Q: With regard to Tow Pilot and Tow Pilot Trainer requirements, will WMIRS monitor the number of tows accomplished in the prior 12 months?

A: CAPR 70-1 requirements for X number of tows in the preceding 12 months, as encoded in OpsQuals (see highlighted text below), are only relevant to attaining the initial CAP qualification. WMIRS and OpsQuals due not track currency requirements. Given that many pilot's fly outside of CAP, there would be no benefit to doing so. The PIC is responsible for meeting recency of flying experience requirements under 14 CFR 61.57 and 61.69 for the type of flying they intend to conduct.

Tow Pilot
Prior to start of Tow Pilot Training:
☐ Minimum 500 hours PIC time, 250 hours of which is in single engine airplanes.
☐ CAP/SSF on-line Tow Pilot Course
After the Tow Pilot training described in CAPS 71-1 is complete, upload scans of logbook pages showing a glider instructor endorsement iaw 61.69(a)(3), tow pilot trainer endorsement iaw 61.69(a)(4), and sufficient recent towing experience iaw CAPR 70-1, then submit the prerequisites listed below
☐ Qualified IAW FAR 61.69 to tow Gliders.
☐ Must have completed 10 tows of gliders within the preceding 12 calendar months.

Tow Pilot Trainer
☐ Must have completed 50 tows.
☐ Must have 3 actual glider tows within the preceeding 12 months
☐ Must be FAA tow current IAW 14 CFR 61.69
Tow Pilot Trainer Appointment

Q: Will the FRO Support Report reflect these changes?

A: With a few exceptions, the FRO Support Report will reflect the recent changes made to OpsQuals. All required information regarding a member's qualifications (make/model, pilot, ES) and appointments that are used in WMIRS eFR rules will be provided. There are a few new FAA and CAP endorsements that were not previously handled by OpsQuals and that are not used by WMIRS to determine releasability that have not yet been added to the report. From the FAA-side: Complex, High Performance, Glider Ground-tow, and Glider Aerotow. From the CAP-side: Complex Demo, High Performance Demo, and Mountain Flight. Required additions will be made when and if these endorsement are integrated into WMIRS eFR.

Q: Will we be able to remove FAA Certs and Medicals from uploaded documents going forward?

A: No. We have a requirement to view, validate and retain pilot certificates and medicals. Once processed, OpsQuals limits the ability to view those documents within the system. Members at large, o include Check Pilots (CPs) cannot view those documents in OpsQuals. However, the member must show those documents to the CP at the time/place of the Form 5.

Q: Are there any changes to OpsQuals relative to ES Qualifications?

A: sUAS qualifications are added in this release.

Q: How will we be able to differentiate between CFI and CFII? For example, I want to find a CFII since only they can give an Instrument Demo endorsement on a Form 5.

A: There is no unit report that will show a listing of which CPs are CFIIs; however, you can check the OpsQuals > Pilot > FAA Requirements page of any pilot by name to determine if they are a CFII.

Q: From what I read on G1000 refresher training, it sounds like it is directed toward the NXi aircraft. Will we be constantly doing software updates to all G1000? If so, how will we know what changes have occurred?

A: While the majority of the G1000 Refresher Course described in CAPS 71-1 relates to G1000 NXi, that is not exclusively the case. Changes to the Cessna NAVIII Flight Deck are controlled by Garmin, so we cannot predict when they will occur, what they will contain, or which aircraft will be impacted; however, CAP/DO will use the WMIRS Critical Item system and the G1000 Refresher Course to keep members informed of relevant changes.

Q: I didn't see an endorsement for Check Pilot Examiner. Was that an oversight?

A: Check Pilot Examiner (CPE) is an appointment and not an endorsement. As a result, it does not appear on the CAPF 70-5, in CAPS 72-6 Aircrew Evaluation Criteria, or in OpsQuals > Pilot under Airplane, Glider, Balloon, or sUAS endorsements. Region and Wing commanders may appoint any qualified CP to serve as a CPE based on their assessment of the organization's need.

Q: How does someone request an Appointment (e.g., to become a CPE) in OpsQuals?

A: Appointment are requested by navigating to OpsQuals > Appointments > Pilot, selecting the desired appointment (as shown below), then clicking Submit at the bottom of the page.
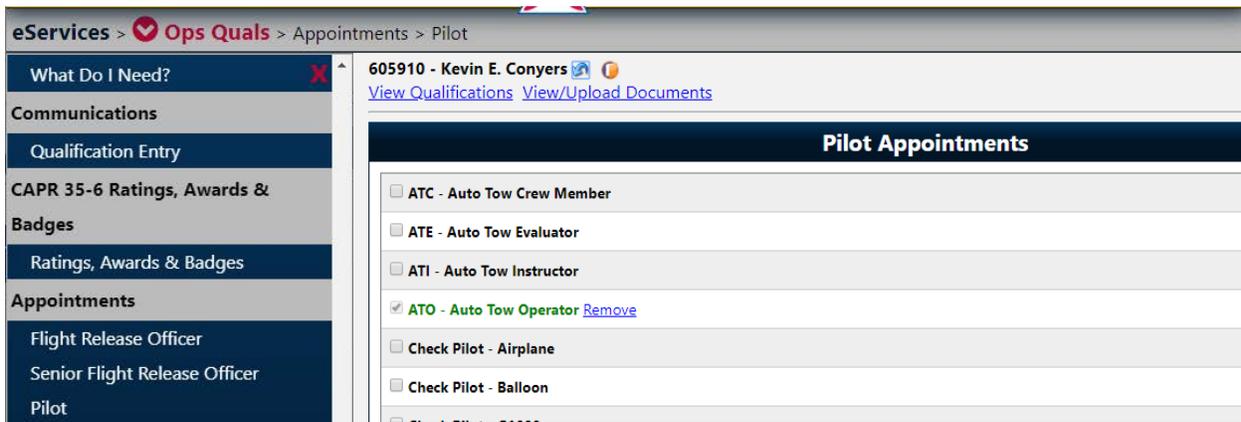
Alternatively, this page can be accessed from **What Do I Need?** for any qualification that requires an appointment, by clicking the appointment hyperlink (as shown below).
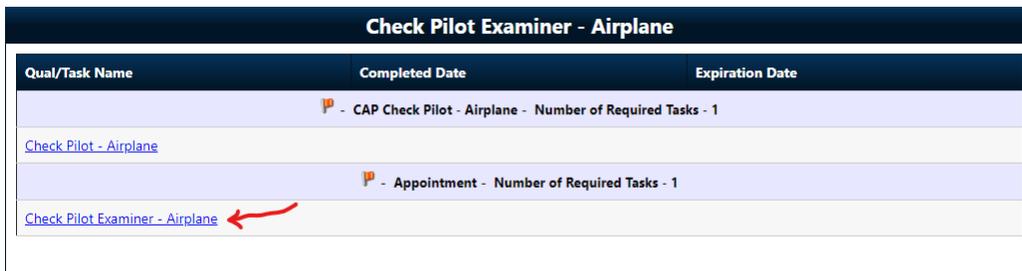
Q: If I take a Form 5 in a turbo 206 G1000, can it renew my qualifications in other, less complex aircraft?

A: Paragraph 7.4.1. of the revised CAPR 70-1 indicates that all previous qualifications, in the same category, for which the pilot has an initial Form 5 can be renewed at the time of the annual evaluation – IF the aircraft used for the evaluation possesses all the required characteristics. Because a Cessna T206H Nav III is a high-performance aircraft with G1000 avionics, it can renew qualifications in low and high-performance aircraft with or without G1000 avionics. To be specific with respect to the use of the term "complex," it is important to note that renewal of qualification for a retractable-gear (RG) aircraft requires a Form 5 in a CAP C82R (Cessna R182 or TR182) aircraft or completion of a 14 CFR 61.58, 14 CFR 121.439/14 CFR 121.441, 14 CFR 135.293/14 CFR 135.297, 14 CFR 141.79(d)(2), or military competency check in a complex aircraft.

Q: eRelease voids and void notifications have been an issue for us. Will there be any changes to WMIRS with this release?

A: There are no WMIRS updates associated with this release of OpsQuals. Please ensure that any issues related to WMIRS eFR voids and void notifications have been submitted via a Help Desk ticket. Please ensure you include details regarding mission, sortie, page in use, and a screen shot if possible.

Q: Can regions or wings establish a "read file" system like the one in WMIRS?

A: CAP/DO indicated that he would not encourage development of such a system for several reasons. Because it would serve as a discoverable record in case of any litigation, significant controls must be created. The national-level critical read system requires significant review and approval before an item can be posted. Depending on the nature of the item both leadership and general counsel review can be required. Once an item is posted and members acknowledge, the content must be protected from modification and records must be maintained.

Additional questions asked during this webinar were transposed to the relevant session:

- Best practices / SOPS – **Operations Procedures (CAPS 73-series)**