



**SD Wing Supplement**

## **CAPR 130-2**

**3 Feb 2023**

**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. The Wing AMO will inform the Wing DO of any discrepancies that affect the operational capabilities of the wing.

5.1.1 Added. The "Grounded" placard will be used when the aircraft is grounded due to safety of flight or legality. One will be placed in the front cover of the AIF over the AIF cover sheet and placed in the pilot's seat. The other will be placed on the glare shield, pilot side.

5.6.1 Added. During winter operations (forecast temperatures of less than 0C/32F) aircrews on a sortie with a planned stop away from home (or operations from a mission base) will take the engine blanket and extension cord along and use it as needed.

5.9.1. Added. Swapping of corporate aircraft between based airports will be at the direction of the Wing AMO or designee. It will be the responsibility of the PIC flying the swap sortie to make sure the aircraft is fully serviced; in clean condition; and all equipment, documents, and log books are accounted for.

5.9.1.1 Added. The squadron with the aircraft is responsible to maintain the on-board equipment and make sure the data bases are up to date. If equipment needs replace it is the Squadron AMOs responsibility to inform the Wing AMO of what needs to be replaced.

5.9.2. Added. When a swapping an aircraft to a different base airport, the loose and removable checklist will be used to ensure all items assigned to that aircraft are accounted for. Exceptions to this list may be approved by the Wing DO or Wing AMO. The Following items will be kept with the squadron of origin:

- Animal Tracking Equipment: Antennas, Mounting Brackets, Intercom Boxes, and Cords
- Seat Cushions
- Heater Extension Cord
- Step Ladder
- Ground Power Unit (Only Wing AMO or Wing DO can approve moving the GPU)
- Personal Equipment and Clothing found in aircraft.

5.9.2.1. Added. For aircraft swaps all items on the loose and removable equipment list will be accounted for and in the airplane including.

- Aircraft Log Books
- All remaining Oil and Oil Filters for that airplane

11.4.1 Added. Pilots in command will report noted discrepancies to the Wing AMO (Wing DO if the Wing AMO is unavailable) at the completion of the flight and make an entry in AMRAD. If discrepancies are noted during non-flight activities the person noting the discrepancy will notify the Wing AMO (Wing DO if the Wing AMO is unavailable).

12.1.2 Added. Lycoming engines fall under Service Instruction 9 May 2018 No 1009BC page 2. Paragraph 3.

“For FAA Part 91 or EASA Part NCO (non-commercial) operations, only an appropriated rated and qualified maintenance person (or international equivalent) can allow the twelve (12) calendar year TBO to be exceeded after thoroughly examining the engine for corrosion and degradation in accordance with 14 CFR 43 Appendix D (or international equivalent) and determining that the engine remains in an airworthy condition. This inspection is to be repeated annually or as necessary to ensure continued airworthiness. The twelve (12) calendar year TBO must not be exceeded if the engine is affected by AD 2012-19-01 and not in compliance with AD 2012-19-01.”

14.5.1. Added. Survival and First Aid Kit contents are listed on the tag attached to the outside of the bag.

18.3 Added. Scratch and Dents will be documented in AMRAD and in the AIF on the Wing Scratch and Dent Log located in Tab 7. “Scratch and Dent” items are either normal wear and tear items or damage to the aircraft. That damage will be evaluated by a qualified AMT and documented to be airworthy in the logbooks. An investigation IAW the CAP safety program will be completed. When a repair has been completed the scratch or dent can be removed from the list with the Wing AMO approval.

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Commander

### **Attachment 1 Compliance Elements**

There are no compliance elements to this supplement.