



CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 130-2, dated 04 October 2021, is supplemented as follows:

1. Overview. This supplement defines and details requirements of CAPR 130-2 for the specific needs of the Mississippi Wing (MSWG) while meeting safety and FAA standards. It provides uniform instructions for upkeep and maintenance of CAP Corporate aircraft assigned to MSWG.

2.2 Wings. Corporate aircraft are assigned to MSWG Headquarters, which then designates which Squadron has temporary custody. Subordinate units within MSWG have no responsibility for aircraft financial operations.

2.3 Aircraft Maintenance Officers. The MSWG CC will appoint a Wing Aircraft Maintenance Officer (WAMO), who will report to the Director of Operations. The MSWG WAMO will designate Assistant WAMO(s). The WAMO will administer all phases of CAPR 130-2 and this supplement to provide and coordinate a Centralized Aircraft Maintenance Management Program. All aircraft maintenance activity will be coordinated through the WAMO. The WAMO will authorize all required maintenance, inspections, and upgrades. If the WAMO cannot be contacted in a timely manner, the assistant WAMO is to be contacted.

2.3.1 Added. The Squadron Commander that hosts a corporate aircraft will designate a Squadron Aircraft Maintenance Officer (SAMO). The SAMO will monitor aircraft condition, scheduled maintenance and inspection requirements, and discrepancies. The SAMO will coordinate their accomplishment/resolution with the WAMO. Other duties of the SAMO, or of other squadron members as determined by the Squadron Commander, include but are not limited to:

2.3.1.1 Added. Performance of the 28 day cycle GPS database updates.

2.3.1.2 Added. Maintenance of the Aircraft Information File (AIF), in accordance with S72-4.

2.3.1.3 Added. Verify the required VOR and fire extinguisher monthly checks have been recorded in the AIF.

5.7.1 Added. Aircraft key(s) shall be secured in a lockbox with a combination lock and secured to the left tiedown ring. The lockbox shall be in the aircraft during flight and resecured to the

tiedown ring during postflight. The combination will be changed only at the direction of the MSWG/DO or higher authority.

7.1.1 Original aircraft maintenance logbooks and any applicable STC's should normally be kept in the assigned aircraft satchel.

11.4 Pilot/Aircrew Reported Discrepancies. The pilot will also notify the WAMO as soon as possible.

14.5 Survival Kits. Contents of the MSWG Survival Backpack are listed on the small front pocket of the backpack. Both the contents of the backpack and the survival water should be used only in emergency situations.

16 Insurance Requirements. For emergency repairs that must be made at a location not having a CAP Contract or an Additionally Approved Maintenance Provider, contact the WAMO, Assistant WAMO, DO, or DCS for Operations PRIOR to any billable repair action.

21. Added. Aircraft Standard Fuel Levels. After completion of flying, the aircraft should be normally refueled to its "Standard Ramp Fuel Load" after first measuring the fuel remaining in the tanks and calculating how much fuel to on-load. The "Standard Ramp Fuel Load" of 36 gallons usable for C172 or 54 gallons usable for C182 is posted in front of the pilot's yoke in each MSWG aircraft.

22. Added. Oil servicing should be IAW the approved POH or AFM for each aircraft.

ROBERT P. MIMS, Colonel, CAP
Commander

ATTACHMENT 1

Compliance Elements

There are no compliance elements to this supplement