



9 June 2021

APPROVED/G. Schneider/CAP/LG

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 66-1, dated 14 Sep 2015, including ICL 17-06 dated 28 Jul 17 and ICL 18-04 dated 14 June 2018, is supplemented as follows:

3.1 Added: GAWG Aircraft. Corporate aircraft assigned to the Georgia Wing as reflected in the Operational Resource Management System (ORMS).

3.11 Added: Aircraft Custodian. The organizational unit designated as having responsibility for the general care and security of a GAWG aircraft as assigned by the wing commander or designee.

4. Added: This supplement, used together with other CAP and applicable FAA Regulations, sets forth the maintenance management program for GAWG aircraft.

4.1 Added: Wing Commander (CC). The GAWG/CC is responsible for ensuring that GAWG aircraft are maintained in a safe operating condition through the implementation of this program and will provide proper supervision control, and management of all GAWG aircraft.

4.2 Added: Director of Operations (DO). The GAWG/DO is responsible for assisting the wing commander with day-to-day supervision, control, and management of all GAWG aircraft.

4.3 Added: Wing Aircraft Maintenance Officer (WAMO). The GAWG/WAMA is responsible for assisting the GAWG/DO by ensuring that all GAWG aircraft are kept in a safe operating condition, meet applicable airworthiness standards, and that maintenance records and aircraft logbook are properly documented. The WAMO is responsible for the approval of maintenance actions prior to work being performed and will review all billing and invoices prior to forwarding to NHQ for payment. The WAMO will annually review the current established maintenance contracts and facilities for proper compliance and performance and will recommend changes as necessary.

4.4 Added. Aircraft Custodian. The aircraft custodian is responsible for the general care and security of the GAWG aircraft for which the unit has been assigned responsibility. The commander of the unit shall designate a member to serve as the Custodian Aircraft Maintenance Officer.

4.5 Added. Custodian Aircraft Maintenance Officer (CAMO). The CAMO is responsible for assisting the WAMO and DO with the day-to-day maintenance responsibilities.

4.5.1 Added. The CAMO will submit the aircraft log sheets, GAWG Form 5-09, WMIRS aircraft log, AIM flight log sheets, and all member reimbursement checks for the completed month, by the 5th of the following month to the GAWG/DO. In order to account for all wing aircraft, negative reports must be submitted. The hobbs and tach times on the log sheets must reconcile with the previous month's times.

4.5.2 Added. The CAMO will monitor WMIRS and update, as necessary, current tach times, 50 and 100 hour/annual times/dates, and calendar inspections (e.g. ELT time, pitot-static dates, and required corrosion control) as necessary.

4.5.3 Added. The CAMO will coordinate the movement of aircraft into scheduled maintenance with the WAMO or DO as necessary.

4.5.4 Added. When custody of an aircraft is transferred between units, each CAMO will coordinate with the other to ensure continuity in the maintenance and reporting requirements.

4.5.5 Added. The CAMO will ensure that aircraft discrepancies are entered into the aircraft discrepancy log. If any discrepancy results in grounding the aircraft, the CAMO will immediately advise the WAMO and DO.

4.5.6 Added. The CAMO will coordinate with the WAMO for any required, non-scheduled maintenance which needs to be performed.

6.1 Added. The CAMO shall serve as representative of the WAMO and is responsible for ensuring Form 71 inspections are completed. An inspection shall be completed any time an aircraft is returned from a maintenance facility. A copy of the CAPR 71 shall be forwarded to the WAMO and a copy retained in the aircraft information file. The inspection may be delegated to an assistant CAMO or any pilot as approved by the commander of the custodial unit.

7.5 Added. Urgent Maintenance Requests. In the course of operations, maintenance situations may arise away from a regular base or approved maintenance facility requiring an urgent or emergency response to repair or secure an aircraft. In the event a GAWG aircraft becomes disabled, the pilot shall contact the CAMO, GAWG/WAMO or GAWG/DO for guidance. The WAMO or DO may authorize the urgent repair request or authorize alternate arrangements to secure the aircraft and aircrew.

10.5.1 Added. Survival Kits will be provided by GAWG Headquarters for each GAWG Aircraft. The contents of this survival kit are listed in the kit. The aircraft custodian may add supplemental survival items to meet geographic needs. These kits must contain an inventory list.

10.5.2 Added. The CAMO will ensure that each kit is inspected at least annually and that any expired item is removed and replaced. The CAMO will also ensure that the weight of the kit is clearly and accurately marked and the weight of the kit placed in the weight and balance records section in the AIF.

10.6 Added. Over Water Rafts. The GAWG will provide and ensure that each aircraft conducting overwater operations is equipped with a three-man life raft prior to over water operations. The CAMO will inspect the raft to insure the raft has not expired.

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Attachment 1
COMPLIANCE ELEMENTS

There are no compliance elements to this supplement