



FLORIDA WING SUPPLEMENT 1

CAP REGULATION 70-1

21 MARCH 2018

APPROVED/J. DESMARAIS/CAP/DO

Operations

CAP FLIGHT MANAGEMENT

CAP Regulation 70-1, dated 4 December 2017, is supplemented as follows:

1. This publication establishes Florida Wing (FLWG) standards and procedures related to the control and management of FLWG CAP flying programs, aircraft, and aircrews. Refer recommended changes or questions about this publication to the Office of Primary Responsibility (OPR), the FLWG Director of Operations A3 (FLWG/A3).

2. This supplement applies to all FLWG CAP units and members, and to members of other CAP wings operating FLWG aircraft within FLWG. All CAP personnel involved in CAP flight activities within FLWG must be familiar with this supplement.

4.3.2.1.6. Added. Successfully complete the annual FLWG Check Pilot Course prior to check pilot appointment and every two years thereafter. The Florida Wing Commander (FLWG/CC) may waive the biannual requirement in exceptional circumstances. Completion of the NCPSC (Airplane) and FLWG Check Pilot Course qualifies as completion of NCPSC (Glider).

4.3.2.1.7. Added. Be designated as a FLWG Check Pilot in writing by the FLWG/CC or his/her designee.

5.1.1.2.4. Added. Turbo Aircraft. In addition to high performance requirements, all FLWG pilots flying turbo charged aircraft will complete a CAPF 5 flight evaluation from a turbo qualified CAP check pilot, or it may be administered by a FAA inspector, FAA designated check airman, FAA designated pilot examiner, or CAP-USAF flight examiner instructor provided the individual administering the flight evaluation completes and signs the CAPF 5 and the CAP specific items are verbally covered by a CAP check pilot who also signs the CAPF 5.

6.1.1. CAP members requesting to receive flight instruction using FLWG gliders or balloons under this paragraph must email a completed FLWG Form 11i through their chain of command to the FLWG Director of Standardization and Evaluation (FLWG/A3DOV), who will review and forward the request along with his recommendation to the FLWG/A3. The FLWG/A3 will review and forward via appropriate channels to the FLWG/CC for a final decision. Members assigned to FL-001 will e-mail their FLWG Form 11i requests directly to the FLWG/A3DOV. No unit or group commander signature is required for members of FL-001. Members assigned to other units with an additional duty (ADY) assignment to FL-001 need to submit their FLWGF 11i through their chain of command.

6.1.2. CAP cadets and currently qualified CAP Transport Mission Pilots (TMP) and CAP SAR/DR Mission Pilots (MP) requesting to receive flight instruction in a FLWG airplane as authorized in CAPR 70-1 must email a completed FLWG Form 11i through their chain of command to the FLWG/A3DOV, who will review and forward the request along with his recommendations to the FLWG/A3. The FLWG/A3 will forward via channels to the FLWG/CC for a final decision. This requirement does not apply to National Cadet Special Activities flight training; see CAPR 60-1, *Cadet Program Management*, for more information.

6.1.2.1. Added. CAP cadets must complete all requirements for Achievement 1/Gen J.F. Curry Achievement prior to applying to receive flight instruction using a CAP airplane. In addition, they must demonstrate satisfactory progress in the Cadet Programs in accordance with (IAW) CAPR 60-1 and actively participate in meetings at the cadet's unit of assignment in order to enter and continue flight training in CAP powered aircraft or gliders. Any commander (excluding cadets) in the cadet student pilot's chain of command may direct flight training be discontinued at any time if the cadet does not continue to meet these requirements.

7.3.6. Added. All CAPF 5 flight evaluations will be completed with a check pilot different from the CAP instructor who prepared the pilot for his/her CAPF 5 flight evaluation unless another check pilot is not available, and approval is granted by the FLWG/CC or his/her designee. Requests to the FLWG/CC or his/her designee shall first be endorsed by the Group Commander (GP/CC) or his/her designee, when applicable. The request shall be in writing (email) and will include a full description of the reasons why another check pilot is not able to administer the CAPF 5 check.

7.4.3.1. Added. Unless a waiver is requested through the FLWG/A3DOV and approved by the FLWG/A3, any CAP pilot visiting or transferring membership to FLWG otherwise qualified to act as pilot in command (PIC) in a CAP aircraft, must complete an abbreviated CAPF 5 covering local procedures with a FLWG check pilot in order to conduct any flight in a FLWG aircraft as PIC. The abbreviated CAPF 5 is not considered complete until it has been uploaded into Ops Quals and validated. This paragraph does not apply to aircrews responding to FLWG requests for mutual aid during missions.

9.1.3. The Aircraft Information File (AIF) for FLWG aircraft will include copies of the most recent supporting logbook entries for the following:

9.1.3.1. Added. Fifty-Hour Inspection;

9.1.3.2. Added. Hundred-Hour Inspection;

9.1.3.3. Added. Annual Inspection;

9.1.3.4. Added. Transponder Certification;

9.1.3.5. Added. Altimeter/Pitot-Static System Certification;

9.1.3.6. Added. ELT Battery Replacement.

9.1.5. Added. Units will conduct a CAPF 71 inspection upon the assignment of an aircraft or return to service from maintenance. The most recent copy of the CAPF 71 will be kept in Tab #14 of the AIF. Prior copies will be removed from the AIF, except for the annual CAPF 71 inspections, which will be kept for four (4) years.

9.2.1.3. Added. Requests for use of member owned/furnished aircraft including powered, glider, or balloon must be routed through the chain of command to the FLWG/A3. The FLWG/A3 will review all required documentation IAW CAPR 70-1, Paragraphs 9.2.1.1 and 9.2.1.2, and CAPM 60-1G. The FLWG/A3 will coordinate with CAP-USAF LR to conduct any inspection as required in Paragraph 9.2.1.2. The requested aircraft package will be forwarded to the FLWG/CC and CAP-USAF LR for approval. Member owned/furnished aircraft approval will be uploaded into the WMIRS mission file for the requested use. Approvals will be reviewed annually during the month of October and updated to reflect continued authorization.

9.9.4.1. Added. After the completion of flight operations, FLWG aircraft will be refueled to the following requirements:

9.9.4.1.1. Added. C-172M/N/P – Full Tanks (40 or 50 Gallons dependent on model);

9.9.4.1.2. Added. C-172R/S – 35 Gallons/Fuel level to tabs;

9.9.4.1.3. Added. C-182Q/R – 65 Gallons/Fuel level to tabs;

9.9.4.1.4. Added. C-182T G-1000 – 64 Gallons/Fuel level to tabs;

9.9.4.1.5. Added. C-206 – 88 Gallons;

9.9.4.1.6. Added. MT-7-235 – Main Tanks Full (47.6 Gallons) / Aux Tanks – 2 gallons per tank.

9.9.4.2. Added. During the conduct of a mission, incident commanders (IC) may direct different refueling standards as needed to meet mission requirements. Aircraft found to be improperly fueled will be reported to the appropriate Unit, Group, and Wing Aircraft Maintenance Officer (AMO). Requests for variations to the refueling policy must be submitted by email to the FLWG/A3 for review and approval. A copy of the email approval will be kept in Tab #14 of the AIF.

9.9.5.1.3.1. Added. Except for gliders and glider tow aircraft, FLWG members planning aircraft operations that involve takeoffs or landings from unpaved runways must be released by a Senior Flight Release Officer (SFRO). During supervised missions, this authority is delegated to the IC of that mission, if the IC determines landing on an unpaved runway is essential to the safe completion of the assigned mission.

9.10.10.1. In order to comply with the requirements of this paragraph and the online Form 18 process in WMIRS, the FLWG Form 1 or 1G will be used. In addition, the AIF and WMIRS must be verified for appropriate entries prior to closing the sortie. The FLWGF 1 or 1G will be completed as appropriate by the AMO responsible for each aircraft, and will be submitted to the wing administrator no later than the 7th of each calendar month.

9.10.11. Added. Flights to Destinations Outside of FLWG:

9.10.11.1. Added. FLWG flights to destinations in Georgia and Alabama below N32° 00' latitude do not require IC or FLWG/CC approval. Flights to destinations outside Florida above N32° 00' latitude or west of the Alabama state line must be approved in advance by the FLWG/CC or FLWG/CV. Requests must be submitted to the FLWG/A3 for routing to the approving authority.

9.10.11.2. Added. If a flight above N32° 00' latitude and/or west of the Alabama state line is required during an actual mission (SAR, DR, HLS, etc.), the assigned IC is delegated approval authority. The IC must then notify the FLWG/A3, FLWG/CV and FLWG/CC as soon as practicable, but no later than 24 hours after he/she approves the flight.

9.10.11.3. Added. For flights conducted as part of extended operations or activities based outside of Florida Wing, members will submit a request to the FLWG A3 with the nature and duration of the mission. The request must be approved in advance by the FLWG/CC, FLWG/CV, or FLWG/A3. Once approved, the flights will be coordinated with the assigned Incident Commander and/or appointed activity flight release officer until released from the mission.

9.10.12. Added. Repositioning of FLWG Aircraft:

9.10.12.1. Added. If an aircraft assigned to a group is to be repositioned for any period of 72 hours or longer, other than for maintenance, the respective GP/CC and the FLWG/A3 must approve the repositioning in advance. If the FLWG/CC or his/her designee reassigns an aircraft to another group, the gaining and losing GP/CCs and the FLWG/A3 will be notified as soon as possible, preferably in advance. If an IC temporarily repositions an aircraft for tasking during an actual mission, the GP/CC and FLWG/A3 will be notified as soon as practicable, but no later than 24 hours after the repositioning occurs.

9.10.12.2. Added. Any repositioning for maintenance will be coordinated through the CAMS Officer for the appropriate maintenance facility. If the aircraft is assigned to a group, the GP/CC will be notified as soon as possible, preferably in advance. If the aircraft is projected to be away from its assigned location for more than 48 hours, the CAMS Officer will notify the GP/CC, FLWG/A3LGM, and FLWG/A3.

9.10.12.3. Added. Any time a FLWG aircraft cannot be returned to its assigned location within 48 hours, the PIC, IC, or AMO must notify the GP/CC and the FLWG/A3 as soon as they realize the aircraft cannot be repositioned in time.

9.10.12.4. Added. Once the aircraft is returned to its assigned location, the assigned unit will conduct a CAPF 71 inspection IAW Paragraph 9.1.5.

9.11.1. In order to facilitate the wing semiannual requirement to report pilot evaluation statistics for trend analysis tracking, all FLWG check pilots and mission check pilots must report their quarterly activities. This report will be completed using a FLWG Form 15 and submitted by e-mail to the FLWG/A3DOV with copy to their Group DOV by the 15th of the month following the end of each quarter (15 January, 15 April, 15 July, and 15 October).

LUIS GARCIA, Colonel, CAP
Commander

ATTACHMENT 1 - COMPLIANCE ELEMENTS

| OPR | # | Compliance Question | How to Verify Compliance | Discrepancy Write-up | How to Clear Discrepancy |
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| A3DOV | 1 | Have all check pilots completed the Florida Wing Check Pilot Course prior to appointment? | Review WMIRS and/or a participation letter for Check Pilot Course list of participants. Compare with appointment in Ops Quals. | A pilot was appointed as check pilot or exercised check pilot privileges before completing the Florida Wing Check Pilot Course IAW FLWG Supplement 1 to CAPR 70-1, Para. 4.3.2.1.6. | Attach documentation showing completion of the FLWG Check Pilot Course, or documentation showing the revocation of the check pilot appointment or other corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 2 | Have all check pilots completed the Florida Wing Check Pilot Course every two years after initial appointment? | Review WMIRS and/or a participation letter for Check Pilot Course list of participants. Compare with appointment in Ops Quals. | A check pilot continued to exercise check pilot privileges after failing to complete the Florida Wing Check Pilot Course every two years after initial appointment IAW FLWG Supplement 1 to CAPR 70-1, Para. 4.3.2.1.6. | Attach documentation showing completion of the FLWG Check Pilot Course, or a waiver approved by the FLWG/CC, or documentation showing the revocation of the check pilot appointment or other corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 3 | Have check pilots not meeting the Florida Wing Check Pilot Course participation requirement received a waiver from the FLWG/CC? If not, were their check pilot appointments rescinded? | Review Wing Commander's memorandum and/or e-mail approving waiver. | A check pilot appointment was not rescinded after the check pilot failed to either meet the Florida Wing Check Pilot Course biannual requirement or receive a waiver by the FLWG/CC IAW FLWG Supplement 1 to CAPR 70-1, Para. 4.3.2.1.6. | Attach documentation showing completion of the FLWG Check Pilot Course, or a waiver approved by the FLWG/CC, or documentation showing the revocation of the check pilot appointment or other corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 4 | Have all check pilots been appointed in writing by the FLWG/CC or his/her designee prior to operating as such? | Review Ops Quals pilot records and the Personnel Authorization approved by FLWG/CC or his/her designee appointing check pilots. | A pilot exercised check pilot privileges without prior appointment in writing by the FLWG/CC IAW FLWG Supplement 1 to CAPR 70-1, Para. 4.3.2.1.7. | Attach a copy of the personnel authorization appointing the check pilot or documentation showing corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 5 | Have all FLWG pilots flying turbo charged aircraft completed a CAPF 5 flight evaluation from a turbo qualified CAP check pilot or other authorized check pilot or examiner? | Review Ops Quals pilot records and WMIRS. | A pilot flew a turbo charged aircraft without completing a CAPF 5 from a turbo qualified check pilot or other authorized examiner IAW FLWG Supplement 1 to CAPR 70-1, Para. 5.1.1.2.4. | Attach a copy of the CAPF 5 evaluation conducted by a qualified turbo check pilot or documentation of corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |

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| A3DOV | 6 | Have all CAP members requesting flight instruction using a FLWG glider or balloon under CAPR 70-1 and this Supplement completed a FLWGF 11i, and received required endorsements and FLWG/CC's approval? | Review completed FLWGF 11i and WMIRS. | A CAP member received flight instruction using a FLWG glider or balloon as authorized in CAPR 70-1 without completing a FLWGF 11i and receiving required endorsements and approval IAW FLWG Supplement 1 to CAPR 70-1, Para. 6.1.1. | Attach a copy of the approved FLWGF 11i or documentation of corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 7 | Have all CAP cadets and qualified TMPs and MPs requesting flight instruction using a FLWG airplane under CAPR 70-1 and this Supplement completed a FLWGF 11i, and received required endorsements and FLWG/CC's approval? | Review completed FLWGF 11i and WMIRS. | A CAP cadet, TMP, or MP received flight instruction using a FLWG airplane as authorized in CAPR 70-1 without completing a FLWGF 11i and receiving required endorsements and approval IAW FLWG Supplement 1 to CAPR 70-1, Para. 6.1.2. | Attach a copy of the approved FLWGF 11i or documentation of corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 8 | Have CAP cadets completed Achievement 1/Gen J.F. Curry Achievement prior to applying and starting flight instruction in a CAP aircraft? | Review cadet records in eServices, FLWGF 11i, and WMIRS. | A CAP cadet applied and was approved to start flight instruction in a CAP aircraft without having completed Achievement 1/Gen J.F. Curry Achievement IAW FLWG Supplement 1 to CAPR 70-1, Para. 6.1.2.1. | Attach documentation showing completion of Achievement 1/Gen J.F. Curry Achievement or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 9 | Have all CAPF 5 flight evaluations been completed by a check pilot other than the CAP instructor who prepared the member for his/her CAPF 5 flight evaluation? | Review WMIRS. | A member received a CAPF 5 flight evaluation from the same CAP instructor who prepared him/her for the flight evaluation without a valid reason and approval from the FLWG/CC IAW FLWG Supplement 1 to CAPR 70-1, Para. 7.3.6. | Attach CAPF 5 showing a flight evaluation by a check pilot other than the instructor who prepared the member for the evaluation, or documentation showing FLWG/CC approval, or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 10 | If a different check pilot was not available to conduct the CAPF 5 flight evaluation, did the member receive endorsement from his/her GP/CC to have the same instructor function as check pilot for his/her CAPF 5 flight evaluation, and receive approval by the FLWG/CC? | Review e-mail request and endorsement from the member's GP/CC and approval from the FLWG/CC. | A member received a CAPF 5 flight evaluation from the same CAP instructor who prepared him/her for the flight evaluation without endorsement from the GP/CC and approval from the FLWG/CC IAW FLWG Supplement 1 to CAPR 70-1, Para. 7.3.6. | Attach a copy of the CAPF 5 flight evaluation by a check pilot other than the instructor who prepared the member for the evaluation, or documentation showing GP/CC endorsement and FLWG/CC approval, or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |

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| A3DOV | 11 | Have all qualified CAP pilots visiting or transferring to FLWG completed an abbreviated CAPF 5 with a FLWG check pilot covering local procedures prior to acting as PIC? | Review Ops Quals and WMIRS. | A CAP pilot visiting or transferring to FLWG acted as PIC without completing an abbreviated CAPF 5 with a FLWG check pilot IAW FLWG Supplement 1 to CAPR 70-1, Para. 7.4.3.1. | Attach a copy of the abbreviated CAPF 5 flight evaluation by a FLWG check pilot or waiver approved by the FLWG/A3, or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 12 | Have CAP pilots visiting or transferring to FLWG not completing an abbreviated CAPF 5 with a FLWG check pilot received a waiver from FLWG/A3 prior to acting as PIC? | Review waiver approved by FLWG/A3 and WMIRS. | A CAP pilot visiting or transferring to FLWG acted as PIC without completing an abbreviated CAPF 5 with a FLWG check pilot, and without receiving a waiver from the FLWG/A3 IAW FLWG Supplement 1 to CAPR 70-1, Para. 7.4.3.1. | Attach a copy of the abbreviated CAPF 5 flight evaluation by a FLWG check pilot or waiver approved by the FLWG/A3, or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3LGM | 13 | Do all AIFs for Florida Wing aircraft include photocopies of their 50-hour inspection, 100-hour inspection, annual inspection, transponder certification, altimeter/pitot-static system certification, and ELT battery replacement? | Review AIF. | An AIF is missing one or more of the documents required IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.1.3 and subparagraphs. | Attach documentation showing that documents missing from the AIF were added to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3LGM | 14 | Have units performed a CAPF 71 inspection upon aircraft assignment to their units or after returned to service from maintenance? | Review the CAPF 71. | A CAPF 71 inspection was not performed upon assignment of an aircraft or returned to service from maintenance IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.1.5. | Attach copy of CAPF 71 inspection to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3LGM | 15 | Has the CAPF 71 completed upon aircraft assignment to the unit or after returned to service from maintenance been kept in Tab #14 of the AIF? | Review the AIF. | The CAPF 71 completed upon aircraft assignment to the unit or after returned to service from maintenance was not in Tab #14 of the AIF IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.1.5. | Attach documentation showing that CAPF 71 missing from Tab #14 of AIF was added to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3 (DO) | 16 | Have all approvals for use of member owned/ furnished aircraft been uploaded into the WMIRS mission file for the requested use? | Review WMIRS. | Approvals for use of member owned/furnished aircraft have not been uploaded into the WMIRS mission file for the requested use IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.2.1.3. | Attach documentation showing approval for use of member owned/ furnished aircraft has been uploaded into the WMIRS mission file to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3 (DO) | 17 | Have all approvals for use of member owned/ furnished aircraft been reviewed annually during the month of October and updated to reflect continued authorization? | Review WMIRS. | Approvals for use of member owned/furnished aircraft have not been reviewed annually during the month of October and updated to reflect continued authorization IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.2.1.3. | Attach documentation showing that annual review and update reflecting continued authorization has been conducted to the discrepancy in the Discrepancy Tracking System (DTS). |

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| A3 (DO) | 18 | Have aircraft been properly fueled IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.9.4.1 and its subparagraphs? | Conduct aircraft inspection. | Aircraft have not been properly fueled IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.9.4.1 and its subparagraphs. | Attach documentation showing that aircraft have been fueled as prescribed by this supplement to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3 (DO) | 19 | Have requests for variations to the refueling policy been approved by the FLWG/A3 and kept in Tab #14 of the AIF? | Review AIF. | Variations to the refueling policy have not been approved by the FLWG/A3 or kept in Tab #14 of the AIF IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.9.4.2. | Attach documentation showing that variations to the refueling policy have been approved by the FLWG/A3 and have been added to Tab #14 of the AIF to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3 (DO) | 20 | Except for gliders and glider tow aircraft, did a SFRO (or IC during supervised missions) release all sorties involving takeoffs and/or landings from unpaved runways? | Review WMIRS. | Sorties involving takeoffs and/or landings from unpaved runways were not released by a SFRO (or IC during supervised missions) IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.9.5.1.3.1. | Attach documentation showing flight release by a SFRO (or IC during supervised missions), or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3LGM | 21 | Has the FLWGF 1 or 1G been completed at the conclusion of each flight? | Review the FLWGF 1 or 1G for each FLWG aircraft. | The appropriate FLWGF 1 or 1G entries have not been made at the conclusion of each flight IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.10.10.1. | Attach the FLWGF 1 or 1G with the appropriate entries made to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3 (DO) | 22 | Have appropriate entries been made in the AIF and WMIRS prior to closing the sortie? | Review AIF and WMIRS. | The appropriate AIF or WMIRS entries have not been made prior to closing the sortie IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.10.10.1. | Attach documentation showing that appropriate entries were made to the AIF and WMIRS to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3LGM | 23 | Has the FLWGF 1 or 1G been completed and submitted by the appropriate AMO by the 7th of each month? | Review the FLWGF 1 and 1G monthly submissions by e-mail or log recording submission. | FLWGF 1 and 1G have not been completed or submitted by the 7th of each month IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.10.10.1. | Attach the FLWGF 1 or 1G for the month and documentation of any corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3 (DO) | 24 | Have all flights to destinations outside Florida above N32° 00' latitude or west of the Alabama state line been approved by the FLWG/CC or FLWG/CV (or IC during supervised missions)? | Review WMIRS and approval documentation. | A flight to a destination outside Florida above N32° 00' latitude or west of the Alabama state line was conducted without approval from the FLWG/CC or FLWG/CV (or IC during supervised missions) approval IAW FLWG Supplement 1 to CAPR 70-1, Paras. 9.10.11.1 and 9.10.11.2. | Attach documentation showing approval from the FLWG/CC or FLWG/CV (or IC during supervised missions), or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |

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| A3 (DO) | 25 | Have flights conducted as part of extended operations or activities based outside of Florida Wing been approved by the FLWG/CC, FLWG/CV, or FLWG/A3? | Review WMIRS and approval documentation. | A flight conducted as part of extended operations or activities based outside Florida was not approved by the FLWG/CC, FLWG/CV, or FLWG/A3 IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.10.11.3. | Attach documentation showing approval from the FLWG/CC, FLWG/CV, or FLWG/A3, or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3 (DO) | 26 | Did the GP/CC and the FLWG/A3 approved in advance any aircraft repositioning for a period of 72 hours or longer? | Review WMIRS and documentation showing approval. | An aircraft was repositioned for 72 hours or longer without advance approval from the GP/CC and the FLWG/A3 IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.10.12.1. | Attach documentation showing approval from the GP/CC and the FLWG/A3, or showing corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3 (DO) | 27 | Were the gaining and losing GP/CCs and the FLWG/A3 notified when the FLWG/CC or his/her designee reassigned an aircraft to another group? | Review WMIRS and documentation showing notification. | An aircraft was reassigned to another group without notification to the gaining and losing GP/CCs and the FLWG/A3 IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.10.12.1. | Attach documentation showing notification to the gaining and losing GP/CCs and the FLWG/A3, or showing corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3 (DO) | 28 | Were the GP/CC and the FLWG/A3 notified within 24 hours when the IC repositioned an aircraft for tasking during an actual mission? | Review WMIRS and documentation showing notification. | An aircraft was repositioned for tasking during an actual mission without notifying the GP/CC and the FLWG/A3 within 24 hours IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.10.12.1. | Attach documentation showing notification to the GP/CC and the FLWG/A3, or showing corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |
| A3DOV | 29 | Have all check pilots and mission check pilots submitted their quarterly activity reports to the FLWG/A3DOV by 15 January, 15 April, 15 July, and 15 October using a FLWGF 15? | Review FLWGF 15. | Check pilots did not submit their quarterly activity report using a FLWGF 15 by 15 January, 15 April, 15 July, and 15 October IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.11.1. | Attach copy of FLWGF 15 or documentation showing corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS). |