



LA WING SUPPLEMENT 1

CAP REGULATION 130-2

20 April 2022

APPROVED/R. KIRKPATRICK/CAP/LG

AIRCRAFT MAINTENANCE

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Reg 130-2, dated 4 October 2021 is supplemented as follows:

11.5. Added. Return of Aircraft to Service. Prior to accepting an aircraft back into service after maintenance has been performed, the Squadron MXO, or his representative will:

11.5.1. Added. Perform an inspection using CAPF 71 and forward the completed form, along with scans of all logbook entries, to the Wing MXO.

11.5.2. Added. Check the aircraft airframe, engine, and/or propeller logs to ensure the appropriate entries have been made and signed off.

11.5.3. Added. Ensure the total airframe, engine, and propeller times have been properly carried forward.

11.5.4. Added. Ensure the discrepancies reported in AMRAD have been addressed as indicated by the log entries and close online discrepancies which have been corrected.

11.5.5. Added. Return the aircraft to FMC status, if appropriate.

11.5.6. Added. Log any Hobbs- and Tach-times for maintenance runs/test flights conducted by the maintenance facility in the Monthly AIF Flight Time Log and advise the Wing MXO of said times. Member flown sorties/engine runs must be logged using A, B, or C mission symbols, as appropriate.

11.6. Added. Placarded Aircraft. When a licensed pilot finds a discrepancy which may ground an aircraft, the pilot will post an "AIRCRAFT GROUNDED" placard in a conspicuous place in the cockpit and report that action to the Squadron MXO. The Squadron MXO will contact the Wing MXO and inform him or her of the discrepancy; and, together, they will plan a repair action. If the aircraft cannot be flown to CMX, the Squadron MXO will gather one or several local estimates for repair **and** will e-mail the estimate(s) to the Wing MXO for approval and for approval by NHQ/LGM.

11.7. Added. Flight Logs. The MXO shall remove the flight log (CAP AIF-FLT_LOG_3) from the AIF monthly. The Squadron MXO will reconcile the flight log with WMIRS and, after any necessary corrections are made, will scan and email the logs to the Wing MXO and to the Wing Administrator not later than the 4th day of each month. In

Supersedes: LAWG Supplement 1 to CAPR 66-1, 19 August 2019

Distribution: SWR/CC; LAWG/DO; LAWG/DA; 1 ea. Group CC; 1 ea Squadron CC; 1 ea Squadron MXO; 1 ea CAP Pilot; 1 ea CMX

OPR: LG

Pages: 4

addition to the flight logs, scans of all logbook entries made during the month shall be emailed to the Wing MXO and to the Wing Administrator.

11.8. Added. Aircraft Logs. Squadron MXO will ensure all aircraft maintenance/servicing is completed timely and that all required aircraft logs accompany each aircraft delivered for maintenance.

11.9. Added. Discrepancies. Each Squadron MXO will ensure that a complete list of discrepancies is reported and maintained in AMRAD. Furthermore, each Squadron MXO will ensure that, when an aircraft is delivered to a maintenance facility, a complete list of open discrepancies is given to the shop performing the maintenance or retrofit.

11.10. Added. Maintenance Flights. Permission from the Wing MXO is required prior to maintenance related (A9) engine runs/sorties. The pilot in command (PIC), who must be a qualified SAR/DR or Transport Mission Pilot, will ensure that maintenance sorties are entered in WMIRS and released prior to engine start. Maintenance sorties without prior Wing MXO permission may use code C9 and be paid for by the squadron. A CAPF 108 will be completed by the PIC and sent, with legible fuel receipts, to the Wing Administrator within 72 hours of any A9 sortie.

11.11. Added. Notice of Discrepancies. PICs will notify the Squadron MXO of all aircraft discrepancies regardless of severity.

11.12. Added. Discrepancy Entry. AMRAD discrepancy entries will be updated, and closed only by a MXO.

11.13.1. Added. Centralized Maintenance Facility (CMX). Flightline Air Service, LLC, at Pineville Municipal Airport (2L0) is the designated LAWG CMX. Unless specific prior permission is granted by the Wing MXO, all corporate aircraft repair and maintenance, other than mid-cycle oil/filter changes and avionics repair and maintenance, will be provided by Flightline Air Service, LLC. Note: LAWG's CMX estimates are sent directly to the Wing MXO and to NHQ/LGM.

11.13.2. Added. Avionics Repair/Inspection. For avionics work that the CMX cannot accomplish, the Squadron MXO will solicit an estimate(s) from a qualified shop or shops and forward same to the Wing MXO. If it is the practice of the shop(s) to charge for an estimate, such charge(s) must be approved in advance by NHQ/LGM. The Wing MXO will send the estimate(s) to NHQ/LGM for approval. Only after such estimate(s) is approved by NHQ/LGM may any billable work be done.

14.5.1. Added. At a minimum, the kit will consist of a first aid kit. Other items, including survival rations, water, an unbreakable visual signaling device, and a flashlight with two sets of batteries are at the discretion of the squadron commander. Each kit will have a list of contents and be inspected annually. Items that will expire prior to the next annual inspection will be removed and replaced.

14.5.2. Added. No pyrotechnic devices will be carried in any aircraft or survival kit.

16.1. Added. Maintenance Shop Insurance. Squadron MXOs shall submit to the Wing MXO, and keep up to date, copies of insurance certificates for shops that they rely on for local maintenance. Emergency repairs by a mechanic who does not meet CAP minimum insurance policy limits will require specific NHQ/LGM pre-approval.

19.5. Added. Tow bars. Tow bars shall only be attached to Wing aircraft while the aircraft is being ACTIVELY ground handled. Said another way: if a tow bar is attached to an aircraft, the tow bar must also be attached to a tug or be in the hand of a responsible person.

Patrick Yglesias, Colonel, CAP
Commander

ATTACHMENT 1

Compliance Elements

There are no compliance elements to this supplement.