



## FLORIDA WING SUPPLEMENT 1

### CAP REGULATION 70-1

APPROVED/J. DESMARAIS/CAP/DO

10 JUNE 2021

Operations

### CAP FLIGHT MANAGEMENT

CAP Regulation 70-1, dated 31 March 2020, 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 (FLWG/DO).

**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.

**4.3.1.1.6. Added.** Have a thorough working knowledge of and demonstrate the ability to teach the contents of CAPP 70-12 *Pilot Onboarding*, with emphasis on Parts 1 and 2.

**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 eServices Ops Quals by the FLWG/CC or his/her FLWG/DOV.

**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 in the performance of their official duties, 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.

**6.2.1.1. Added.** 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/DOV), who will review and forward the request along with his recommendation to the FLWG/DO. The FLWG/DO 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/DOV. 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.

**6.2.2.1. Added.** 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/DOV,

who will review and forward the request along with his recommendations to the FLWG/DO. The FLWG/DO will forward via channels to the FLWG/CC for a final decision. This requirement applies to all cadets receiving flight training including the Cadet Wings Program, JROTC or any flight training program that utilizes CAP aircraft. This requirement does not apply to National Cadet Special Activities flight training; see CAPR 60-1, *Cadet Program Management*, for more information.

**7.1.2.1. 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. Requests to the FLWG/CC, shall first be endorsed by the Group Commander (GP/CC), 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.

**7.3.1. Added.** Unless a waiver is requested through the FLWG/DOV and approved by the FLWG/DO, 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.

**9.1.3.1.** Airplane AIF's will be stored in the aircraft. The Aircraft Information File for FLWG aircraft will include copies of the most recent supporting logbook entries for the following:

**9.1.3.1.1. Added.** Tab 2; Fifty-Hour Inspection;

**9.1.3.1.2. Added.** Tab 2; Hundred-Hour Inspection;

**9.1.3.1.3. Added.** Tab 2; Annual Inspection;

**9.1.3.1.4.** Tab 2; Transponder Certification;

**9.1.3.1.5 Added.** Tab 2; Altimeter/Pitot-Static System Certification;

**9.1.3.1.6. Added.** Tab 2; ELT Battery Replacement;

**9.1.3.1.7. Added.** Tab 8; Florida Repeater Locations Map;

**9.1.3.1.8. Added.** Tab 9; CAPR 66-1 behind CAPR 160-2;

**9.1.3.1.9. Added.** Tab 11; FLWG Supplement 1 to CAPR 66-1;

**9.1.3.1.10. Added.** Back Cover, Loose/Removable Equipment List, which will include any assigned Life Support Equipment (vests and rafts) with their serial numbers.

**9.1.6. 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/DO. The FLWG/DO will review all

required documentation IAW CAPR 70-1, Paragraphs 9.2.1.1 and 9.2.1.2, and CAPS 73-2. The FLWG/DO 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.

**9.11.2.2.1. Added.** Two binders, each having a laminated copy of the appropriate NP (Normal Procedures) and EP (Emergency Procedures) checklists, will be in the aircraft at all times.

**9.11.2.3.2. 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 most western Alabama state line must be approved in advance by the FLWG/CC or FLWG/CV. Requests must be submitted to the FLWG/DO for routing to the approving authority.

**9.11.2.3.3. 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/DO, FLWG/CV and FLWG/CC as soon as practicable, but no later than 24 hours after he/she approves the flight.

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

**9.11.2.4. Fuel.** Except for glider towing operations within 5nm of the departure airport, all powered flights must be planned such that a minimum of 1 hour of fuel (at normal cruise speed) remains upon landing. After the completion of flight operations, FLWG aircraft will be refueled to the following requirements:

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

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

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

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

**9.11.2.4.5. Added.** C-206 – 88 Gallons;

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

**9.11.2.4.7. 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/DO for review and approval. A copy of the email approval will be kept in Tab #14 of the AIF.

**9.11.2.4.8. Added.** Due to the possibility of spontaneous combustion, cloth or paper rags used for wiping dipsticks or cleaning oil off of surfaces must be disposed of properly and as soon as possible. Any

rag with oily residue on it may not be kept in an aircraft.

**9.11.2.5.1.8. 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.

**9.11.2.5.4. Added.** Repositioning of FLWG Aircraft:

**9.11.2.5.4.1. 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/DO must approve the repositioning in advance. If the FLWG/CC reassigns an aircraft to another group, the gaining and losing GP/CCs and the FLWG/DO 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/DO will be notified as soon as practicable, but no later than 24 hours after the repositioning occurs.

**9.11.2.5.4.2. 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/LGM, and FLWG/DO.

**9.11.2.5.4.3. 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/DO as soon as they realize the aircraft cannot be repositioned in time.

**9.11.2.5.4.4. Added.** Once the aircraft is returned to its assigned location, the assigned unit will conduct a CAPF 71 inspection IAW Paragraph 9.1.6.

**9.11.10.2.1.** Relocation and transportation sorties may be flown in day visual meteorological conditions (VMC) with a single VFR pilot that is not instrument qualified. Unless otherwise waived by FLWG/CC or FLWG/DO, any such sorties flown in night visual meteorological conditions (VMC) must have two rated pilots onboard. The left seat pilot (PIC) must be instrument qualified and current. The right seat pilot must be current but need not be qualified in the specific aircraft. Pilots and other crew members must be water survival qualified, and passengers properly briefed.

**9.11.11.3. Added.** 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.

LUIS GARCIA, Colonel, CAP  
Commander

**Attachment 1  
COMPLIANCE ELEMENTS**

OPR	#	Compliance Question	How to Verify Compliance	Discrepancy Write-up	How to Clear Discrepancy
DOV	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).
DOV	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).
DOV	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).
DOV	4	Have all check pilots been designated in eServices Ops Quals by the FLWG/CC or the FLWG/DOV prior to operating as such?	Review Ops Quals pilot records approved by FLWG/CC or the FLWG/DOV appointing check pilots.	A pilot exercised check pilot privileges without prior assignment in eServices Ops Quals IAW FLWG Supplement 1 to CAPR 70-1, Para. 4.3.2.1.7.	Attach a copy of the Ops Quals report appointing the check pilot or documentation showing corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS).
DOV	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).

DOV	6	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. 6.2.2.1.	Attach a copy of the approved FLWGF 11i or documentation of corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS).
DOV	7	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. 7.1.2.1.	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).
DOV	8	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. 7.1.2.1.	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).
DOV	9	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. 7.3.1.	Attach a copy of the abbreviated CAPF 5 flight evaluation by a FLWG check pilot or waiver approved by the FLWG DO, or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS).
DOV	10	Have CAP pilots visiting or transferring to FLWG not completing an abbreviated CAPF 5 with a FLWG check pilot received a waiver from FLWG DO prior to acting as PIC?	Review waiver approved by FLWG DO 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 DO IAW FLWG Supplement 1 to CAPR 70-1, Para. 7.3.1.	Attach a copy of the abbreviated CAPF 5 flight evaluation by a FLWG check pilot or waiver approved by the FLWG DO, or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS).

LGM	11	Do all AIFs for Florida Wing aircraft include all documents specified in Paragraph 9.1.3.1 (and all subparagraphs) of FLWG Supplement 1 to CAPR 70-1?	Review AIF.	An AIF is missing one or more of the documents required IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.1.3.1 and subparagraphs.	Attach documentation showing that documents missing from the AIF were added to the discrepancy in the Discrepancy Tracking System (DTS).
AGM	12	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. 9.1.6.	Attach copy of CAPF 71 inspection to the discrepancy in the Discrepancy Tracking System (DTS).
LGM	13	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. 9.1.6.	Attach documentation showing that CAPF 71 missing from Tab #14 of AIF was added to the discrepancy in the Discrepancy Tracking System (DTS).
DO	14	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).
DO	15	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).
DO	16	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. 9.11.2.4 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).
DO	17	Have requests for variations to the refueling policy been approved by the FLWG DO and kept in Tab #14 of the AIF?	Review AIF.	Variations to the refueling policy have not been approved by the FLWG DO or kept in Tab #14 of the AIF IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.11.2.4.7.	Attach documentation showing that variations to the refueling policy have been approved by the FLWG DO and have been added to Tab #14 of the AIF to the discrepancy in the Discrepancy Tracking System (DTS).

DO	18	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. 9.11.2.5.1.8.	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).
LGM	19	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. 9.11.11.3.	Attach the FLWGF 1 or 1G with the appropriate entries made to the discrepancy in the Discrepancy Tracking System (DTS).
DO	20	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. 9.11.11.3.	Attach documentation showing that appropriate entries were made to the AIF and WMIRS to the discrepancy in the Discrepancy Tracking System (DTS).
LGM	21	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. 9.11.11.3.	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).
DO	22	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. 9.11.2.3.2 and 9.11.2.3.3.	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).
DO	23	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 DO?	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 DO IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.11.2.3.4.	Attach documentation showing approval from the FLWG/CC, FLWG/CV, or FLWG DO, or corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS).
DO	24	Did the GP/CC and the FLWG DO 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 DO IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.11.2.5.4.1.	Attach documentation showing approval from the GP/CC and the FLWG DO, or showing corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS).



DO	25	Were the gaining and losing GP/CCs and the FLWG DO notified when the FLWG/CC 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 DO IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.11.2.5.4.1.	Attach documentation showing notification to the gaining and losing GP/CCs and the FLWG DO, or showing corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS).
DO	26	Were the GP/CC and the FLWG DO 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 DO within 24 hours IAW FLWG Supplement 1 to CAPR 70-1, Para. 9.11.2.5.4.1.	Attach documentation showing notification to the GP/CC and the FLWG DO, or showing corrective actions taken to the discrepancy in the Discrepancy Tracking System (DTS).
LGM	27	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. 9.11.11.3.	Attach the FLWGF 1 or 1G with the appropriate entries made to the discrepancy in the Discrepancy Tracking System (DTS).
DO	28	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. 9.11.11.3.	Attach documentation showing that appropriate entries were made to the AIF and WMIRS to the discrepancy in the Discrepancy Tracking System (DTS).
LGM	29	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. 9.11.11.3.	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).