



WYOMING WING SUPPLEMENT 1

CAP REGULATION 130-2

11 April 2024

APPROVED/R. KIRKPATRICK/CAP/LG

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 130-2, dated 06 October 2023, is supplemented as follows:

{2.3.1. Added.} The Wyoming Wing Commander (WG/CC) will designate a Wing Aircraft Maintenance Officer (AMO) to manage the maintenance of the assigned aircraft. Each Squadron/Flight within the Wing will assign a Squadron AMO before an aircraft is assigned to that unit who will be subordinate to the Wing AMO.

{2.3.2. Added.} The Wing AMO shall administer the Wing maintenance program in accordance with FAR Part 39, FAR Part 43, FAR Part 6, CAPR 130-2, CAPP 130-2, and CAPP 130-3 (CAP Aircraft Maintenance Officer Guide), and this supplement. The Wing AMO is responsible for supervision of the overall maintenance of the Wing aircraft fleet.

{2.3.2.1. Added.} In support of the new CAPR 130-2 requirements, new Wing AMOs will use the comprehensive aircraft maintenance officer training plan based on CAPP 130-3 (CAP Aircraft Maintenance Officer Guide).

{2.3.2.2. Added.} The Wing AMO will coordinate with the Unit Commander or Squadron AMO when a CAP aircraft is within ten (10) hours of a hundred (100) hour inspection or within one month of the annual inspection, so arrangements may be made to schedule these inspections at an approved Aircraft Maintenance Facility (AMF).

{2.3.3. Added.} The Squadron AMO is appointed by the Squadron Commander (in E-Services Duty Assignments, as Logistics Officer). The Squadron AMO familiarize themselves with CAPR 130-2, CAPP 130-2, CAPP 130-3 (CAP Aircraft Maintenance Officer Guide), and this supplement. They are responsible to the Wing AMO and supervise the care and maintenance of corporate aircraft under their control. Their duties shall include:

{2.3.3.1. Added.} Semi-Annually: (Apr, Oct) Complete by the end of the calendar month.

{2.3.3.1.1. Added.} Conduct an aircraft inspection using CAPF 71, CAP Aircraft Inspection Checklist, and forward the completed form to the Wing AMO. Also, place a copy in TAB 2 of the Aircraft Information File (AIF).

{2.3.3.1.2. Added.} Conduct an inspection of the aircraft survival kit and file a copy of the inspection with the survival kit and in TAB 2 of the AIF.

{2.3.3.1.3. Added.} Review the AIF for completeness and currency. Annotate the weight of the survival kit, tie-down equipment, and any other aircraft equipment in the Loose/Removable Equipment Section of the AIF Coversheet page 2. Write the equipment name and weight if not already listed.

{2.3.3.2. Added.} Monthly: by the fifth day of each month

{2.3.3.2.1. Added.} Review the previous month's flight time logs for accuracy and completeness. Correct any errors before signing and sending them to the Wing AMO. PDF format is preferred. Failure to deliver the previous months flight time logs to the Wing AMO on time may result in grounding of the Squadron's aircraft until the flight time logs are received. The flight time logs may be requested earlier than the 5th of the following month to facilitate Wing administrative activities and will be requested by the Wing LGM when needed.

{2.3.3.2.2. Added.} Conduct a review of and update the aircraft discrepancies in AMRAD. Maintain the currency of each aircraft by entering any discrepancy and then the corrective actions when completed. Ensure all other aircraft data such as inspections are up to date in AMRAD.

{2.3.3.2.3. Added.} If the aircraft has not flown in the current month, check the tire pressures in accordance with CAPR 130-2 and adjust as necessary. An empty block on the aircraft flight time log may be used to document completion.

{2.3.3.2.4. Added.} Ensure the oil changes, time service, and annual/100-hour inspections are accomplished before overdue.

{2.3.3.2.5. Added.} Coordinate with the Wing AMO for work approval prior to all maintenance actions to be provided by any AMF.

{2.3.3.2.6. Added.} Ensure that the aircraft meets FAR requirements for the type of flight to be accomplished. For example, the strobes must be operational on G1000 aircraft to fly day or night.

{2.3.3.2.7. Added.} Update the navigation databases each cycle to ensure aircraft remains IFR capable.

{2.4.} Aircrew Member Responsibilities are as follows:

{2.4.1. Added.} All flight times will be documented on the CAPF 70-8 Aircraft Flight Time Log, Airplane, dated 01 Dec 21. Be familiar with the form completion instructions.

{2.4.2. Added.} After flying activities, the aircraft will be refueled to the Unit mission ready fuel level, which generally accommodates a crew of three.

{2.4.3. Added.} Minor discrepancies should be brought to the attention of the Wing AMO and Squadron AMO for resolution as soon as possible and entered by that officer into AMRAD.

{2.4.4. Added.} Monthly VOR and Fire Extinguisher checks SHALL be accomplished and annotated on the applicable tracking sheet in TAB 3 of the AIF.

{3.1. Added.} If actual mission requirements dictate the potential overfly of any of the required inspections, a waiver MUST be obtained prior to the overfly from CAP/LGM. (Note: this should ONLY be considered in conjunction with ACTUAL SAR/DR missions. Annual inspections cannot be overflown.)

{5.4.1. Added.} Wyoming Wing is under the Consolidated Maintenance Management Program (CMMP). The Wing AMO or Assistant AMO will authorize maintenance flights to/from AMF using mission symbol A9. No approval for any aircraft maintenance shall be made without prior approval of Wing AMO or Assistant AMO. Alternate approving officials are the WG/DO and the WG/CC.

{5.4.2. Added.} The Wing AMO, Squadron AMO, or Pilot in Command (PIC) flying the aircraft to/from the AMF will be responsible for the following:

{5.4.2.1. Added.} Coordinate with the Wing AMO or Assistant AMO for delivery of the aircraft to/from the AMF.

{5.4.2.2. Added.} Conduct a face-to-face or telephone meeting with the AMF prior to and after maintenance is performed on an aircraft.

{5.4.2.3. Added.} Prepare a list of maintenance/service items to be performed and provide that list to the maintenance facility. Reference the discrepancy list in AMRAD to ensure current discrepancies and time-based inspections are included in the list.

{5.4.2.4. Added.} If maintenance cost is projected to be over \$750.00, obtain an estimate for labor/parts from all non-CMMP maintenance facilities and transmit that estimate to the Wing AMO for approval prior to the maintenance. Any maintenance costs incurred without prior approval from the Wing AMO or CAP/LGM may not be reimbursable and will be the responsibility of the individual/unit.

{5.4.2.5. Added.} Inspect the aircraft and maintenance logbooks upon completion of maintenance or service, to ensure that the maintenance was performed and that logbook entries were properly and completely documented.

{5.4.2.6. Added.} Obtain and transmit (via email or U.S. mail) a copy of the maintenance invoice to the Wing AMO. Send a copy of the logbook entries (scan or photo) to Wing AMO and Assistant AMO as soon as possible.

{5.4.2.7. Added.} After required maintenance is complete: Conduct an FAA Advanced Preflight aircraft inspection using CAPF 71, CAP Aircraft Inspection Checklist and forward the completed form to the Wing AMO. Also, place a copy in TAB 2 of the AIF.

{5.4.2.8. Added.} Coordinate with the Wing AMO or WG/DO for the return of the aircraft to the CAP unit. Prior to departing the traffic pattern at the maintenance airport, the transport pilot should make two circuits around the traffic pattern to ensure proper aircraft operation.

{5.9.} In the event of any transfer of aircraft between units of the Wing, all logbooks and equipment listed in the Aircraft Equipment Travel List located in the AIF Tab 7 will remain with the aircraft. Such equipment shall travel with the aircraft if moved to another squadron.

{5.9.1. Added.} Corporate aircraft will be assigned or reassigned only with prior approval of the Wing Director of Operations (WG/DO) and concurrence of the WG/CC. All aircraft are on loan from Wing to the Squadrons. Squadron AMOs are responsible for scheduling maintenance with the Wing AMO for that aircraft. Utilization of all aircraft will be scheduled in WMIRS.

{5.9.2. Added.} Failure by a unit to comply with program requirements or to reasonably operate and care for CAP aircraft may result in the immediate removal of the CAP aircraft from that unit.

{5.11. Added.} Units in possession of a CAP aircraft will be responsible for the following:

{5.11.1. Added.} Collection of hourly rate charges from unit members for CAP aircraft use and payment of same sent to Wing HQ. The hourly aircraft maintenance rate for flying Wyoming's aircraft will be in accordance with CAPR 173-3, to be reviewed periodically by the Wyoming Wing. Additionally, the individual is responsible for all fuel costs.

{5.11.2. Added.} All CAP pilots, Safety Officers, or Maintenance Officers will ground CAP aircraft believed to be unsafe for flight. Grounded CAP aircraft will be reported immediately to the Unit Commander, Wing AMO, and WG/CC.

{11.5. Added.} Non-contracted AMFs that meet FAA requirements and insurance requirements as specified in CAPR 130-2 may be used for mid-cycle oil changes and other non-scheduled maintenance with prior approval on a case-by-case basis. Other FAA qualified shops/mechanics may be used in emergency situations with prior approval.

{14.6. Added.} All Wing aircraft will be equipped with both Tach and Hobbs meters. Aircraft should NOT be flown without both meters operational. Tach time will be used for time in service for maintenance requirements and inspection. Hobbs time will be used for flight time reimbursements.

{15.3.4. Added.} If discrepancies warrant grounding an aircraft, the CAPF 70-8 Grounded Placard, dated 01 Dec 21 should be placed on the front of the AIF. Immediately contact the Squadron AMO and/or Wing AMO for guidance and detailed entry of it into AMRAD.

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Commander

**ATTACHMENT 1
COMPLIANCE ELEMENTS**

There are no compliance elements to this supplement.