



CAP REGULATION 130-2

30 January 2023

APPROVED/R. KIRKPATRICK/CAP/LG

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 130-2, dated 4 OCTOBER 2021, is supplemented as follows:

2.3.1. (ADDED) Wing Maintenance Responsibility. The responsibility for ensuring proper maintenance of all corporate aircraft assigned to the New Hampshire Wing rests with the Wing Aircraft Maintenance Officer (AMO) or designated assistant. All aircraft maintenance activity will be coordinated through the Aircraft Maintenance Officer. In addition to authorizing maintenance, this individual will also designate the maintenance facilities to be used and will specifically authorize any A9 ferry flights to and from these facilities. Direct routing is authorized unless flights encounter IFR condition. In order to ensure uniformity in the maintenance program, any facility other than the approved National maintenance facilities designated for maintenance of corporate aircraft must be approved in advance by the NHW/DO or NHW/CC.

2.3.2. (ADDED) Local Maintenance Responsibility. The NH Wing has custody of all aircraft assigned to the Wing. Squadrons that have corporate aircraft based at their location will be responsible for assignment of an individual to monitor the operation of the aircraft and monitor that all regulations set forth by the Federal Aviation Administration and Civil Air Patrol are met. The local unit's Operations Officer will normally administer this program and ensure the cooperation of all personnel under the unit's command.

Specific responsibilities will include:

2.3.2.1. (ADDED) Always keeping the aircraft clean and presentable.

2.3.2.2. (ADDED) Monitoring that the aircraft was properly refueled after each use, which is the responsibility of the pilot of each flight. A NHQ issued card for AFAM sorties as well as a wing-issued fuel credit card are provided for each aircraft. These cards will be used to charge fuel and oil for CAP aircraft as directed by the Wing DO. The use of these cards for other services such as maintenance is not authorized. At locations where significant CAP flying is conducted, Wing Headquarters may open fuel charge accounts with the local FBO. In such cases, pilots will charge fuel and oil services to this account instead of using credit cards. The NHW/DO, and the unit Operations Officer will ensure that unit pilots are kept informed as to local fueling procedures.

2.3.2.3. (ADDED) Ensuring the aircraft is always properly secured and protected from wind and weather damage. This duty includes frequent inspection of the tie-down / hangar area and periodic inventory of equipment associated with the aircraft (control locks, tow bar, chocks, pitot cover, etc.) This also involves briefing unit pilots on proper procedures for securing the aircraft.

2.3.2.4. (ADDED). Monitoring the maintenance status of the aircraft and making prompt notification to the Wing Aircraft Maintenance Officer (AMO) when maintenance is required. The NHW/DO will also be notified whenever the aircraft is removed from service.

2.3.2.5. (ADDED) Always keeping the aircraft mission-ready, with particular attention to removal of ice and snow during winter months. Units (or the Wing DO) will make prior arrangements with each local FBO to hangar or deice Corporate Aircraft in the event they are needed in an emergency. The actual purchase of such services will require authorization from the NH Wing Director of Operations or an authorized Incident Commander or his/her representative.

2.3.2.6. (ADDED) Providing a means to store the wing-issued aircraft pre-heaters so they are available for use during winter months. Units will also ensure that this equipment is properly maintained, and all aircrew personnel are trained in their use. To reduce start-up wear, the pre-heating of aircraft engines is strongly recommended whenever the air temperature is below 32F and *is mandatory* whenever the air temperature is below 25F.

2.3.2.7. (ADDED) Forwarding the aircraft flight time reporting sheets to the NHW/DO on the first of each month, unless directed otherwise by the DO.

2.3.2.8. (ADDED) If emergency repairs are required for an aircraft, the Wing Aircraft Maintenance Officer (AMO) must be contacted for approval prior to the commencement of any work being performed. In the event the Wing AMO cannot be contacted, the NHW/DO must be contacted. The Wing AMO will contact the designated maintenance facility or will contact NHQ/LGM or the CAP NOC for approval.

2.3.2.9. (ADDED) The NH Wing Commander will be kept informed of all major maintenance issues.

14.6. (ADDED) Emergency First Aid Kits. Each aircraft shall carry a first aid kit. Before purchase, the NHW Director of Operations and/or the Wing AMO shall approve the kit. The first aid kits must stay with the aircraft. The first aid kits will be inspected for both expired and opened packages and replaced accordingly. New Hampshire Wing provides a basic survival kit, aircrews will carry their own personal survival equipment for the representative weather. The survival kit may be combined with an acceptable first aid kit as a single kit.

Darin L. Ninness, Colonel, CAP
Commander

ATTACHMENT 1
Compliance Elements

OPR	#	Compliance Question	How to Verify Compliance	Discrepancy Write-up	How to Clear Discrepancy
------------	----------	----------------------------	---------------------------------	---------------------------------	-------------------------------------

No Compliance Elements Required.