

## Southwest Region Special Emphasis Item

<b>SUBJECT</b> <b>AIRCRAFT INOPERATIVE EQUIPMENT / FLIGHT RELEASE PROCEDURES</b>	<b>SII NUMBER</b> <b>18-001</b>
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### ACTIONS REQUIRED:

SWR Wing CCs will direct their Wing DO and Wing DOV to disseminate this SEI to corresponding personnel.

**ALL pilots** and **FRO** in each unit will read this Special Emphasis Item.

**ALL pilots** and **FRO** in each unit will email [israel.perez@swrcap.com](mailto:israel.perez@swrcap.com) acknowledging its understanding **no later than 5 February 2018**.

Email: Subject: SEI 18-001, Text: Last name and CAP ID.

Personnel who fail to comply will not be allowed to participate as Pilot in Command or get their FRO privileges suspended for any CAP flying activities until compliance has been reported to SWR DOV.

SWR Wing DOVs will direct Check Pilots to review this SEI while evaluating the First Initial Form 5 for new pilots.

SWR DCS/DO will inform Wing CCs which personnel have not complied with this SEI no later than 11 February 2018.

**PURPOSE:** To emphasize disciplined use of POH while also increasing aircrew awareness of FAA procedures for Inoperative Equipment and Flight Release Procedures.

**SCOPE:** This SII is applicable to ALL South West Region pilots and Flight Release Officers.

**BACKGROUND:** Recently, we had an aircrew fly a non-airworthy aircraft as a result of improper interpretation of the POH equipment requirements as well as failure in applying FAA FAR Part 91.205 AND 91.213 with a subsequent disregard of CAP flight release procedures.

### SPECIFIC DISCUSSION POINTS:

- A.** As you well know, CAP South West Region has multiple aircraft assigned amongst all six wings: GA-8, Cessna NAVIII, Cessna 182 and Cessna 172. These aircraft have different requirements for the equipment they must have OPERATIONAL. These requirements are listed in the POH, Section 2, Limitations or Section 6, Weight & Balance/Equipment List as applicable.

**Cessna 182 and Cessna 172 POHs** reference FAR 91 for such equipment and here are the ones that apply to our fleet:

(b) *Visual-flight rules (day)*. For VFR flight during the day, the following instruments and equipment are required:

- (1) Airspeed indicator.
- (2) Altimeter.
- (3) Magnetic direction indicator.
- (4) Tachometer for each engine.
- (5) Oil pressure gauge for each engine using pressure system.
- (7) Oil temperature gauge for each air-cooled engine.
- (8) Manifold pressure gauge for each altitude engine.
- (9) Fuel gauge indicating the quantity of fuel in each tank.
- (11) For small civil airplanes certificated after March 11, 1996, in accordance with part 23 of this chapter, an approved aviation red or aviation white anticollision light system. In the event of failure of any light of the anticollision light

system, operation of the aircraft may continue to a location where repairs or replacement can be made.

(13) An approved safety belt with an approved metal-to-metal latching device, or other approved restraint system for each occupant 2 years of age or older.

(14) For small civil airplanes manufactured after July 18, 1978, an approved shoulder harness or restraint system each front seat. For small civil airplanes manufactured after December 12, 1986, an approved shoulder harness or restraint system for all seats. Shoulder harnesses installed at flightcrew stations must permit the flightcrew member, when seated and with the safety belt and shoulder harness fastened, to perform all functions necessary for flight operations.

(15) An emergency locator transmitter, if required by §91.207.

(c) *Visual flight rules (night)*. For VFR flight at night, the following instruments and equipment are required:

(1) Instruments and equipment specified in paragraph (b) of this section.

(2) Approved position lights.

(3) An approved aviation red or aviation white anticollision light system on all U.S.-registered civil aircraft. Anticollision light systems initially installed after August 11, 1971, on aircraft for which a type certificate was issued or applied for before August 11, 1971, must at least meet the anticollision light standards of part 23, 25, 27, or 29 of this chapter, as applicable, that were in effect on August 10, 1971, except that the color may be either aviation red or aviation white. In the event of failure of any light of the anticollision light system, operations with the aircraft may be continued to a stop where repairs or replacement can be made.

(4) If the aircraft is operated for hire, one electric landing light.

(5) An adequate source of electrical energy for all installed electrical and radio equipment.

(6) One spare set of fuses, or three spare fuses of each kind required, that are accessible to the pilot in flight.

(d) *Instrument flight rules*. For IFR flight, the following instruments and equipment are required:

(1) Instruments and equipment specified in paragraph (b) of this section, and, for night flight, instruments and equipment specified in paragraph (c) of this section.

(2) Two-way radio communication and navigation equipment suitable for the route to be flown.

(3) Gyroscopic rate-of-turn indicator,

(4) Slip-skid indicator.

(5) Sensitive altimeter adjustable for barometric pressure.

(6) A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation.

(7) Generator or alternator of adequate capacity.

(8) Gyroscopic pitch and bank indicator (artificial horizon).

(9) Gyroscopic direction indicator (directional gyro or equivalent).

**Cessna NAVIII POHs** directs the use of the Kind of Operation Equipment List (KOEL) information:

The following Kinds of Operations Equipment List (KOEL) identifies the equipment required to be operational for airplane airworthiness in the listed kind of operations.

## KINDS OF OPERATIONS EQUIPMENT LIST (Continued)

System, Instrument, Equipment and/or Function	KIND OF OPERATION				COMMENTS
	V F R  D A Y	V F R  N I G H T	I F R  D A Y	I F R  N I G H T	
<b>NAVIGATION AND PITOT-STATIC SYSTEM</b>					
1 - G1000 Airspeed Indicator	1	1	1	1	
2 - Standby Airspeed Indicator	0	0	1	1	
3 - G1000 Altimeter	1	1	1	1	
4 - Standby Altimeter	0	0	1	1	
5 - G1000 Vertical Speed Indicator	0	0	0	0	
6 - G1000 Attitude Indicator	0	0	1	1	
7 - Standby Attitude Indicator	0	0	1	1	

This table uses the Binary System: Zero (0) indicate equipment **NOT REQUIRED** for a specific Kind of Operation, ONE (1) indicates **REQUIRED** equipment.

**GA-8 POH** directs the use of the Operation Equipment List:

Table 2-11 summarises the equipment required under Federal Aviation Regulations (FAR) Part 23 for airworthiness under the listed kind of operation. Refer to relevant local operating rule requirements for additional equipment that may be necessary operationally.

System Instruments and/or Equipment	Type of Operation			Remarks
	VFR Day	VFR Night	IFR	
<b>Ice &amp; Rain Protection</b>				
Engine Alternate Air Induction System	1	1	1	
Heated Pitot/Static Probe	—	❖	1	❖ At least one of these items required for VFR Night
Alternate Static Source	—	❖	1	
<b>Lights</b>				
Anti-collision Lights	2	2	2	Located on fin and underbelly
Instrument Lights	—	Yes	Yes	Must be operative on required instruments
Instrument Light Intensity Control	—	Yes	Yes	Must be operative on required instruments
Navigation Lights	—	3	3	

This table uses: -, 1, 2, 3..... indicating the number of items per equipment **REQUIRED** to be operational.

- B.** CAP 70-1 and CAP NHQ Flight Release Officer Training Course establish the responsibilities and decision-making process for the safe operation of all CAP flight activities.

Pilots **must understand** that the Flight Release Officer is the **FINAL AUTHORITY** on the flight release process, and that FROs have the proper training and tools to grant or deny such permission as you can see below from excerpts of the CAP 70-1 and CAP NHQ Flight Release Officer Training Course.

#### **CAP 70-1**

- 9.10.2.2. The PIC must obtain the flight release from a designated FRO via in-person or telephone conversation and notify the FRO of any changes made prior to departure.
- 9.10.2.3. The FRO is responsible for verifying appropriate information, authorizing a CAP pilot to fly as pilot in command in CAP aircraft, documenting the appropriate mission symbol, and confirming that the aircraft has arrived safely at its destination. If not notified that the flight was safely concluded or extended, the FRO is responsible for initiating missing aircraft procedures two hours after the estimated landing time.

#### **CAP NHQ Flight Release Officer Training Course**

- A seasoned CAP member – The FRO has to know the inter-workings of CAP. A commitment to CAP survival is of the utmost importance since one faulty flight release could literally place the corporation in a position that might severely damage the flying program as we know it.

- Not afraid to grant or withhold authorization – The FRO will have the full faith and trust of the unit and wing commander and with that support **cannot be afraid to grant or withhold authorization.**
- Makes a decision and moves on – The FRO must be decisive. **Decisions made by the FRO are final, regardless of the situation.** If a controversy erupts, the FRO should politely discontinue the conversation and immediately communicate the problem to higher levels of command such as the unit Operations Officer or Commander for resolution.
- A gate-keeper with an empty clip and no bayonet? – You are NOT a gate-keeper with an EMPTY clip. **You have the ultimate authority.** If the release is not correct, you simply DO NOT issue the flight release. **After any denial of a flight release, communicate your actions to higher authority in your chain of command.**
- Appointment of FROs – The wing commander (or designee) must appoint individuals who are first, qualified in accordance with CAPR 70-1 and secondly, **who are capable and willing to do the job.**
- Not a mechanic – The FRO cannot be responsible for the airworthiness of the aircraft. However, the FRO may have information about the mechanical status of the aircraft and should coordinate any misunderstandings with the PIC. **If the FRO is positive about a grounding condition he/she should deny the release.**
- Not the pilot's mother – You are not the PIC's mother. If the PIC needs or demands mothering, pass his/her demands on to your commander and **hold the flight release.**
- Aircraft status – IFR capable? – **Mechanically sound?** – These reasons are obvious. However, the key word to remember is DOUBT. If the release does not feel right, 9 times out of 10, there is a problem.
- **If there is a problem, do not release the flight** – Politely state the reasons to the PIC – Pass the problem up the chain of command regardless of the circumstances
- **Do not get into a verbal contest with the PIC. Simply tell the PIC you will get back with him/her and call a higher authority to discuss the release. Perhaps the superior knows something you do not. Bottom line, do not allow the PIC to talk you into something you know is not right. Once the problem is solved, pass the resolution up the chain of command. The commander needs to know what is happening!**

### CAP NHQ Flight Release Officer Refresher Training Course

- And most important, to remind all FROs that they have the faith and trust of the unit, wing, region, and **headquarters in their decisions.**
- This faith provides the **authority to grant and if need be withhold authorizations.**
- Bottom line, **don't release a flight you're not comfortable with and feel free to ask for assistance through the chain of command.**
- **MOST IMPORTANT –Are you comfortable releasing this flight?**

It is imperative for pilots and crews to avoid a common condition: **home-itis** and trust CAP chain of command.

After FRO finds out there is a maintenance issue that prevents releasing that flight, he/she will notify the IC (if there is one for that mission), or Wing DO or a representative (if he is not available) so they can start the process of finding another way to get the crew to mission or home base, including the possibility of getting an FAA Special Flight Permit (ferry flight) if no other CAP assets are available.

Pilots should understand this process and therefore if a release is disapproved, he/she **WILL NOT** attempt to get a flight release from other FRO.

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FROM Stephen Hundley, Lt Col, CAP, SWR DOV	TO ALL SWR Wings