



GEORGIA 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:

{2.5. Wing Commander (CC). Added.} 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.

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

{2.7. Aircraft Custodian. Added.} 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. 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 (CAMO).

{2.3.1. Wing Aircraft Maintenance Officer (WAMO). Added.} The GAWG/WAMO 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.

{2.3.2. Custodian Aircraft Maintenance Officer (CAMO, formerly known as Aircraft Maintenance Officers). Added.} The CAMO is responsible for assisting the WAMO and DO with the day-to-day maintenance responsibilities. The CAMO or other unit designated member, will submit the scanned or photographed aircraft log sheets for the completed month, by the 5th of the following month to the GAWG/DO via email. The original hard copies will be sent to the GAWG Administrator. 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.

{2.3.2.1. 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.

{2.3.2.2 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.

{2.3.2.3 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.

{2.3.2.4 Added.} The CAMO will coordinate with the WAMO for any required, non-scheduled maintenance which needs to be performed. The CAMO will coordinate the movement of aircraft into scheduled maintenance with the WAMO or DO as necessary.

{2.3.2.5 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.

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

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

{11.5. Urgent Maintenance Requests. Added.} 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.

{12.6. Added.} The minimum preflight engine oil level for GAWG C182s equipped with the IO-540 engine is 6 quarts. The minimum preflight engine oil level for GAWG C172s (all) is 5 quarts. For long duration missions add fuel on preflight to meet mission requirements. During post flight, fuel and oil will be added to meet the preflight oil requirements previously stated.

{14.5.1. 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.

{14.5.2. 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.

{14.5.3. Over Water Operations. Added.} 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 GAWG will also provide Personal Flotation Device's (PFD) for each Crew Member to wear while conducting Over Water Operations. The CAMO will inspect the raft and PFD routinely to insure they have not expired.

MICHAEL L. WILLS, Colonel, CAP
Commander

ATTACHMENT 1
COMPLIANCE ELEMENTS

There are no compliance elements to this supplement.