



## CAP REGULATION 130-2

26 JULY 2022

APPROVED/R. KIRKPATRICK/CAP/LG

Aircraft Maintenance

### CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 130-2, dated 4 October 2021 (ICL 22-01 3 March 2022), is supplemented as follows:

**2.3.** Kansas Wing units assigned an aircraft will appoint a Unit Aircraft Maintenance Officer (Unit AMO). The Unit AMO shall:

**2.3.1. Added.** Keep the AMRAD module in eServices current, including updating and closing discrepancies in accordance with section 7.5 of this regulation.

**2.3.1.2. Added.** Keep the Aircraft Information File current, including all updates as directed by CAP National Headquarters, and logging the monthly VOR & fire extinguisher checks.

**2.3.3. Added.** Ensure that all aircraft maintenance is scheduled and performed timely in accordance with this sections 10, 11, & 12 of this regulation and FAA regulations, with the approval of the KSWG/LGM.

**2.3.4. Added.** Ensure that the aircraft logbooks and other records are properly maintained and updated, in accordance with FAA regulations and section 7 of this regulation.

**2.3.5. Added.** Ensure that a current certificate of insurance is obtained from the local maintenance facility, in accordance with section 16 of this regulation, and forward this certificate to the KSWG/LGM before commencing with any work at that facility.

**2.3.6. Added.** Ensure that all aircraft navigation databases are updated in accordance with the schedule provided for their assigned aircraft.

**2.3.7. Added.** Ensure that the KSWG/DO is notified whenever an aircraft assigned to the wing is taken out of service for more than a day or returned to service due to a maintenance requirement under this regulation.

**7.1 Added.** Aircraft permanent logbooks will be stored in the aircraft hangar, squadron office, or other place that is accessible to the KSWG/LGM in case the Unit AMO is unavailable. These logbooks will be with the aircraft when maintenance is performed and moved with the aircraft when it is transferred to another unit or wing. They are not to be routinely stored in the aircraft or at a member's home.

**9.1 Added.** Unit AMOs are authorized to approve maintenance estimates up to \$500. Maintenance estimates from \$500 to \$700 must be approved by the Wing AMO (KSWG/LGM). The KSWG/LGM will submit estimates for maintenance over \$700 to NHQ/LGM before approving work.

**9.1.1. Added.** Any member approving maintenance, repairs, or modifications to CAP aircraft that exceed their approval authority in section 9.1 do so at their own risk and are personally liable for all debts incurred that are not approved and paid by NHQ/LGM.

**9.1.2. Added.** Any parts attached to, or work done to a corporate aircraft becomes the property of CAP and will be treated as a tax-deductible donation to the Civil Air Patrol, Inc. Only alterations in accordance with section 17 of this regulation are authorized.

**10.1.1 Added.** Mid-cycle oil changes will normally be accomplished at the FBO nearest to the based location of the aircraft, if we have a current certificate of insurance from the maintenance facility.

**10.2.1 Added.** 100-hour and Annual Inspections will normally be accomplished at one of the Wing Consolidated Maintenance Facility, Air Plains Services Corp in Wellington, KS or Air Associates of Kansas at Johnson County Executive Airport in Kansas City, KS.

**10.4.1 Added.** Pitot Static, Altimeter, and Transponder inspections may be accomplished at any FBO that has the proper equipment and training to perform the inspection, if we have a current certificate of insurance from the maintenance facility.

**10.5 Added.** Approval of the KSWG/LGM, or their designated representative, is required prior to scheduling routine inspections or repairs under this section.

**11.5 Added.** Approval of the KSWG/LGM, their designated representative, KSWG/CC, or KSWG/DO is required prior to performing non-scheduled inspections or repairs under this section.

**12.1.1 Added.** Unit AMOs are responsible for notifying the Wing AMO when an engine is within 6 months or 100 hours of a required overhaul. This will enable a replacement engine to be ordered and available for a timely replacement, thus minimizing down time.

**19.5 Added.** Unless temporarily deployed, Kansas Wing aircraft will be stored in a hanger provided by (and funded by) the squadron with responsibility for the aircraft. Hangers will be kept clean, orderly, and marked in a manner that will help ensure the safety of CAP aircraft as they are moved into and out of said hanger. Whenever practical, two people will be present whenever aircraft are moved into hangers, unless a mechanical device is present to assist with the aircraft movement.

//Signed//  
MARK LAHAN, Colonel, CAP  
Commander

**ATTACHMENT 1**

**Compliance Elements**

There are no compliance elements to this supplement.