



DE WING SUPPLEMENT 1
CAP REGULATION 66-1

1 April 2019

APPROVED/G. Schneider/CAP/LG

AIRCRAFT MAINTENANCE

CAP AIRCRAFT MAINTENANCE MANAGEMENT

CAPR 66-1, dated 14 Sept 2015 is supplemented as follows:

4.1 Added. Allocation/Positioning. Delaware wing retains control of all assigned aircraft at Wing HQ, but bases the aircraft at various airports around that state for quick access by flight crews. An Airport Manager Program is currently being implemented for the purpose of managing the aircraft based at each airport. An airport manager is assigned to one or more airports and each airport manager is being trained to act as a local maintenance officer designee.

4.2 Added. Monitoring. As airport managers become proficient in monitoring aircraft in accordance with CAPR 66-1 and this supplement, they become responsible to actively monitor each CAP aircraft parked at their airport. WMIRS maintenance reports shall be reviewed weekly by each airport manager, or designee during his or her absence to identify any upcoming required maintenance and to identify and correct any noted discrepancies. Any discrepancies shall be reported to the wing aircraft maintenance officer as soon as practical. The Wing Maintenance Officer shall spot check no less frequently than monthly using the WIMRS reports and shall provide a monthly report either in person or writing noting any compliance problems and aircraft that are- or will be out of service for maintenance or repair at each wing HQ commander's call.

6.1.1 Added. Mid-cycle maintenance such as the 50-hour oil change may be performed by designated service facilities at Summit Aviation (KEVY), Sussex Aero Maintenance (KGED), Cecil County Aero Service (58M), and FlyAdvanced (KILG).

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6.1.2 Added. Summit Aviation (KEVY), Sussex Aero Maintenance (KGED), Cecil County Aero Service (58M), and FlyAdvanced (KILG), if at the aircraft's base of operations, is the preferred facility for all such mid-cycle maintenance. Cecil Aero Services (58M) is the preferred secondary service facility if the primary is unavailable or inaccessible. The remaining service facilities designated in paragraph 6.a(1) may be used if the aircraft's base FBO and Cecil Aero Services are impractical.

6.2.1 Added. The 100-Hour Inspection and associated maintenance shall be conducted at BP Air, the NHQ designated central maintenance facility.

Supersedes: All previous versions

OPR:DEWG/LGM

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6.5 Added. In the event an aircraft cannot be flown to an approved maintenance facility without violating the flight time requirements for the maintenance activity, the wing commander or the wing maintenance office shall be contacted to request a waiver to use another closer facility. The decision to grant or deny the requested waiver is at the discretion of commander or maintenance officer.

7.8 Added. Preferred Service Facilities. Unscheduled maintenance not performed by authorized CAP pilots, IAW paragraph 7.c of this regulation may be performed by designated service facilities at Summit 2 DEWG Aviation (KEVY), Sussex Aero Maintenance (KGED), Cecil Count Aero Service (58M), and FlyAdvanced (KILG).

7.8.1 Added. Summit Aviation (KEVY), Sussex Aero Maintenance (KGED), Cecil County Aero Service (58M), and FlyAdvanced (KILG), if at the aircraft's base of operations, is the preferred facility for all such maintenance activity. Cecil Aero Services (58M) is the preferred secondary service facility if the primary is unavailable or inaccessible. The remaining service facilities designated in paragraph 7.h(1) may be used if the aircraft's base FBO and Cecil County Aero Service are unavailable or impractical.

7.9 Added. In the event an aircraft cannot be flown to an approved maintenance facility for the required repair or maintenance activity, the wing commander or the wing maintenance office shall be contacted to request a waiver to use another, closer facility. The decision to grant or deny the requested waiver is at the discretion of the commander or maintenance officer.

ROBERT MOONEY, Colonel, CAP
Commander

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CAPR 66-1 ATTACHMENT 1
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COMPLIANCE ELEMENTS

There are no compliance elements to this regulation.