

INTRADEPARTMENTAL CORRESPONDENCE

ORDER NO. 1, 2010
16.1

January 14, 2010

TO: All Air Support Division Personnel

FROM: Commanding Officer, Air Support Division

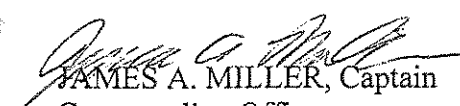
SUBJECT: FLYING THE ESTABLISHED MAINTENANCE LIST OF AIRCRAFT

Due to the recent furloughs, inability to hire mechanics and the lack of cash overtime, General Services Department (GSD) has been constrained in their ability to complete maintenance on all of ASD's aircraft as quickly as they would prefer. ASD's maintenance pilots do an incredible job of balancing maintenance schedules on all of our aircraft. This is heavily influenced by strict adherence to the aircraft flight list they update on a daily basis. When the list is not flown in order, the maintenance cycle becomes deeply upset and we become encumbered by too many aircraft being in maintenance at the same time. We cannot control the maintenance cycle becoming interrupted by LAFD and DWP aircraft, but we most certainly can control our own aircraft. Recently there have been numerous instances, wherein watch commanders have deployed aircraft out of order for convenience and not necessity.

This subject has been addressed at several supervisors' meetings and was documented in a divisional note from Captain Williams on July 9, 2007. As such, this has become a divisional order and is now ASD policy. Aircraft will subsequently be flown in the order listed unless it is removed from service due to a maintenance issue (squawk) or other concern of operational necessity.

ASD supervisors are hereby directed to complete a watch commander's daily log entry on such occasions when they deviate from the aircraft flight list. The deviation shall be noted, as well as a justification as to why this deviation occurred. Of particular note, the fact that aircrews do not want to fly a Bell Jet Ranger because it isn't as comfortable or fast as an A-Star is insufficient. An acceptable, non-mechanical deviation, for example, would be if two airships were deployed on Watch 3 or 4 and neither ship had a FLIR system. Commonly, at least one ship should be deployed with a FLIR system during hours of darkness. Additionally, one of the two ships deployed should be an A-Star. As such, there should normally be one FLIR equipped A-Star deployed on Watch 3 and 4 and the remainder of the deployment should be flown according to the established list. These examples would necessitate a deviation from flying the list (non-mechanical) and shall be noted in the watch commander's daily log.

If you have any questions regarding this divisional order, please see me.


JAMES A. MILLER, Captain
Commanding Officer
Air Support Division