



CAP REGULATION 130-2

3 March 2022

APPROVED/R. KIRKPATRICK/CAP/LG

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

1. Overview. This publication establishes Florida Wing (FLWG) standards and procedures related to maintenance and management of aircraft assigned to FLWG. This publication applies to all FLWG CAP units and assigned personnel, and to members of other CAP wings operating FLWG aircraft. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR), the FLWG Aircraft Maintenance Officer (FLWG A3/LGM).

2.3.1. Added. Florida Wing Director of Operations A3 (DCS/A3). The FLWG DCS/A3 manages and directs all operations activities in FLWG. He/She is responsible for developing standard operating procedures for the control and operation of FLWG aircraft. As such, the DCS/A3 has overall responsibility for the FLWG aircraft maintenance management program and supervises the FLWG A3/LGM, either directly or through a subordinate director/staff officer.

2.3.2. Added. Florida Wing Aircraft Maintenance Officer (A3/LGM). The FLWG A3/LGM exercises staff supervision and coordination of all aircraft maintenance in FLWG. He/She assists the FLWG/CC and DCS/A3 in developing an aircraft maintenance management program that ensures all CAP scheduled maintenance is performed and discrepancies are corrected promptly.

2.3.3. Added. Consolidated Aircraft Maintenance (CAMS) AMO. The CAMS Officer is responsible for scheduling aircraft into an NHQ-designated maintenance facility and is the interface between the Group or Unit AMO, the CAMS facility, and the A3/LGM. CAMS Officers will ensure discrepancies are forwarded to the maintenance facility and provide updates to A3/LGM and the Group and Unit AMOs. CAMS Officers will coordinate aircraft and personnel movement into and out of the maintenance facility. CAMS Officers will clear discrepancies in AMRAD after completion of required maintenance or troubleshooting prior to the aircraft being released from the CAMS facility.

2.3.4. Added. Group AMO. The Group AMO assists the Group Commander in managing and coordinating maintenance for aircraft assigned to his/her group. He/She provides assistance, coordination, training, and mentoring to the Unit AMOs in his/her group. The Group AMO may also coordinate maintenance requests between the Unit AMO and the CAMS Officer or A3/LGM.

2.3.5. Added. Unit AMO. The Unit AMO manages the maintenance and care of CAP aircraft assigned to

his/her unit. In addition to the responsibilities noted in CAPP 130-3, para 2.2.1, the Unit AMO is responsible for:

2.3.5.1. Added. Preventive maintenance, including routine care such as cleaning, servicing, and replacing minor parts and hardware in accordance with (IAW) CAPP 130-2.

2.3.5.2. Added. Maintaining the Aircraft Information File (AIF).

2.3.5.3. Added. Monitoring aircraft data in the AMRAD Maintenance Module.

2.3.5.4. Added. Ensuring aircraft are washed at least once quarterly and waxed semi-annually. The wash and wax schedule should be recorded in Tab #7 of the AIF.

2.3.5.5. Added. Notifying the Group AMO and CAMS AMO with aircraft maintenance issues.

2.3.5.6. Added. Ensuring aircraft discrepancies and updated aircraft inspection information are logged into AMRAD IAW CAPR 130-2, para 7.5.

2.3.5.7. Added. Requesting A3/LGM approval for emergency/alternate maintenance through the Group AMO and/or CAMS AMO.

2.3.5.8. Added. Ensuring that all required equipment is current and serviceable IAW CAPR 130-2, para 14 and Paragraphs 14.5.2 and subs of this supplement.

2.3.6. Added. Discrepancy Clearing in AMRAD. The A3/LGM or a CAMS AMO are the only persons authorized to clear an open discrepancy in AMRAD.

2.4.1. Added. Pilot in Command (PIC). Pilots picking up an aircraft that has undergone an annual/100-hour inspection are responsible for ensuring signed copies of logbook entries are in the AIF. Signed copies of the mid-cycle oil change (post annual) must also be in the AIF prior to leaving the maintenance facility.

5.1.1. Added. Florida Wing Maintenance Management Program. All FLWG aircraft will be maintained under the NHQ centralized maintenance program. All FLWG aircraft will have their annual and/or 100-hour inspections, engine changes, avionics repairs, and major maintenance performed at a designated NHQ centralized maintenance provider facility. Oil changes, to the maximum extent possible, will be completed at the designated CAMS facility. Emergency repairs may be conducted at an alternate maintenance provider, if approved by the A3/LGM.

7.5.1. Added Aircraft Mission Status. All FLWG aircraft will be coded IAW CAPP 130-3, para 2.3.2.9.

7.5.2. Added. Aircraft Status. Aircraft status in AMRAD will be reported IAW CAPP 130-3, para 2.3.2.10

7.5.3. Added. The Group or Unit AMO must contact the A3/LGM immediately when an aircraft is grounded or becomes non-mission capable. The A3/LGM and/or DCS/A3 will make the final

determination on partially mission capable and non-mission capable status. NMC aircraft will be grounded until systems are repaired or the A3/LGM, with prior approval from CAP/LG, authorizes flight to a CAMS maintenance facility. Aircraft status will be updated in AMRAD.

9.1. Added. Requests for Maintenance. Requests for maintenance will be initiated by the Group or Unit AMO to the CAMS Officer for scheduling. Requests for 100-hour or 50-hour inspections should be submitted a minimum of 5 business days in advance. Aircraft must have at least 5 TACH hours remaining when landing at a CAMS facility during non-hurricane season and 7 TACH hours during hurricane season. Requests to deviate from these minimum TACH requirements may be approved on a case-by-case basis by the A3/LGM or the DCS/A3. Requests for minor maintenance must be submitted to the CAMS vendor at least 3 business days in advance. If the CAMS Officer is not available to schedule maintenance, the Unit AMO may contact the A3/LGM through the Group AMO or directly. In no case are crew members, Unit, or Group AMOs authorized to contact the CAMS facility directly.

10.2. 100-Hour Inspection. All FLWG aircraft are subject to one or more ADs that allow no over-fly of the 100-hour inspection. Group and Unit AMOs must ensure their aircraft can reach a designated CAMS facility within its available 100-hour inspection interval and with the remaining TACH hours as noted in para 9.1 of this supplement.

10.4.5.1. Added. Washing and Waxing. All FLWG assigned aircraft will be washed at least quarterly and waxed at least semi-annually. Washing and waxing will be recorded in the AIF.

10.4.6.1. Added. CAPF 71 Inspections. CAPF 71 and 71G inspections will be accomplished when leaving an aircraft at a maintenance facility, picking up an aircraft from a maintenance facility, and upon transfer, temporary or permanent, from one unit to another by both the losing and gaining unit.

11.1.1. Added. Maintenance Performed by Non-CAMS Vendor. Maintenance performed by a non-CAMS vendor must be documented and a logbook entry sticker must be mailed to the A3/LGM, who will forward it to the appropriate CAMS vendor.

11.4.1. Added. Grounding Discrepancies. If a pilot believes the aircraft has a grounding discrepancy, he/she shall place the Aircraft Grounded Placard on the pilot seat. The Group or Unit AMO will contact the CAMS Officer and the A3/LGM to notify him/her that the aircraft is grounded, provide details of the discrepancy, and confirm it has been entered in AMRAD within the CAPR 130-2 time limit.

11.4.2. Added. Dents, Missing Panels or Parts. During preflight or post-flight inspections, should the pilot find a dent, a missing panel or part, such as a tie down ring, that aircraft is immediately grounded pending action by the A3/LGM.

11.4.3. Added. Disagreements. If the pilot and the Group or Unit AMO disagree as to the grounding issue, the aircraft will remain in a grounded status until the A3/LGM authorizes a status change. Only then will the Aircraft Grounded Placard be removed by the Group or Unit AMO or the PIC.

14.5.1. Added. The pilot in command (PIC) shall ensure that a survival kit is onboard the aircraft prior

to any flight. The Unit AMO is responsible for maintaining the survival kit. FLWG has 2 types of survival kits, either a backpack type or a survival kit that is integral to the life raft. All life rafts have a survival kit that meets the minimum requirements of this supplement. An aircraft with a life raft is not required to have the backpack style kit in the aircraft. However, when the life raft is removed for any reason, the backpack survival kit must be in the aircraft prior to flight. Aircraft not assigned life rafts must keep the backpack survival kit in the aircraft at all times. Removal of any assigned aircraft equipment must be approved by the FLWG/CC, FLWG Vice Commander (FLWG/CV), DCS/A3, or the Incident Commander (IC) for that mission.

14.5.2. Added. If neither the backpack nor life raft survival kits are available, a survival kit that contains the minimum following items must be on board the aircraft:

14.5.2.1. Added. Survival blankets;

14.5.2.2. Added. Water (24 oz per aircrew member);

14.5.2.3. Added. Waterproof matches;

14.5.2.4. Added. Flashlight with spare batteries;

14.5.2.5. Added. Whistle or signaling device;

14.5.2.6. Added. Utility knife;

14.5.2.7. Added. Nylon cord;

14.5.2.8. Added. Reflective mirror.

14.5.3. Added. Additional items such as water purification tablets, food rations, light stick, insect repellent may be added, as desired. The season and topography in which the aircraft normally operates and the number of occupants that may be onboard should be taken into consideration.

14.5.4. Added. Survival kits will be inspected annually during the month of January to ensure items are still serviceable and have not expired. Expired items will be reported to the A3/LGM and the aircraft grounded until those items can be replaced.

14.5.5. Added. Survival equipment, including flotation devices, will be kept away from all petroleum products.

14.6. Added. Additional Equipment. Each FLWG aircraft should be equipped with the following items:

14.6.1. Added. Chocks and tie down ropes. These should be stored in an appropriate container under the cargo net.

14.6.2. Added. Aircraft tow bar.

14.6.3. Added. Pitot tube cover.

14.6.4. Added. Control lock.

14.6.5. Added. Window sunscreen set or cockpit canopy cover.

14.6.6. Added. Two (2) quarts of authorized engine oil.

16.1. Added. Unit AMOs are responsible for obtaining Certificates of Insurance from the local maintenance shops as needed and as requested by the A3/LGM and forwarding them to the A3/LGM.

17.1. Added. Requests for Alteration. Request(s) for alteration of FLWG aircraft will be submitted through the CAMS Officer to A3/LGM and DCS/A3, who will forward it to NHQ CAP/LGM for action, with copy to the Florida Wing Commander (FLWG/CC) and FLWG Director of Operations (A3/DO).

LUIS E. NEGRON, Colonel, CAP
Commander

ATTACHMENT 1 - COMPLIANCE ELEMENTS

OPR	#	Compliance Question	How to Verify Compliance	Discrepancy Write-up	How to Clear Discrepancy
A3/LGM	1	Has the A3/LGM been contacted immediately when an aircraft is grounded or becomes NMC?	Review AMRAD or written notifications.	The A3/LGM was not notified immediately when an aircraft was grounded or became NMC IAW FLWG Sup 1 to CAPR 130.2, Para. 3.11.3.1.	Attached a copy of the documentation showing communication or corrective action taken to the discrepancy in AMRAD.
A3LGM	2	Were aircraft washed at least once quarterly and waxed semi-annually and recorded in the AIF?	Review the AIF.	An aircraft was not washed quarterly or waxed semi-annually, or that was not documented in the AIF IAW FLWG Sup 1 to CAPR 130-2, Para	Attached copy of the documentation showing the aircraft wash and wax or corrective action taken to the discrepancy in AMRAD.
A3LGM	3	Were CAPF 71 aircraft inspection conducted and form placed in the AIF upon drop off or retrieval of an aircraft from a maintenance facility or when an aircraft was transferred between units?	Review the AIF.	A CAPF 71 inspection was not conducted or the form was not placed in the AIF as directed IAW FLWG Sup 1 to CAPR 130-2, Para. 10.4.6.1.	Attached copy of the documentation showing the aircraft inspection or corrective action taken to the discrepancy in AMRAD.
A3LGM	4	Did any aircraft over-fly the 100-hour inspection?	Review AMRAD.	An aircraft over-flew the 100-hour inspection as prohibited by FLWG Sup 1 to CAPR 130-2 Para. 10.2.	Attached copy of the documentation showing the aircraft was not over-flown or corrective action taken to the discrepancy in AMRAD.
A3LGM	5	Did aircraft have at least 5 TACH hours during non-hurricane season or 7 TACH hours during hurricane season remaining when delivered for a 100-hour inspection? If aircraft did not have the required 5 or 7 TACH hours, did the A3/LGM or DCS/A3 approve the exception?	Review AMRAD.	An aircraft did not have the required 5 TACH hours during non-hurricane season or 7 TACH hours during hurricane season remaining when delivered for a 100-hour or 50-hour inspection and did not receive authorization for an exception from the A3/LGM or DCS/A3	Attached copy of the documentation showing the aircraft had the appropriate TACH remaining or authorization from the A3/LGM or DCS/A3 or corrective action taken to the discrepancy in AMRAD.

A3LGM	6	Was maintenance performed by a non-CAMS vendor documented and a logbook entry sticker mailed to the A3/LGM?	Review AMRAD, AIF, and aircraft logbooks for documentation of the mailing and receipt of the logbook entry sticker.	Maintenance performed by a non-CAMS vendor was not documented or logbook entry sticker not mailed IAW FLWG Sup 1 to CAPR 130-2, Para. 10.4.	Attached copy of the documentation showing the maintenance and mailing or delivery of the logbook entry sticker or corrective action taken to the discrepancy in AMRAD.
A3LGM	7	Did the Group or Unit AMO contact the CAMS Officer with details of a grounding discrepancy? Was the discrepancy entered in AMRAD within the specified time limit?	Review AMRAD or written notification.	The Group or unit AMO did not contact the CAMS Officer, or the discrepancy was not entered in AMRAD IAW FLWG Sup 1 to CAPR 130-2, Para 11.4.1.	Attached copy of the documentation showing compliance or corrective action taken to the discrepancy in AMRAD.
A3LGM	8	If the pilot and the Group or Unit AMO disagreed as to the grounding issue, did the aircraft remain in a grounded status until the A3/LGM authorized a status change? Did the Aircraft Grounded Placard remain in place until the A3/LGM changed the aircraft status?	Review AMRAD or written notification.	An aircraft was ungrounded without authorization from the A3/LGM or the Aircraft Grounded Placard was removed prior to the A3/LGM authorizing a status change IAW FLWG	Attached copy of the documentation showing compliance or corrective action taken to the discrepancy in AMRAD.
A3LGM	9	Was an authorized survival kit onboard the aircraft prior to every flight unless removal was approved by the FLWG/CC, FLWG/CV, DCS/A3, or IC for the mission?	Review AMRAD, AIF, or written authorization.	An aircraft flew without an authorized survival kit and without prior approval IAW FLWG Sup 1 to CAPR 130-2, Para. 14.5.1.	Attached copy of the documentation showing compliance or corrective action taken to the discrepancy in AMRAD.
A3LGM	10	If an authorized survival kit was unavailable, did the aircraft fly with a survival kit containing the minimum items in FLWG Sup 1 to CAPR 130-2, Paras. 14.5.2.1 through 14.5.2.8?	Review ORMS, AIF, or documentation indicating composition of an alternate survival kit.	An aircraft without an authorized survival kit flew with an alternate survival kit missing a required item IAW FLWG Sup 1 to CAPR 130-2, Para 14.5.2.1	Attached copy of the documentation showing compliance or corrective action taken to the discrepancy in AMRAD.
A3LGM	11	Were survival kits inspected annually during the month of January to ensure items were still serviceable and had not expired? Were expired items reported to the A3/LGM?	Review AIF or written notification.	A survival kit was not inspected annually or during the month of January, or expired items were not reported IAW FLWG Sup 1	Attached copy of the documentation showing compliance or corrective action taken to the discrepancy in AMRAD.