

C-4 AIRCRAFT MANAGEMENT

Questions

Type	#	Topic/Detailed Question	How to verify compliance	Discrepancy Write up	How to Clear
CI	01	Has the wing/region published a supplement to CAPR 130-2? a) Was the supplement to CAPR 130-2 updated at least annual? b) Was it approved per the regulation prior to implementation?	Compliance is determined by comparing the wing's/region's published supplements/OIs with CAP/DA records located in https://www.gocivilairpatrol.com/members/publications/approvedsupplementsand-ois-by-region/ . NOTE: If supplement is not marked correctly, see D-4 question 1.	(Discrepancy): [xx] (C4 Question 01 and 1b) Wing/Region failed to publish supplement to CAPR 130-2 IAW CAPR 130-2 para 4. (Discrepancy): [xx] (C4 Question 01a) Wing/Region failed to update their supplement to CAPR 130-2 at least annually IAW CAPR 130-2 para 4.	all) attach a copy of the approved Supplement to the discrepancy in the Discrepancy Tracking System (DTS).
CI	02	a) Does the Wing/Region AMO or their representative inspect each corporate aircraft within the proceeding 365 days, b) Was the CAPF 71 or CAPF 71G uploaded to AMRAD?	Compliance is determined by running the AMRAD CAPF 71 report for all assigned aircraft for the wing/region.	(Discrepancy): [xx] (C4 Question 02 a) Wing/Region failed to provide evidence of having completed a CAPF 71 or CAPF 71G inspection of all wing/region aircraft within the proceeding 365 days, IAW CAPR 130-2 para 10.4.6. (Discrepancy): [xx] (C4 Question 02 b) Wing/Region failed to provide evidence of uploading to AMRAD the completed CAPF 71 or CAPF 71G	Attach a screenshot (from AMRAD) of the completed CAPF 71 or CAPF 71G to the discrepancy in the Discrepancy Tracking System (DTS),

CI	03	<p>Does the wing/region utilize the AMRAD System located in eServices to record all aircraft inspections, discrepancies and time change items IAW CAP regulations?</p> <p>a) Are engine TBO times, TTAF and Tach changed and due times, date changed and date due recorded in AMRAD?</p> <p>b) Are propeller TBO times, TTAF and Tach changed and due times, date changed and date due recorded in AMRAD?</p> <p>c) Are propeller governor TBO times, TTAF and Tach changed and due times, date changed and date due recorded in AMRAD?</p> <p>d) Are the Left & Right Magneto Inspections TTAF, Tach times and dates completed and due recorded and not overdue in AMRAD and logbooks?</p> <p>e) Do TTAF and TACH time in AMRAD match WMIRS & logbook?</p> <p>f) Does Annual Inspection completed date in AMRAD matches logbook and is next Annual due date correctly entered in AMRAD?</p> <p>g) Does 100hr Inspection completed date, TACH and TTAF times in AMRAD matches logbook and are the</p>	<p>Verification based on a review of aircraft discrepancies, inspections and time change items in AMRAD when compared to CAPFs 71 and logbooks.a. Compare AMRAD report with aircraft engine and airframe logbooks. A to F. Compare AMRAD report with aircraft engine and airframe logbooks. G. Compare AMRAD report with airframe logbooks and calculate the next 100hr Inspection Date. H. Compare date in AMRAD to the most recent wash date in the airframe logbook. I. Verify all 100hr inspections since the previous Compliance Inspection were also recorded in the airframe logbook as Annual Inspections.</p>	<p>(Discrepancy): [xx] (C4 Question 03) Wing/Region failed to utilize AMRAD located in eServices IAW CAPR 130-2 para 7.5.</p>	<p>A to H Attach to the DTS response a copy of the updated AMRAD report and pictures of the relevant logbook pages. I. Attach to the DTS response a copy of the relevant logbook pages.</p>
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next 100hr due Tach and TTAF
times correctly entered in
AMRAD?

h) Is Aircraft wash date
recorded and is it current?

i) Have all 100hr Inspections
since last CI been signed off in
the logbooks as Annual
Inspections per CAPR 130 - 2
para 10.2?

CI	04	Does the wing/region keep a current certificate of insurance identifying the liability insurance coverage for all facilities performing maintenance on wing/region assigned aircraft?	Run the AMRAD Maintenance Facility Insurance Report for the wing/region. Compare this to the maintenance shops used in the wing/region	(Discrepancy): [xx] (C4 Question 04) Wing/Region failed to keep a current Certificates of Insurance for all of the maintenance facilities performing maintenance on wing/region aircraft IAW CAPR 130-2 para 16. NOTE: List all of the facilities with missing Certificates of Insurance.	Attach a screenshot (from AMRAD) of the missing Certificates of Insurance to the discrepancy in the Discrepancy Tracking System (DTS).
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CI	05	<p>Is CAP aircraft documentation maintained IAW applicable 14CFRs and CAP regulations?</p> <p>a) Is required scheduled maintenance on assigned aircraft accomplished?</p> <p>b) Are required logbook entries made for the 100 hour/annual inspection made, ADs and/or Mandatory Service Bulletins on assigned aircraft accomplished?</p> <p>c) Are inspection certification of its pitotstatic, transponder, and altimeter systems accomplished as required and documented in the logbooks?</p> <p>d) Are ELT batteries replaced before exceeding the replacement date specified by the battery manufacturer?</p> <p>e) Is the weight and balance (W&B) forms accurate in the POH? Do all other W&Bs in the AIF, Log Book, and any Wing/ Region pilot aids match?</p> <p>f) Was the corrosion control accomplished?</p> <p>g) Are FAA Form(s) 337, Major Repair and Alteration (Airframe, Power plant, Propeller, or Appliance) documented in the maintenance logs?</p> <p>h) Are logbook entries accurate and mid -cycle oil change completed?</p>	<p>(all) Determined during aircraft inspection using inspection checklist. NOTE: use 14CFR 91.213 and Aircraft AFM/POH to determine required equipment. If an aircraft needs to be grounded inspector will follow CAPR 130-2 and 70-1 requirements for grounding the aircraft, placing the red placard in the aircraft and completing the AMRAD Discrepancy entry.</p> <p>n) Determined by contacting CAP/LGM and obtaining a list of software that was issued to the aircraft.</p>	<p>(Discrepancy): [xx] (C4 Question 05a) Wing/Region failed to ensure required scheduled maintenance on assigned aircraft was accomplished IAW CAPR 130-2 para 10. (Use bullet points to explain what maintenance was not done.)</p> <p>(Discrepancy): [xx] (C4 Question 5b) Wing/Region failed to ensure required logbook entries for the 100 hour/annual inspection done in ____ 20__ on N____ reflected (AD compliance check) (and/or) Mandatory Service Bulletins as listed on CAP website _____ were accomplished during inspection IAW CAPR 130-2 para 10</p> <p>(Discrepancy): [xx] (C4 Question 5c) N____ exceeded 24 months between inspection for and certification of its pitot -static, transponder, and altimeter systems IAW CAPR 130 -2 para 10.4 and 14 CFR 91.411 and 14 CFR 91.413. - List the dates between each inspection -</p> <p>(Discrepancy): [xx] (C4 Question 5d) The ELT battery on N____ had not been replaced prior to exceeding the replacement date specified by the battery manufacturer (and the aircraft flew with the expired battery) IAW CAPR 130 -2 para 10.4.4. -</p>	<p>a) Attach a copy of the completed maintenance logbook entry to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>b) Attach a copy of the completed 100hr/Annual logbook entry to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>c) Attach a copy of the completed pitot-static, transponder, and altimeter systems certification logbook entries to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>d) Attach a copy of the ELT battery replacement logbook entry to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>e) Attach a copy of the updated W&B documents to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>f) Attach a copy of the corrosion control application logbook entry to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>g) Attach a copy of the completed FAA 337(s) and the associated logbook entries</p>
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- i) Are required logbook entries made for the ELT transmitter check as within the last 12 months as required per FAR 91?
- j) Are required logbook entries made for each aircraft modifications (mounts, tail strike plate etc.) and is NHQ approval documented for each modification?
- k) Does the aircraft have a complete set of logbooks?
- l) Are logbooks stored in the aircraft?
- m) Are logbooks stored in a manner that ensures they are safe, secure, and free from damage, loss or theft?
- n) Is all aircraft software present and in good operating condition?

(Discrepancy): [xx] (C4 Question 5e) Wing/Region failed to ensure the weight and balance forms were accurate in the POH, AIF, Log Book and any Wing/Region pilot aids IAW CAPR 130 -2 para 7 and 14CFR 23.1583. - List the POH, Log Book and AIF weight and balance dates, weights and moments.

(Discrepancy): [xx] (C4 Question 5f) Wing/Region failed to ensure corrosion control was accomplished on N____ IAW CAPR 130 -2 para 10.4.5.

(Discrepancy): [xx] (C4 Question 5g) Wing/Region failed to ensure that all FAA Form(s) 337, Major Repair and Alteration (Airframe, Power plant, Propeller, or Appliance) were documented in the maintenance logs for N____ for (describe the repair or alteration) IAW CAPR 130 -2, para 6.5 and 14CFR part 91-417.

(Discrepancy): [xx] (C4 Question 5h) Wing/Region failed to ensure the (airframe) (engine) (propeller) logbooks for N____ had logbook entry for the mid -cycle oil change completed on __/__/____ IAW CAPR 130-2 para 7.1.

(Discrepancy): [xx] (C4 Question 5i) Wing/Region failed to ensure the (airframe) (engine) (propeller) logbooks for N____ had a logbook entry for the ELT transmitter check completed

to the discrepancy in the Discrepancy Tracking System (DTS).

h) Attach a copy of the completed mid-cycle oil change logbook entry to the discrepancy in the Discrepancy Tracking System (DTS).

i) Attach a copy of the logbook entry for the completed ELT transmitter check completed within the last 12 months to the discrepancy in the Discrepancy Tracking System (DTS).

j) Attach a copy of the logbook entry and CAP/LGM approval for the aircraft modification to the discrepancy in the Discrepancy Tracking System (DTS).

k) Attach a photocopy of the front page of each logbook showing the aircraft has a complete set of logbooks to the discrepancy in the Discrepancy Tracking System DTS

l) Attach a photo of the storage location with the logbooks for N____ stored there to the discrepancy in the Discrepancy Tracking System (DTS).

within the last 12 Months IAW CAPR 130 -2 para 10.4.4.
 (Discrepancy): [xx] (C4 Question 5j) Wing/Region failed to ensure the (airframe) (engine) (propeller) logbooks for N____ had a logbook entry for the _____ modification and/or no CAP/LGM approval was available for this modification (list each missing modification as a separate discrepancy) IAW CAPR 130 -2 para 17.
 (Discrepancy): [xx] (C4 Question 5k) Wing/Region failed to ensure that aircraft N____ has a complete set of logbooks IAW CAPR 130 -2 para 7.1.1.
 (Discrepancy): [xx] (C4 Question 5l) Wing/Region failed to ensure that aircraft logbooks were not stored in N____ IAW CAPR 130 -2 para 7.1.2
 (Discrepancy): [xx] (C4 Question 5m) Wing/Region failed to ensure that the logbooks for aircraft N____ were stored in a manner that ensures they are safe, secure, and free from damage, loss or theft IAW CAPR 130-2 para 7.1.2.
 (Discrepancy): [xx] (C4 Question 5n) Wing/Region failed to ensure that all software issued to aircraft N____ was kept secure, usable and undamaged IAW CAPR 130-2 para 5.10.

m) Attach a photo of the storage location that shows the logbooks for N____ are safe, secure, and protected from damage, loss or theft to the discrepancy in the Discrepancy Tracking System (DTS).
 n) Attach a photo of the receipt for replacement software and a photo of the replacement software that was identified as missing for N____ to the discrepancy in the Discrepancy Tracking System (DTS).

CI	06	<p>Are CAP aircraft maintained IAW applicable 14CFRs and CAP regulations?</p> <p>a) Are required aircraft placards installed?</p> <p>b) Are required aircraft fire extinguishers serviceable/properly secured?</p> <p>c) Are required CO detectors correctly installed?</p> <p>d) Are survival kits installed?</p> <p>e) Are aircraft properly secured?</p> <p>f) Are aircraft tires properly inflated?</p>	<p>(all) Determined during aircraft inspection using inspection checklist.</p> <p>f) Determined during aircraft inspection using inspection checklist.</p> <p>NOTE: There are no regulatory tire pressure tolerances. If during the inspection an aircraft tire is found to not be in safe working order, then the discrepancy will be listed as a Discrepancy.</p> <p>k) Review Logbooks and AMRAD discrepancy report for inoperative equipment. Verify that 14CFR 91.213 was complied with? If aircraft operation is not authorized, was inoperative equipment deactivated and placarded "Inoperative."</p>	<p>(Discrepancy): [xx] (C4 Question 06a) In Aircraft (N____), wing/region failed to ensure that placards were installed IAW CAPR 130-2 para 15. - List by aircraft tail number the missing placards.</p> <p>(Discrepancy): [xx] (C4 Question 6b) In Aircraft (N____), wing/region failed to ensure fire extinguisher was serviceable/properly secured IAW CAPR 130-2 para 14.2.</p> <p>(Discrepancy): [xx] (C4 Question 6c) In Aircraft (N____), wing/region failed to ensure aircraft CO detector (select a statement from the following bullets) - had an installation date written on the detector IAW CAPR 130 -2 para 14.4 - was properly installed IAW CAPR 130 -2 para 14.4. The detector was installed in a plastic holder that prevented proper airflow preventing it to perform its designed function. - was current IAW CAPR 130 -2 para 1 4.4. - It had a manufacturer's expiration date of ____/____ and was out of date. - was replaced in January ____ IAW CAPR 130 -2 para 1 4.4. - was installed IAW CAPR 130 -2 para 1 4.4.</p> <p>(Discrepancy): [xx] (C4 Question 6d) Wing/Region failed to ensure that survival kits were installed in N____ IAW CAPR 130-2.</p>	<p>a) Attach a photograph of all placards installed to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>b) Attach a copy of the logbook entry showing the fire extinguisher maintenance is current or properly secured to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>c) Attach a photograph of the properly installed and current CO detector to the discrepancy in the Discrepancy Tracking System (DTS)</p> <p>d) Attach a copy of a photograph of survival kits installed in the proper aircraft and/or a copy of the current expiration dates for all items installed to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>e) Attach a photograph of the affected aircraft with each item noted in the discrepancy properly secured to the discrepancy in the Discrepancy Tracking System (DTS).</p> <p>f) Attach a copy the closed out WOCN in AMRAD showing the tires were properly inflated and the aircraft was released for flight</p>
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Wing/Region failed to ensure that contents/expiration dates for wing/region mandated items were IAW with wing/region guidance. (Discrepancy): [xx] (C4 Question 6e) Prior to the inspection, wing/region failed to properly secure aircraft IAW CAPR 130-2 para 5.7. NOTE: List the following - N____ (and) N____ were not properly tied down with the wheels chocked. The pitot cover was not installed on (N____) IAW CPAR 130-2, para 5.6 (and) (N____). - The control lock was not installed on (N____) (and) (N____) IAW CAPR 130-2, para 5.7. (Discrepancy): [xx] (C4 Question 6f) Wing/Region failed to ensure aircraft tires were in safe working order IAW Pilot Operating Handbook (POH) NOTE: List the following - List the aircraft and actual tire pressure verses specified the pressure. - Tire pressures in the Pilot Operating Handbook (POH) for Cessna 172 (N____) do not match the amended STC SA2196CE for the 180 HP engine conversion which raised the maximum gross weight of the aircraft to 2550 pounds. (Discrepancy): [xx] (C4 Question 6g) Wing/Region failed to ensure aircraft external identification plate on aircraft (N____) was properly secured to the aircraft fuselage exterior IAW CAPR 130-

to the discrepancy in the Discrepancy Tracking System (DTS).

g) Attach a photograph of the external identification plate properly secured to the aircraft to the discrepancy in the Discrepancy Tracking System (DTS).

h) Attach a photograph of the correct items inserted in the AFM/POH for each item listed in the discrepancy to the discrepancy in the Discrepancy Tracking System (DTS).

i) Attach a photograph showing the aircraft properly grounded and/or placarded, attach a copy of the logbook entry showing the items deactivated and/or grounded and attach a copy of the AMRAD entries reflecting each item listed in the discrepancy to the discrepancy in the Discrepancy Tracking System (DTS).

2 para 15.4 and 14CFR
45.11.

(Discrepancy): [xx] (C4 Question
6h) Wing/Region failed to ensure
AFM/POH cover page/contents
for aircraft _____ was/were
complete/accurate IAW FAA-
H8083-25A para 8-2 and 14 CFR
91.9. - List details NOTE: List
each discrepancy separately.

(Discrepancy): [xx] (C4 Question
6i) Wing/Region failed to ensure
aircraft _____ was grounded
IAW 14 CFR 91.213. or
Wing/Region failed to ensure
inoperative equipment was
deactivated and placarded
"Inoperative" IAW 14CFR
91.213. – List details.

CI	07	<p>Does the Region, Wing, AMO and all aircrew members fulfil all roles and responsibilities IAW CAPR 130-2, para 2.? a) Does the Wing have a maintenance management program? b) Does the Wing have a comprehensive aircraft maintenance officer training plan based on CAPP 130-3, CAP Aircraft Maintenance Officer Guide? c) Does the Wing ensure all AMOs are properly trained within 3 months of assignment? d) Does the Wing ensure all AMOs are enrolled and actively pursuing completion of the AMO Specialty Track if available? e) Does the Wing ensure all aircrew members comply with all provisions of this regulation? f) Does the Wing ensure all aircrew members have completed AMRAD training for Pilot's and FRO/SFROs.</p>	<p>a) Region/Wing will provide their supplement to CAPR 130-2 that contains a maintenance management program specific to the Region/Wing that facilitates the full implementation of this regulation. b) Region/Wing will provide their comprehensive aircraft maintenance officer training plan based on CAPP 130-3, CAP Aircraft Maintenance Officer Guide. c) Region/Wing will provide evidence of AMO training completion that shows all AMOs were fully trained within 3 months of assignment. d) Region/Wing will provide evidence showing all AMOs have completed or are enrolled and actively pursuing completion of the AMO Specialty Track if available. e) Region/Wing will provide evidence showing all assigned aircrew members have been briefed and understand all provisions of this regulation. f) Region/Wing will provide evidence showing all assigned aircrew members have completed AMRAD training.</p>	<p>a) (Discrepancy): [xx] (C4 Question 07) Region/Wing failed to provide evidence of having a maintenance management program that allows the full implementation of this regulation IAW CAPR 130-2 para 2.2 b) (Discrepancy): [xx] (C4 Question 7) Region/Wing failed to provide evidence of having a comprehensive aircraft maintenance officer training plan based on CAPP 130-3, CAP Aircraft Maintenance Officer Guide. c) (Discrepancy): [xx] (C4 Question 7) Region/Wing failed to provide evidence of AMO training completion within 3 months of assignment. d) (Discrepancy): [xx] (C4 Question 7) Region/Wing failed to provide evidence showing all AMOs have completed or are enrolled and actively pursuing completion of the AMO Specialty Track if available. e) (Discrepancy): [xx] (C4 Question 7) Region/Wing failed to provide evidence showing all assigned aircrew members have been briefed and understand all provisions of this regulation. f) (Discrepancy): [xx] (C4 Question 7) Region/Wing failed to provide evidence showing all assigned aircrew members have completed AMRAD training.</p>	<p>a) Attach a copy of the updated maintenance management program contained in an approved Region/Wing supplement to CAPR 130-2 to the discrepancy in the Discrepancy Tracking System (DTS). b) Attach a copy of a comprehensive aircraft maintenance officer training plan based on CAPP 1303, CAP Aircraft Maintenance Officer Guide to the discrepancy in the Discrepancy Tracking System (DTS). c) Attach a copy of AMO training completion for all identified AMOs to the discrepancy in the Discrepancy Tracking System. d) Attach a copy of AMO completion or enrollment for all AMOs identified as not be complete or enrolled during the inspection to the discrepancy in the Discrepancy Tracking System (DTS). e) Attach evidence showing all assigned aircrew members identified during the inspection as not having been briefed and understanding these provisions has been briefed and understands all provisions of this regulation to the discrepancy in the</p>
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Discrepancy Tracking System (DTS). f) Attach evidence showing all assigned aircrew members identified during the inspection as not having completed AMRAD training have completed AMRAD training to the discrepancy in the Discrepancy Tracking System.