



CAP REGULATION 130-2

25 March 2022

APPROVED/ R. KIRKPATRICK/CAP/LG

Aircraft Maintenance

CAP AIRCRAFT MAINTENANCE MANAGEMENT

CAPR 130-2 Dated 4 October 2021 is supplemented as follows:

2.3.1 Added. Each unit that is responsible for operation of a CAP corporate aircraft shall designate an individual to be the unit AMO (Crew Chief) for any aircraft stationed at their location. The unit AMO (Crew Chief) will be responsible for but not limited to the following:

2.3.1.1 Added. Ensure that the aircraft is being operated by the squadron in compliance with CAPR 130-2 and FAR 14 CFR Part 91.

2.3.1.2 Added. Maintain the Aircraft Information Folder (AIF) IAW CAP Standard 72-4.

2.3.1.3 Added. Keep AIF up to date with current revisions of required documents, forms, and sufficient blank forms as necessary.

2.3.1.4 Added. Update the front cover of the AIF (maintenance information) as required.

2.3.1.5 Added. Coordinate all maintenance activities with the Wing AMO (i.e. inspections, oil changes, repairs, etc.) for approval and relocation arrangements to/from the maintenance facility.

2.3.1.6 Added. Perform monthly GPS navigation database updates and enter required dates in AMRAD.

2.3.1.7 Added. Coordinate aircraft wash per CAPR 130-2 requirement (every 6 months). Enter required dates in AMRAD.

7.1.2.1 Added. Logbooks will be maintained at the Contract Maintenance Facility (CMF).

9.1 Added. Any member incurring debts for repairs or modifications to CAP aircraft without prior authorization do so at their own risk and are personally liable for the debts incurred.

10. Scheduled Maintenance. 100hr/Annual Inspections and Major Repairs will be accomplished by a Contract Maintenance Facility (CMF) as designated by National Headquarters.

10.4.6.1. Added. Unit AMO (Crew Chief) will accomplish a yearly aircraft inspection using CAPF 71 (Aircraft Inspection Checklist) and send a copy of the CAPF 71 to the Wing AMO, to include any discrepancies noted.

10.5. Added. Sorties flown to support consolidated maintenance will be flown as A9 missions. Fuel and oil consumed on A9 sorties will be charged to the NHQ credit card assigned to each aircraft. The pilot is responsible for entering flight information, to include fuel receipts, in WMIRS. All A9 sorties will be released by the AMO or DO.

11. Non-Scheduled Maintenance. Preventative Maintenance and Maintenance performed at other than the CMF, will be documented and forwarded to the Wing AMO for entry in the appropriate aircraft logbooks.

Chris Peterson, Colonel,
CAP Commander

Attachment 1

Compliance Elements

There are no additional compliance elements due to this supplement.

