



MAINE WING SUPPLEMENT 1
CAP REGULATION 130-2

1 February 2023

APPROVED/G. SCHNEIDER/CAP/LG

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAPR 130-2, dated 4 October 21 is supplemented as follows:

4.1. Added. The Centralized Maintenance Management Program (CMMP) for corporate aircraft assigned to the Maine Wing is contained in attachment 1. It outlines responsibilities and procedures to ensure that all wing corporate aircraft are maintained in a safe and airworthy condition at all times and that flight time and maintenance actions are documented.

Blain Cote, Col, CAP
Commander

CENTRALIZED MAINTENANCE MANAGEMENT PROGRAM
Attachment 1

A. Purpose.

1. This attachment defines the Centralized Maintenance Management Program (CMMP) for corporate aircraft assigned to the Maine Wing (MEWG). This program ensures that all assigned aircraft are maintained in a safe and airworthy condition.

B. Flight Data and Maintenance Accountability.

1. All aircraft maintenance will be centrally monitored by the Wing Aircraft Maintenance Officer who will be solely responsible for scheduling of all A9 flights.

2. The unit with custodial control of an aircraft is accountable for accurate accounting and timely reporting of aircraft flight time. Submission of the AIF Log sheet by no later than the 5th of each month will be used for flying time reporting.

2.a. The unit with custodial control of the aircraft will be responsible for storing all aircraft maintenance logs, outside the aircraft, in a safe and secure storage area, it is recommended but not required that a fireproof and waterproof storage container be used, until such time when the log books are needed for a visit to a maintenance facility.

3. The unit with custodial control for an aircraft shall identify and report any major discrepancies in corporate aircraft to the Wing Aircraft Maintenance Officer.

4. a. The unit with custodial control for an aircraft will be responsible for expenses of routine care, such as cleaning, preflight and post-flight inspections, local hangar or tie-down fees, and any engine heater or starting costs not associated with Air Force assigned missions.

4. b. After all flights, clean all leading edges of the plane of bugs & dirt, to include windshield, wings, struts, landing gear, nose, horizontal & vertical stabilizer. Also remove fingerprints from the PFD & MFD. Use only approved products.

5. The Maine Wing participates in the CAP NHQ Centralized Maintenance Program. For minor maintenance/repair of an estimated cost of up to \$750, work may be performed by in-state aircraft maintenance shops. However, any such maintenance action must have the PRIOR APPROVAL of the Wing Aircraft Maintenance Officer.

6. The unit with custodial control of an aircraft is responsible to ensure the currency and accuracy of the Aircraft Information File. It is the responsibility of the Pilot In Command of the aircraft to review and complete all forms in the Aircraft Information File before and after a flight and to document all pre-flight and post-flight squawks.

7. The Wing LGM will make periodic inspections to ensure compliance with this attachment.

**Attachment 2
COMPLIANCE ELEMENTS**

<u>Checklist and Tab</u>	<u>#</u>	<u>Compliance Question</u>	<u>How to Verify Compliance</u>	<u>Discrepancy Write-up</u>	<u>How to Clear Discrepancy</u>
LGM	1	Has the wing published a supplement to CAPR 66-1? a) Was the supplement CAPR 66-1 updated at least biennially?	Compliance is determined by comparing the wing's published supplements with NHQ's approved supplements.	(Discrepancy): Wing failed to publish supplement to CAPR 66-1 IAW CAPR 66-1 para 4	Publish a supplement to CAPR 66-1 coordinated through channels. Upload a copy in DTS.