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15 May 2024

MEMORANDUM FOR RECORD

FROM: CAWG/CC

SUBJECT: Nondirective Publication Disclaimer – CAWGP 130-2-2

1. Attached to this memorandum is California Wing Pamphlet 130-2-2. This pamphlet is a nondirective publication, as that term is defined on page 18 of CAPR 1-2.
2. Compliance with this pamphlet is not mandatory. Any requirements or procedures explained in this pamphlet are either directed by other, directive publications or are provided as suggested methods, techniques, and/or best practices.
3. To the extent that the requirements or procedures explained in this pamphlet exceed the requirements and procedures directed by Civil Air Patrol, Pacific Region, or California Wing directive publications or by applicable law, a failure to comply with the requirements or procedures explained in this pamphlet shall not constitute a discrepancy for purposes of a Compliance Inspection or Subordinate Unit Inspection, nor shall they be grounds for termination of membership under CAPR 35-3.
4. Any directive language used in this pamphlet to describe a requirement or procedure which exceeds the requirements and procedures directed by Civil Air Patrol, Pacific Region, or California Wing directive publications or by applicable law, shall be interpreted as nondirective.

A handwritten signature in blue ink, appearing to read "C. E. Newton".

CRAIG E. NEWTON, Col, CAP
Commander

Attachment:
CAWGP 130-2-2, 15 May 24

California Wing Pamphlet 130-2-2

Aircraft Discrepancy Decision Guide

15 May 2024

OPR: DO



1. Introduction. An aircraft is a complex machine. The operation of any aircraft is highly regulated to provide safe operation. When something is broken or does not work correctly it will be up to the pilot to post a discrepancy in AMRAD. A decision must be made as to whether or not the aircraft should be allowed to fly or be grounded. This pamphlet serves as a guide in the decision-making process.

2. The following aircraft systems, parts, equipment, or processes should be fully functional or complied with and abnormal operation should be caused to ground the aircraft for further inspection.

2.1. For G1000 aircrafts, the Kinds of Equipment List (KOEL) should be consulted if any issues are discovered during preflight or post flight inspections.

2.2. The engine & propeller must work as specified in the POH.

2.3. There should not be any fluids leaking from anywhere.

2.4. Control surfaces that do not work right to include, flaps, trim, indicators, aileron, elevator, rudder, and smooth movement by the yoke. Autopilot failure if not already placarded "inop".

2.5. All required instruments and lights by FAA regulation and manufacture specifications considering the type of flight, i.e., day, night, IFR should be fully functional.

2.6. The airframe should include landing gear, specifically, tires showing cords and low nose strut. Any part that is at risk of falling off the plane such as antennas, fairings, windows, and doors should be completely functional. Brakes, steering, and doors should work properly.

2.7. All listed items on the check list should be operational and within specifications.

2.8. There should be no damage (broken, dented, scratched) to any part of the exterior of the aircraft.

2.9. Seats should slide and lock as required in addition to seatbelts functional if occupied.

2.10. CAP required equipment should be operational, for example, the emergency kit, CO detector (mounted, not dark or expired), and the Aircraft Information File (White Book).

2.11. All FAA required documents and manuals should be in the aircraft including the POH, registration, airworthiness certificate, weight and balance, any documents or manuals required by a supplemental type certificate (STC), (e.g. the Garmin G1000 Cockpit Reference Guide).

3. The following aircraft systems or parts of the plane that do not place the people or aircraft at risk may be deferred.

3.1. Equipment not required by the FAA to be present or functional.

3.2. Interior molding, fabric, vent directors, lighting, and headset systems.

3.3. Corporate radio and direction-finding equipment.

3.4. Auxiliary power.

4. Making a Decision. The pilot is obligated to ground the aircraft if they think for any reason, is unsafe to operate. The list above is a guide but may not include every situation. When in doubt, one should ask: (1) Is it safe? (2) Is it FAA legal? (3) Does it comply with CAP regulations?

5. Second Opinion. The pilot is encouraged to seek a second opinion. It is not required to ground the aircraft, but a second opinion is highly recommended if the aircraft is to be marked deferred. This does not apply to posting a discrepancy notice, for example "oil change due xx". A second opinion should be offered by an A&P, Wing AMO or assistants, or Wing DO or deputies or other designated persons.

6. Placarding the Aircraft. A grounded aircraft must be placarded before the pilot leaves the aircraft. A discrepancy must be entered in AMRAD ASAP. The pilot is responsible for making this happen, but the entry can be done by any knowledgeable member.