortie with the crew; be sure to upload or provide images taken as necessary.



APPROVED MISSION IMAGING PROFICIENCY FLIGHT
PROFILE #3
Electronic Search Mission Profile

This profile may only be flown by qualified SAR/DR Mission Pilots or properly supervised trainees. Supervisors must be qualified PICs in the aircraft flown since they are expected to be able to assume command of the flight as needs dictate. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

- Plan for and brief the crew on one or more of the below electronic search missions. Special emphasis should be placed on mission risk assessments, direction finding equipment familiarizations, aircraft limitations and operating procedures, and communications procedures.
 - Electronic Search Utilizing the Wing-Null Method.
 - Electronic search utilizing the L-Tronics Airborne Direction Finding Unit.
 - Electronic search utilizing the Becker/Rhotheta Airborne Direction Finding Unit.

- File a flight plan IAW CAPR 60-1 requirements.

- En route to the search area practice one or more of the following:
 - Slow flight.
 - Stalls.
 - Steep turns.
 - Turns around a point.

- Practice simulated in-flight emergency procedures.

- Practice electronic search sortie as planned and briefed:
 - Track the beacon to its source.
 - Lead a ground or urban direction finding team to the source.
 - Provide detailed location information to ground personnel of the source location.
 - Provide a short verbal description of the target.
 - Provide accurate latitude and longitude coordinates of the target.

- Review landing procedures with crew members.

- Practice approach and landing procedures by completing one or more of the following:
 - Perform a normal landing, using full flaps, to a touch and go (if runway and conditions allow).
 - Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
 - Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
 - If instrument qualified, practice one or more of the following approaches to a full stop:
 - ILS approach.
 - VOR approach.
 - NDB approach.
 - GPS approach.
 - Perform a simulated forced landing to a low approach or full stop (as appropriate).
 - Perform a normal landing or no-flap landing to a full stop.
- If the target is located at an airfield and ground search equipment is available, locate the beacon on the airfield.
- After the flight:
 - Close the flight plan as necessary.
 - Debrief the sortie with the crew.



**APPROVED MISSION PILOT PROFICIENCY FLIGHT
PROFILE #4
Transportation Mission Profile**

The transportation mission profile may be flown by CAP qualified FAA commercial rated pilots, SAR/DR Mission Pilots, and Transport Mission Pilots. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

- This flight will consist of a cross-country flight with a minimum of three navigation legs that culminate in landings at three airports. Sortie duration should not exceed 2.5 hours.

- Plan the transportation mission as follows:
 - Obtain all passenger and cargo weight and description. For a flight with simulated passengers or cargo use one passenger weighing 180 lbs. and 150 lbs. of cargo. Passengers must be qualified CAP aircrew members.
 - Determine the load distribution and placement in the airplane.
 - Compute a weight and balance for the specific load.
 - Using the Aircraft Flight Manual, compute takeoff & landing performance for the specific load.
 - Check departure & destination runway lengths, services, ATC frequencies, & procedures.
 - Obtain a standard WX briefing, NOTAMS, and active TFRs from your local FSS.
 - Determine fuel requirements, alternates needed, and any known ATC delays.
 - Check the currency and appropriateness of all flight information publications.

- File a flight plan IAW CAPR 60-1 requirements.

- Briefings:
 - Brief crewmembers, prior to the pre-flight inspection, using the attached crew briefing checklist. Assign duties at this time. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.
 - Brief passengers on emergency and egress procedures prior to the pre-flight inspection.

- Perform a normal takeoff.

- Perform an after takeoff, level off, and cruise checklist as appropriate. If available, have the pilot not flying assist. Lean the aircraft engine in accordance with the aircraft flight manual.

- During cruise flight compute true airspeed, ground speed, estimated time of arrival, fuel burn, and estimate landing fuel load.

- Practice or discuss simulated in-flight emergency procedures as conditions & airspace allow.

- Approaching destination, communicate with ATC, and run descent & before landing checklists.

- Review landing procedures with crew members.

- Perform a VFR or IFR approach procedure as appropriate.
- Perform a minimum of 3 landings at each destination as follows:
 - Perform a normal landing, using full flaps, to a touch and go (if runway and conditions allow).
 - Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the current FAA Airplane Flying Handbook.
 - Perform a soft field landing to a full stop using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the current FAA Airplane Flying Handbook.
- Practice approach and landing procedures by completing one or more of the following:
 - Perform a normal landing, using full flaps, to a touch and go (if runway & conditions allow).
 - Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
 - Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
 - If instrument qualified, practice one or more of the following approaches to a full stop:
 - ILS approach.
 - VOR approach.
 - NDB approach.
 - GPS approach.
 - Perform a simulated forced landing to a low approach or full stop (as appropriate).
 - Perform a normal landing or no-flap landing to a full stop.
- Perform a simulated forced landing to a low approach or full stop (as appropriate).
- After the flight:
 - Close the flight plan as necessary.
 - Debrief the sortie with the crew.



**APPROVED MISSION PILOT PROFICIENCY FLIGHT
PROFILE #5
Mission Pilot CAPF 91 Practice Profile**

This profile may only be flown by qualified SAR/DR Mission Pilots or properly supervised trainees as defined in CAPR 60-3. In addition to the pilot who is receiving proficiency training, the flight should be flown with another mission pilot, and a mission observer and/or mission scanner on board. This profile will not be flown solo. Supervisors must be qualified PICs in the aircraft flown since they are expected to be able to assume command of the flight as needs dictate. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

- This training flight will consist of a flight exercising knowledge of and ability to perform in various CAP mission pilot subject areas.

- Plan the CAPF 91 training flight as follows: Review CAPR 60-3, and CAPF 91, Mission Pilot Check requirements, prior to the training flight.

- File a flight plan IAW CAPR 60-1 requirements.

- Prior to flight, the Mission Pilot shall:
 - Verify the wear of an appropriate CAP uniform.
 - Verify the aircraft to be used is airworthy with all required documents in order.
 - Conduct an oral review determining qualifications of both mission pilots.

- Conduct an oral review that is thorough enough to determine the appropriate knowledge base of the CAP mission pilot. CAPF 91, section I, Oral Discussion, will be used as a guide during the training.

- The mission pilot must demonstrate thorough and appropriate preflight planning. CAPF 91, section II, Preflight Planning, will be used as a guide during the training.

- During flight, adequately demonstrate visual search patterns and procedures. CAPF 91, section III, Visual Search Patterns and Procedures, will be used as a guide during the training.

- During flight, adequately demonstrate electronic search patterns and procedures. CAPF 91, section IV, Electronic Search Patterns and Procedures, will be used as a guide during the training.

- When appropriate during flight, adequately demonstrate Mountainous Terrain Procedures. CAPF 91, section V, Mountainous Terrain Procedures, will be used as a guide during training.

- During flight, adequately demonstrate the ability to successfully handle emergency procedures. CAPF 91, section VI, Emergency Procedures, will be used as a guide during the training.

- During flight, adequately demonstrate mission flight maneuvers. CAPF 91, section VII, Mission Flight Maneuvers, will be used as a guide during the training. All flight maneuvers will be flown to or train back up to Federal Aviation Administration Private Pilot Practical Test Standards as a minimum.
- During flight, demonstrate the highest level of safety awareness. CAPF 91, section VIII, Safety Awareness, will be used as a guide during the training.
- Review landing procedures with crew members.
- Practice approach and landing procedures by completing one or more of the following:
 - Perform a normal landing, using full flaps, to a touch and go (if runway and conditions allow).
 - Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
 - Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
 - If instrument qualified, practice one or more of the following approaches to a full stop:
 - ILS approach.
 - VOR approach.
 - NDB approach.
 - GPS approach.
 - Perform a simulated forced landing to a low approach or full stop (as appropriate).
 - Perform a normal landing or no-flap landing to a full stop.
- After the flight:
 - Review the CAPF 91 and debrief as appropriate.
 - Close the flight plan as necessary.



**APPROVED MISSION PILOT PROFICIENCY FLIGHT
PROFILE #6
Mountain Search Mission Profile**

This profile may only be flown by qualified SAR/DR Mission Pilots or properly supervised trainees. Supervisors must be qualified PICs in the aircraft flown since they are expected to be able to assume command of the flight as needs dictate. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

- This training flight will consist of a flight exercising and assessing knowledge of, and ability, to perform in various CAP mission pilot mountain search subject areas. The flight should be flown with a trainer, observer, and scanner, but may be flown with only the pilot and a trainer.

- Plan for and brief one or more of the following mountain search missions:
 - Contour Search.
 - Steep Valley/Drainage Search.
 - Cove Search.
 - Canyon Search.

- File a flight plan IAW CAPR 60-1 requirements.

- Prior to flight, the mission pilot shall:
 - Conduct an oral review determining the pilot's qualifications as a mountain search mission pilot.

 - Calculate density altitude for departure/arrival airport(s) and the search area. Assess the impact of density altitude on aircraft performance at takeoff, landing, and during search.

- Prepare and file a flight plan.

- During flight while en route or after reaching the search area, practice one or more of the following:
 - Ridge crossing procedures.
 - Modified racetrack maneuver.
 - Teardrop course reversal.
 - Escape from high sink rates or turbulence.
 - Emergency course reversal (escape maneuver—practiced at a minimum of 2,000 AGL).

- During flight, adequately demonstrate the ability to successfully handle emergency procedures.

- During flight, practice mountain search procedures as planned and briefed:
 - Contour search.
 - Steep valley/drainage search.
 - Cove search.
 - Canyon search.

- Review landing procedures with crew members.

- Practice approach and landing procedures by completing one or more of the following:
 - Perform a normal landing, using full flaps, to a touch and go (if runway and conditions allow).
 - Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
 - Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
 - If instrument qualified, practice one or more of the following approaches to a full stop:
 - ILS approach.
 - VOR approach.
 - NDB approach.
 - GPS approach.
 - Perform a simulated forced landing to a low approach or full stop (as appropriate).
 - Perform a normal landing or no-flap landing to a full stop.

- After the flight:
 - Close the flight plan as necessary.
 - Review and debrief as appropriate.



**APPROVED MISSION PILOT PROFICIENCY FLIGHT
PROFILE #7
Proficiency Flight Mission Profile**

This profile may only be flown by inexperienced SAR/DR/Transportation/Orientation Ride/Mission Pilots, pilots in need of instrument proficiency training, pilots who have experienced breaks in flying, or pilots designated as needing additional CAPF 5 proficiency training. Pilots needing additional proficiency training are designated and approved via WMIRS, each sortie requires coordination by the Wing/CC (or designee) & approval by the Liaison Region. There is no standard definition for which “inexperienced” pilots qualify for flying this as a reimbursed AF training mission. Overall/recent flying experience, flying experience in CAP single-engine aircraft, overall/recent instrument flying experience, instructor/check pilot recommendations, and other factors the Wing/Region determine should all be considered.

There must be an instructor or safety pilot onboard; when an instructor is utilized, the instructor must be a qualified CFI/CFII (as required) in the aircraft flown. An Instrument Proficiency Check (IPC) may be completed if such requirements are met while accomplishing training under the provisions of this proficiency flight mission profile. This proficiency profile includes ground training and three 1-hour blocks of in-flight training. PICs, in conjunction with the CFI/CFII, will choose which 1-hour block of training will be accomplished during the sortie.

This profile will not be flown more than once as an AFAM by any pilot during any 90-day period, unless directed by the wing/region commander. Requests for this training profile will be made through WMIRS and include the mission pilot’s name, total flight hours, flying hours for the last 30/60/90 days, and training blocks to be accomplished. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

Ground Training (one of the following must be accomplished prior to the flight)

- Attend one of the AOPA Air Safety Foundation’s Safety Seminars.
- Complete one of the AOPA Air Safety Foundation’s Online Courses.
- Attend a CAP-USAF LR/CC approved CAP safety briefing.
- Attend a briefing conducted by an FAA Safety Counselor.
- IPC-To include one hour of ground instruction. Topics are at discretion of CFII.

Flight Training (All Sorties)

- Brief crew member mission responsibilities as appropriate. Review ground & in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.
- File a flight plan IAW CAPR 60-1 requirements.
- Close the flight plan if necessary.
- Debrief the sortie with the crew.

Training Block 1 – Air Work

- Review air work maneuvers to be accomplished.
- Slow flight.
- Stalls.
- Steep turns.
- Turns around a point.
- Practice partial-panel flight maneuvers.
- Practice simulated in-flight emergency procedures.

Training Block 2 – Takeoffs and Landings

- Review landing procedures with crew members.
- Perform a normal landing using full flaps.
- Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
- Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Practice proper crosswind landing techniques.
- Perform a simulated forced landing to a low approach or full stop (as appropriate).
- Perform no-flap landing to a full stop.

Training Block 3 – Instrument Training

- Review instrument procedures with crew members.
- Hood work in turns, climbs, descents, etc.
- Fly as many of the following approaches as time allows:
 - ILS approach.
 - VOR approach.
 - NDB approach.
 - GPS approach.
- * A minimum of one precision and one non-precision approach should be accomplished during the training flight. If autopilot equipped, at least one approach with and one without the autopilot engaged should be accomplished.
- * A minimum of one published missed approach should be accomplished.
- * A minimum of one Hold should be accomplished.

* These items are mandatory for IPC credit.



APPROVED MISSION PILOT PROFICIENCY FLIGHT
PROFILE #8
Counterdrug Mission Profile

This profile may only be flown by qualified SAR/DR Mission Pilots or properly supervised trainees. Supervisors must be qualified PICs in the aircraft flown since they are expected to be able to assume command of the flight as needs dictate. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

- Plan for and brief the crew on one or more of the visual search missions below. Special emphasis should be placed on mission risk assessments, the routes to and from the search area, aircraft limitations and operating procedures, and communications procedures. Route and low-level route searches should be planned to have multiple turn points and specific times over each point. This will enable our CD crews to maintain a high level of navigation proficiency.
 - Route search.
 - Parallel track search.
 - Point-based search.
 - Creeping line search.

- Brief crew member mission responsibilities as appropriate. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.

- File a flight plan IAW CAPR 60-1 requirements.

- Conduct an aircraft pre-flight inspection as a crew.

- En route to the search area practice one or more of the following:
 - Slow flight.
 - Steep turns.
 - Turns around a point.

- Practice simulated in-flight emergency procedures.

- Practice visual search as planned and briefed.
 - Practice a route search.
 - Practice a parallel track search.
 - Practice a point-based search.
 - Practice a creeping line search.

- Review landing procedures with crew members.

- Practice approach and landing procedures by completing one or more of the following:
 - Perform a normal landing, using full flaps, to a touch and go (if runway and conditions allow).
 - Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
 - Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
 - If instrument qualified, practice one or more of the following approaches to a full stop:
 - ILS approach.
 - VOR approach.
 - NDB approach.
 - GPS approach.
 - Perform a simulated forced landing to a low approach or full stop (as appropriate).
 - Perform a normal landing or no-flap landing to a full stop.
- Close the flight plan as necessary.
- Debrief the sortie with the crew.



**APPROVED MISSION PILOT PROFICIENCY FLIGHT
PROFILE #9
Low-Level Route Survey (LLRS) Mission Profile**

This profile may only be flown by qualified SAR/DR Mission Pilots or properly supervised trainees. Supervisors must be qualified PICs in the aircraft flown since they are expected to be able to assume command of the flight as needs dictate. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

- Plan for and brief the crew on one or more of the visual search missions below. Special emphasis should be placed on mission risk assessments, the routes to and from the search area, aircraft limitations and operating procedures, and communications procedures.
 - Route search.
 - Low-level route search (no lower than 1000' AGL).

Route and low-level route searches should be planned to have multiple turn points and specific times over each point. This enables aircrews to maintain a high level of navigation proficiency. The resources needed to plan a low-level route survey of a Military Training Route (MTR) are:

- Current FAA Sectional Aeronautical Chart
 - Current Department of Defense Flight Information Publication AP/1B (MTR only)
 - Telephone
 - Access to the internet
-
- Brief crew member mission responsibilities as appropriate. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.

 - Conduct and brief a pre-sortie route study.
 - High terrain.
 - Towers.
 - Airspace (MOAs, TFRs, etc).
 - Uncontrolled airfields.
 - Bird migration routes. <http://www.usahas.com/>

 - File a flight plan IAW CAPR 60-1 requirements.

 - En route to the search area practice one or more of the following:
 - Slow flight.
 - Steep turns.
 - Turns around a point.

 - Practice simulated in-flight emergency procedures.

 - Practice visual search as planned and briefed (no lower than 1000' AGL).

- Practice approach and landing procedures by completing one or more of the following:
 - Perform a normal landing, using full flaps, to a touch and go (if runway and conditions allow).
 - If instrument qualified, practice one or more of the following approaches to a full stop:
 - ILS approach.
 - VOR approach.
 - NDB approach.
 - GPS approach.
 - Perform a simulated forced landing to a low approach.
 - Perform a normal landing or no-flap landing to a full stop.
- Close the flight plan as necessary.
- Debrief the sortie with the crew.



**APPROVED MISSION PILOT PROFICIENCY FLIGHT
PROFILE #10
Takeoff and Landing Proficiency Flight Mission Profile**

This profile may only be flown by qualified SAR, DR, Transportation, or Orientation Ride mission pilots. The following is an approved profile for takeoff and landing proficiency flight training in high performance or complex aircraft and should include a mission observer and scanner as appropriate. This profile will only be flown in high performance, complex or unique aircraft (such as, but not limited to, the following aircraft: C182, C206, GA-8, Retractable Gear, Float Plane, Ski Equipped Aircraft). No instructor is required for this proficiency profile. This proficiency profile will be accomplished locally or within 50 NM of the aircraft's departure airfield. This profile will not be flown more than once as an AFAM by any pilot during any 90-day period, unless directed by the wing/region commander. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section. Sortie duration should not exceed 1.8 hours.

Planning & Pre-flight Activities

- Brief crew member mission responsibilities as appropriate. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.
- File a flight plan IAW CAPR 60-1 requirements.
- Review POH checklists and amplified procedures for takeoffs and landings to include short field, soft field, and crosswind control procedures.

Takeoffs and Landings (recommended profile, perform as many as conditions/time allow)

- Perform a normal takeoff and partial flap landing to analyze crosswinds.
- Perform a normal landing using full flaps.
- Perform a short field takeoff and landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
- Perform a soft field takeoff and landing to a full stop using the procedures recommended in the AFM/POH.
- Perform no-flap landing to a full stop.

After the flight

- Close the flight plan as necessary.
- Debrief the sortie with the crew.