PTA

PROCEDIMIENTOS DE TALLER AERONAUTICO

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

IDR INSTRUCCIONES DE LA REVISIÓN

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

REVISIÓN.: REVISION 7
FECHA: 10 DE SEPTIEMBRE DE 2018

REMOVER Y DESTRUIR		INSERTAR	
No. Página	***Fecha***	***No. Página***	***Fecha***
PORTADA	22-MAYO-2017	PORTADA	10-SEPTIEMBRE-2018
IDR.1	22-MAYO-2017	IDR.1	10-SEPTIEMBRE-2018
IG-5 A IG-6	05-FEBRERO-2015	IG-5 A IG-6	10-SEPTIEMBRE-2018
IG-7 A IG-9	05-FEBRERO-2015	NINGUNA	
LPE.1	22-MAYO-2017	LPE.1	10-SEPTIEMBRE-2018
LPE.2 A LPE.10	05-FEBRERO-2015	LPE.2 A LPE.10	10-SEPTIEMBRE-2018
LPE.11	05-FEBRERO-2015	NINGUNA	
CR.1	22-MAYO-2017	CR.1	10-SEPTIEMBRE-2018
LTP.1	22-MAYO-2017	LTP.1	10-SEPTIEMBRE-2018
LTP.2	05-FEBRERO-2015	LTP.2	10-SEPTIEMBRE-2018
LTP.3	05-FEBRERO-2015	LTP.3	10-SEPTIEMBRE-2018
2.2	22-MAYO-2017	2.2	10-SEPTIEMBRE-2018
2.3	22-MAYO-2017	2.3	10-SEPTIEMBRE-2018
2.4	22-MAYO-2017	2.4	10-SEPTIEMBRE-2018
4.2	30-MAYO-2016	4.2	10-SEPTIEMBRE-2018
5.6	30-MAYO-2016	5.6	10-SEPTIEMBRE-2018
5.7	30-MAYO-2016	5.7	10-SEPTIEMBRE-2018
NINGUNA		A.79 A A.85	10-SEPTIEMBRE-2018
NINGUNA		B.848 A B.884	10-SEPTIEMBRE-2018

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

LPE

LISTA DE PAGINAS EFECTIVAS

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PAGINA	FECHA	REVISION
PORTADA	**10-Sept-18**	**Revisión 7**
IDR.0	01-ago-14	Revisión 3
IDR.1	**10-Sept-18**	**Revisión 7**
IG.0	15-sep-12	Redición 1
IG.1	22-may-17	Revisión 6
IG.2	01-ago-14	Revisión 3
IG.3	15-sep-12	Redición 1
IG.4	01-ago-14	Revisión 3
IG.5	**10-Sept-18**	**Revisión 7**
IG.6	**10-Sept-18**	**Revisión 7**
LPE.0	01-ago-14	Revisión 3
LPE.1	**10-Sept-18**	**Revisión 7**
LPE.2	**10-Sept-18**	**Revisión 7**
LPE.3	**10-Sept-18**	**Revisión 7**
LPE.4	**10-Sept-18**	**Revisión 7**
LPE.5	**10-Sept-18**	**Revisión 7**
LPE.6	**10-Sept-18**	**Revisión 7**
LPE.7	**10-Sept-18**	**Revisión 7**
LPE.8	**10-Sept-18**	**Revisión 7**
LPE.9	**10-Sept-18**	**Revisión 7**
LPE.10	**10-Sept-18**	**Revisión 7**
CR.0	01-ago-14	Revisión 3
CR.1	**10-Sept-18**	**Revisión 7**
LTPE.0	01-ago-14	Revisión 3
LTPE.1	**10-Sept-18**	**Revisión 7**
LTPE.2	**10-Sept-18**	**Revisión 7**
LTPE.3	**10-Sept-18**	**Revisión 7**
CAPITULO 1		
1.0	15-sep-12	Redición 1
1.1	15-sep-12	Redición 1
1.2	15-sep-12	Redición 1
1.3	15-sep-12	Redición 1
1.4	15-sep-12	Redición 1
1.5	15-sep-12	Redición 1
1.6	15-sep-12	Redición 1
1.7	15-sep-12	Redición 1
1.8	15-sep-12	Redición 1
1.9	15-sep-12	Redición 1
1.10	15-sep-12	Redición 1
1.11	21-abr-14	Revisión 2
1.12	15-sep-12	Redición 1
CAPITULO 2		
2.0	15-sep-12	Redición 1
2.1	21-abr-14	Revisión 2
2.2	**10-Sept-18**	**Revisión 7**
2.3	**10-Sept-18**	**Revisión 7**
2.4	**10-Sept-18**	**Revisión 7**
2.5	22-may-17	Revisión 6
2.6	22-may-17	Revisión 6
2.7	22-may-17	Revisión 6
2.8	22-may-17	Revisión 6
2.9	22-may-17	Revisión 6
2.10	22-may-17	Revisión 6
2.11	22-may-17	Revisión 6
2.12	22-may-17	Revisión 6
2.13	22-may-17	Revisión 6
2.14	22-may-17	Revisión 6
2.15	22-may-17	Revisión 6
2.16	22-may-17	Revisión 6
CAPITULO 3		
3.0	01-ago-14	Revisión 3
3.1	01-ago-14	Revisión 3
CAPITULO 4		
4.0	15-sep-12	Redición 1
4.1	30-may-16	Revisión 5
4.2	**10-Sept-18**	**Revisión 7**
CAPITULO 5		
5.0	15-sep-12	Redición 1
5.1	30-may-16	Revisión 5
5.2	30-may-16	Revisión 5
5.3	30-may-16	Revisión 5
5.4	30-may-16	Revisión 5
5.5	30-may-16	Revisión 5
5.6	**10-Sept-18**	**Revisión 7**
5.7	**10-Sept-18**	**Revisión 7**
CAPITULO 6		
6.0	15-sep-12	Redición 1
6.1	15-sep-12	Redición 1
6.2	15-sep-12	Redición 1
6.3	15-sep-12	Redición 1
6.4	15-sep-12	Redición 1
6.5	15-sep-12	Redición 1
6.6	01-sep-12	Redición 3
6.7	30-may-16	Revisión 5
CAPITULO 7		
7.0	15-sep-12	Redición 1
7.1	15-sep-12	Redición 1
7.2	30-may-16	Revisión 5
7.3	15-sep-12	Redición 1
7.4	15-sep-12	Redición 1
7.5	15-sep-12	Redición 1
7.6	15-sep-12	Redición 1
7.7	15-sep-12	Redición 1
7.8	15-sep-12	Redición 1
7.9	15-sep-12	Redición 1
7.10	21-abr-14	Revisión 2
7.11	21-abr-14	Revisión 2
7.12	21-abr-14	Revisión 2
7.13	21-abr-14	Revisión 2
7.14	15-sep-12	Redición 1
7.15	15-sep-12	Redición 1
7.16	15-sep-12	Redición 1
7.17	15-sep-12	Redición 1
7.18	15-sep-12	Redición 1
7.19	15-sep-12	Redición 1
7.20	15-sep-12	Redición 1
CAPITULO 8		
8.0	15-sep-12	Redición 1
8.1	15-sep-12	Redición 1
8.2	15-sep-12	Redición 1
CAPITULO 9		
9.0	15-sep-12	Redición 1

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9.1	15-sep-12	Redición 1
9.2	15-sep-12	Redición 1
9.3	15-sep-12	Redición 1
9.4	15-sep-12	Redición 1
9.5	15-sep-12	Redición 1
CAPITULO 10		
10.0	01-ago-14	Revisión 3
10.1	01-ago-14	Revisión 3
10.2	01-ago-14	Revisión 3
10.3	01-ago-14	Revisión 3
10.4	01-ago-14	Revisión 3
10.5	01-ago-14	Revisión 3
CAPITULO 11		
11.0	15-sep-12	Redición 1
11.1	15-sep-12	Redición 1
11.2	15-sep-12	Redición 1
11.3	15-sep-12	Redición 1
11.4	15-sep-12	Redición 1
11.5	15-sep-12	Redición 1
11.6	15-sep-12	Redición 1
11.7	15-sep-12	Redición 1
11.8	15-sep-12	Redición 1
11.9	15-sep-12	Redición 1
11.10	15-sep-12	Redición 1
CAPITULO 12		
12.0	15-sep-12	Redición 1
12.1	21-abr-14	Revisión 2
12.2	15-sep-12	Redición 1
12.3	21-abr-14	Revisión 2
12.4	15-sep-12	Redición 1
12.5	15-sep-12	Redición 1
12.6	15-sep-12	Redición 1
12.7	15-sep-12	Redición 1
12.8	15-sep-12	Redición 1
12.9	15-sep-12	Redición 1
12.10	15-sep-12	Redición 1
12.11	15-sep-12	Redición 1
12.12	15-sep-12	Redición 1
12.13	15-sep-12	Redición 1
12.14	15-sep-12	Redición 1
12.15	15-sep-12	Redición 1
12.16	15-sep-12	Redición 1
12.17	15-sep-12	Redición 1
12.18	15-sep-12	Redición 1
12.19	01-ago-14	Revisión 3
12.20	01-ago-14	Revisión 3
12.21	01-ago-14	Revisión 3
12.22	01-ago-14	Revisión 3
12.23	01-ago-14	Revisión 3
12.24	01-ago-14	Revisión 3
12.25	05-feb-15	Revisión 4
12.26	05-feb-15	Revisión 4
12.27	05-feb-15	Revisión 4
12.28	05-feb-15	Revisión 4
CAPITULO 13		
13.0	15-sep-12	Redición 1
13.1	15-sep-12	Redición 1
13.2	15-sep-12	Redición 1
13.3	21-abr-14	Revisión 2
13.4	15-sep-12	Redición 1
13.5	15-sep-12	Redición 1
CAPITULO 14		
14.0	15-sep-12	Redición 1
14.1	15-sep-12	Redición 1
14.2	15-sep-12	Redición 1
14.3	15-sep-12	Redición 1
14.4	15-sep-12	Redición 1
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14.8	15-sep-12	Redición 1
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14.12	15-sep-12	Redición 1
14.13	15-sep-12	Redición 1
14.14	15-sep-12	Redición 1
14.15	15-sep-12	Redición 1
APENDICE A		
A.0	15-sep-12	Redición 1
A.1	15-sep-12	Redición 1
A.2	15-sep-12	Redición 1
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A.60	15-sep-12	Redición 1
A.61	15-sep-12	Redición 1
A.62	01-ago-14	Revisión 3
A.63	01-ago-14	Revisión 3
A.64	01-ago-14	Revisión 3
A.65	01-ago-14	Revisión 3
A.66	01-ago-14	Revisión 3
A.67	05-feb-15	Revisión 4
A.68	05-feb-15	Revisión 4
A.69	05-feb-15	Revisión 4
A.70	05-feb-15	Revisión 4
A.71	05-feb-15	Revisión 4
A.72	05-feb-15	Revisión 4
A.73	05-feb-15	Revisión 4
A.74	05-feb-15	Revisión 4
A.75	05-feb-15	Revisión 4
A.76	05-feb-15	Revisión 4
A.77	05-feb-15	Revisión 4
A.78	10-Sept-18	Revisión 7
A.79	**10-Sept-18**	**Revisión 7**
A.80	**10-Sept-18**	**Revisión 7**
A.81	**10-Sept-18**	**Revisión 7**
A.82	**10-Sept-18**	**Revisión 7**
A.83	**10-Sept-18**	**Revisión 7**
A.84	**10-Sept-18**	**Revisión 7**
A.85	**10-Sept-18**	**Revisión 7**

APENDICE B		
B.0	15-sep-12	Redición 1
B.1	15-sep-12	Redición 1
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B.198	15-sep-12	Redición 1
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B.200	15-sep-12	Redición 1
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B.881	**10-Sept-18**	**Revisión 7**
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CR

HOJA DE CONTROL DE REVISIONES

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

REVISIÓN.: **REVISION 7**
FECHA: 10 DE SEPTIEMBRE DE 2018

REGISTRO DE REVISIONES				
REVISION NUMERO	**FECHA DE REVISION**	**FECHA DE INCORPORACION**	**INCORPORADO POR**	**SELLO DE APROBACION D.G.A.C.**
Redición 1	15-Septiembre-2012	Octubre 2012	David Sanchez	
1	10-Octubre-2013	19-Mayo-2014	David Sanchez	
2	21-Abril-2014	18-Junio-2014	Víctor Vega	
3	01-Agosto-2014	16-Diciembre-2014	Víctor Vega	
4	05-Febrero-2015	01-Julio-2015	David Sanchez	
5	30-Mayo-2016	20-jun-2016	David Sanchez	
6	22-Mayo-2017	25-agosto-2017	Hugo Castañeda	
7	10-Septiembre-2018			

REGISTRO DE REVISIONES TEMPORALES				
REVISION NUMERO	**FECHA DE REVISION**	**FECHA DE INCORPORACION**	**INCORPORADO POR**	**SELLO DE APROBACION D.G.A.C.**

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

LTP

LIMITACIONES Y TERMINOS DEL PERMISO

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

LTP.1.- PERMISO DE TALLER AERONAUTICO

SCT
SECRETARÍA DE COMUNICACIONES Y TRANSPORTES

SECRETARÍA DE COMUNICACIONES Y TRANSPORTES
SUBSECRETARÍA DE TRANSPORTE
DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL

Permiso de Taller Aeronáutico

Número 404

Se otorga el presente permiso a:

MC JETS, S.A. DE C.V.

el cual tiene domicilio en :

CARRETERA ESTATAL 200 QUERETARO – TEQUISQUIAPAN
HANGARES 8, 9, 24 AL 27 DEL AEROPUERTO INTERCONTINENTAL DE QUERETARO
C.P. 76270, QUERETARO, QRO.

Al verificar que este cumple con todos los requerimientos de la Dirección General de Aeronáutica Civil para el establecimiento de un Taller Aeronáutico, conforme a lo establecido en la Ley de Aviación Civil, en la Ley de Vías Generales de Comunicación y sus Reglamentos, por lo que se encuentra habilitado para desarrollar actividades en la siguiente Clasificación:

SERVICIO AL PÚBLICO

CATEGORIA 3

PLANEADORES CLASE 2, 3 Y 4
MOTORES CLASE 3
ACCESORIOS CLASE 2
SERVICIOS ESPECIALIZADOS
OTROS

La operación del Taller Aeronáutico se sujetará a lo establecido en las Especificaciones de Operación anexas al presente, el Reglamento de la Ley de Aviación Civil y las cláusulas anexas que establecen los derechos y obligaciones.

Este Permiso a menos que sea suspendido, revocado o cancelado, permanecerá vigente indefinidamente.

Fecha de emisión.

ATENTAMENTE

México D. F., a 25 de noviembre de 2015

ING. PABLO CARRANZA PLATA
DIRECCIÓN GENERAL ADJUNTA DE AVIACIÓN

Este permiso no es transferible, y cualquier modificación en las limitaciones o en la localización del Taller Aeronáutico, deberá ser solicitada a la Dirección General de Aeronáutica Civil.

Cualquier alteración de este permiso será sancionado conforme a lo establecido en la Ley de Aviación Civil.

Forma 1A - 23 / 95.

LTP.2.- LIMITACIONES

PLANEADORES CLASE 2		
MARCA	**MODELO**	**NIVEL DE MANTENIMIENTO**
CESSNA	500	FASE MA, MD, MF, MG, MH FASE 1, 2, 3, 4, 5, 8, 10, 12, 15, 16, 17, 18, 20, 22, 23, 24, 26, 37, 47, 48, 49, 50, 51, 52, 53, 54, 55, FASE B
HAWKER BEECHCRAFT	C90, C90A,C90GT, C90GTi, C90GTx	FASE 1 (200 HRS), FASE 2 (400 HRS) FASE 3 (600 HRS), FASE 4 (800 HRS).
	B200, B200C, B200GT	FASE 1 (200 HRS), FASE 2 (400 HRS) FASE 3 (600 HRS), FASE 4 (800 HRS).

PLANEADORES CLASE 3		
MARCA	**MODELO**	**NIVEL DE MANTENIMIENTO**
CESSNA	500	FASE MA, MD, MF, MG, MH FASE 1, 2, 3, 4, 5, 8, 10, 12, 15, 16, 17, 18, 20, 22, 23, 24, 26, 37, 47, 48, 49, 50, 51, 52, 53, 54, 55, FASE B
HAWKER BEECHCRAFT	400, 400A	FASE A (200 HRS), FASE B (400 HRS), FASE C (1200 HRS), FASE D (2400 HRS), 3, 6, 12 Y 24 MESES.
	B300, B300C	FASE 1 (200 HRS), FASE 2 (400 HRS), FASE 3 (600 HRS), FASE 4 (800 HRS), 3, 6, 12 Y 24 MESES.

PLANEADORES CLASE 4		
MARCA	**MODELO**	**NIVEL DE MANTENIMIENTO**
EMBRAER	EMB-135BJ	FASE L1 (450 HRS/6 MESES), FASE L2 (900 HRS/12 MESES/450 CIC), FASE L4 (1800 HRS/24 MESES/900 CIC)
	EMB-145LR	**100 FH or 14 DAYS (ROUTINE)** **500 FH (A INTERMEDIATE)** **1,000 FH (2A)** **1,500 FH (3A)** **2,000 FH / FC (4A)** **2,500 FH / FC or 15 MO (5A)** **5,000 FH / FC or 30 MO (C BASIC)** **10,000 FH / FC or 60 MO (2C)** **15,000 FH / FC or 90 MO (3C)** **20,000 FH / FC or 120 MO (4C)**
HAWKER BEECHCRAFT	BAe.125 SERIES 800A, BAe.125 SERIES 800B, HAWKER 800XP	INSP E (1 AÑO), INSP F (2 AÑOS), INSP. G (4 AÑOS), INSP. A, B, C, D, INSP. (400 HRS), WALK AROUND (400 HRS), 200 HRS, 400 HRS, 800 HRS, LUBRICACIONES 3, 6, 12, 24 Y 36 MESES

MOTORES CLASE 3		
MARCA	**MODELO**	**NIVEL DE MANTENIMIENTO**
PRATT & WHITNEY	JT15D-5	200 HRS, INSPECCION MENOR Y RUTINARIA
	JT15D-1	INSPECCION MENOR Y RUTINARIA
	PT6A-21, PT6A-135A	200 HRS
	PT6A-60A	200 HRS
	PT6A-41, 38, 42, 52	200 HRS
HONEYWELL	TFE731-3R, 5R, 5BR	150/250 HRS, 300/400 HRS, 500/800 HRS, 1000/1400 HRS, 1200/1650 HRS
Rolls-Royce Ltd	AE3007A1E, AE3007A1P, **AE3007A1**	INSPECCION (100 HRS/70CIC, 500HRS) **TAREAS INDICADAS EN LAS GUIAS APROBADAS A PLANEADOR**

ACCESORIOS CLASE 2		
MARCA	**MODELO**	**NIVEL DE MANTENIMIENTO**
SUNDSTRAND AEROSPACE	T-62T-40C14	400 HRS APU

SERVICIOS ESPECIALIZADOS
INSPECCIONES Y PRUEBAS AL EQUIPO DE REPORTE DE ALTITUD Y SISTEMA ALTIMETRICO
OTROS
CARGA Y RECARGA DE BATERIAS Ni-Cd MARCA CONCORDE MODELOS RG-380E,RG-40L CARGA Y RECARGA DE BATERIAS PLOMO-ACIDO MARCA CONCORDE MODELO RG-390E ARMADO Y DESARMADO DE LAS LLANTAS REPARACIÓN Y MANTENIMIENTO DE RADIOS CLASE 1

CLASE 1		**CLASE 2**	
MARCA	**MODELO**	**MARCA**	**MODELO**
BENDIX KING	**KN-53**	**BENDIX KING**	**KX-165**
ROCKWELL COLLINS	**TDR-94**	**ROCKWELL COLLINS**	**VIR-32**

CAP. 1 INTRODUCCION

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

1.0 INTRODUCCION

En base a las disposiciones establecidas por la Secretaria de Comunicaciones y Transportes y a la Dirección General de Aeronáutica Civil en lo referente al cumplimiento de la Norma Oficial Mexicana NOM-145/2-SCT3-2001, se elabora este Manual de Procedimientos de Taller Aeronáutico en el cual se establecen los lineamientos y políticas a seguir como una guía de los pasos y métodos de mantenimiento preventivo y correctivo aplicados a los diferentes modelos de aeronaves a las que se dará servicio. Para lo cual se seguirán estrictos controles y alta calidad en los trabajos efectuados; siendo este un compromiso a seguir.

El Manual de Procedimientos de Taller Aeronáutico **(PTA)**, ha sido desarrollado para el uso y orientación de todo el Personal Técnico Aeronáutico y Administrativo involucrado en la ejecución de los Servicios de Mantenimiento dentro y fuera de sus instalaciones. En él, se establecen las **Normas*, Políticas, Procedimientos, Instrucciones y Guías*** a seguir en la realización de los Trabajos de Mantenimiento efectuados a las Aeronaves, además, de enunciar la responsabilidad de la empresa hacia la seguridad y fiabilidad de sus servicios.

En su contenido se han desarrollado cada uno de los puntos requeridos conforme a la Norma Oficial Mexicana correspondiente, tales como: **Organigrama, Deberes Funciones y Responsabilidades del Personal Administrativo y Técnico, Relación del Personal, Alcances y Limitaciones, Expedientes del Personal (Fichas Técnicas), Capacitación y Adiestramiento del Personal, Planos de Instalaciones, Aprovisionamiento de Refacciones y Material, Formularios, Sistemas de Calidad y los procedimientos para la modificación del mismo**, así como documentos asociados, definidos en el mismo Manual o de acuerdo a las disposiciones y recomendaciones de las Dirección General de Aeronáutica Civil (D.G.A.C.), haciendo llegar las copias respectivas actualizadas y completas a las diferentes áreas.

Se hace notar, que el MPT se ha elaborado en Idioma Español, haciendo uso únicamente de aquellos términos que por asignación de la entidad responsable del diseño de tipo de la aeronave, accesorios y / o componentes o modismos de otros países no tenga traducción al idioma español, todo esto en apego al **Capítulo 3, Fracción 3.15 de la Norma Oficial Mexicana NOM-145/2-SCT-2001**.

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1.1 OBJETIVO

El objetivo del Manual Procedimientos de Taller Aeronáutico (PTA), es el que todo el personal de la empresa que intervenga en los servicios de mantenimiento ofrecidos por la misma, conozca las Políticas y Procedimientos que en materia de planeación, ejecución, seguimiento y control de los mismos, nos regirán; los cuales han sido establecidos tomando en consideración lo dispuesto por el fabricante a través de sus Manuales y por la Autoridad Aeronáutica Mexicana a través de las Normas Oficiales Correspondientes.

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1.2. DEFINICIONES TECNICAS AERONAUTICAS

ACCESORIO: Parte, subensamble, ensamble o componente diseñado para uso en conjunción o complementar otro.

ACCIDENTE: Todo suceso por el que se cause la muerte o lesiones graves a personas a bordo de la aeronave o bien se ocasionen daños o roturas estructurales a la aeronave, o por el que la aeronave desaparezca o se encuentre en un lugar inaccesible

AERONAVE: Cualquier vehículo capaz de transitar con autonomía en el espacio aéreo con personas, carga o correo.

AERONAVEGABILIDAD: Condición en la que una Aeronave, sus componentes y/o accesorios, cumplen con las especificaciones de diseño del certificado tipo, suplementos y otras aprobaciones de modificaciones menores y por lo tanto, determina que dicha aeronave, sus componentes y / o accesorios, operan de una manera segura para cumplir con el propósito para el cual fueron diseñados.

ALTERACION O MODIFICACION: Sustituir alguna parte de una Aeronave mediante el remplazó de una unidad de equipamiento, por otra de diferente tipo que no sea parte del diseño tipo de la aeronave.

ALTERACION MAYOR O MODIFICACION MAYOR: Alteración o modificación no incluida en las especificaciones del certificado tipo de una aeronave, planeador, motor, hélice, componente y/o accesorio, según aplique, que puede afectar significativamente su peso, equilibrio, resistencia estructural, rendimientos, funcionamiento de la planta motopropulsora, características de vuelo u otras cualidades que afecten su aeronavegabilidad, o aquella que no se efectúa de acuerdo a prácticas recomendadas o que no puede realizarse mediante operaciones básicas.

ALTERACION MENOR O MODIFICACION MENOR: Alteración o Modificación que no es una alteración mayor.

AUTORIDAD AERONAUTICA: La Secretaria de Comunicaciones y Transportes, a través de la Dirección General de Aeronáutica Civil.

BOLETÍN DE SERVICIO: Documento emitido por el fabricante de cierta aeronave, componente o accesorio, mediante el cual informa al operador o propietario de la aeronave, las acciones operacionales y / o de mantenimiento adicionales al programa de mantenimiento, las cuales pueden ser modificaciones desde opcionales hasta mandatorias, que tienden a mejorar las condiciones de operación de una aeronave.

CICLO: Secuencia completa despegue-aterrizaje.

CERTIFICACION: Procedimiento que se lleva a cabo una vez que hayan concluido los trabajos de fabricación, armado o mantenimiento de una aeronave, motor, hélice o componente, indicando los trabajos realizados, y significa que estos reúnen las condiciones requeridas para su operación segura.

CERTIFICADO DE AREONAVEGABILIDAD: Documento oficial que acredita que la aeronave está en condiciones técnicas satisfactorias para realizar operaciones de vuelo.

CERTIFICADO TIPO: Documento otorgado por la Autoridad Aeronáutica certificadora de una aeronave, parte, componente, quipo o producto utilizado en aviación, de fabricación especifica o modelo básico, que incluyen el tipo de diseño o elaboración, los límites de operación o manejo, los datos de sus características y cualquier otra condición o limitación.

CONTRATO: Acuerdo de voluntades escrito, en el que se establecen compromisos mutuos entre el Taller Aeronáutico y la empresa propietaria u operador de una aeronave, y al que se sujetaran ambas partes para llevar a cabo el mantenimiento y / o reparación de dicha aeronave.

CONTROL DE CALIDAD: Procedo mediante en el cual se verifica que la características de un producto que está siendo utilizado, fabricado o reparado, se conserva dentro de los requerimientos para los que fue concebido.

COMPONENTE: Cualquier parte autónoma, combinación de partes, subensamble o unidades las cuales pueden realizar una función distintiva necesaria para la operación de un sistema.

DIRECTIVA DE AERONAVEGABILIDAD: Documento de cumplimiento obligatorio expedido por la Agencia de Gobierno u Organismo acreditado responsable de la certificación de aeronaves, motores, hélices y componentes, que han presentado condiciones inseguras y que pueden existir a desarrollarse en otros productos del mismo tipo y diseño, en el cual se prescriben inspecciones, condiciones y limitaciones bajo las cuales pueden continuar operándose.

DISEÑO TIPO: Descripción de todas las características de un producto aeronáutico, incluidos su diseño, fabricación, limitaciones e instrucciones sobre mantenimiento de las aeronavegabilidad, las cuales determinan sus condiciones de aeronavegabilidad.

ENSAMBLE: Un número de partes, subensambles, cualquier combinación de estas para realizar una función específica, la cual puede ser desensamblada sin alterar el uso para el cual fue diseñado.

ELT: Equipo Transmisor Localizador de Emergencia.

EQUIPO/HERRAMIENTA ESPECIAL: equipo/herramienta que se utiliza para una función específica, exclusivamente para una marca y modelo o modelos de aeronave o componente determinado.

GARANTIA DE CALIDAD: Todas las actividades planificadas y sistemáticas realizadas dentro del sistema de calidad, que se ha demostrado son necesarias para proporcionar una confianza adecuada de que el Taller Aeronáutico cumplirá con los requisitos de calidad.

GUIAS DE MANTENIMIENTO: Forma utilizadas para cada mantenimiento programado o no programado de una aeronave, que indica pasó a paso los procedimientos de inspección, prueba y revisión que se deben efectuar en un tiempo definido.

HP(S): Caballo (s) de potencia (Horse Power), Unidad de medida de potencia en el sistema inglés.

HORAS DE VUELO: Son los intervalos de tiempo acumulado, cuando las llantas están al aire y cuando tocan tierra de nuevo.

INFORMACION TECNICA: Toda la información requerida para la actividad aeronáutica sobre diseño, fabricación, armado, mantenimiento, capacitación y operación.

INSPECCION: Examinación de un componente a través de un estándar especifico.

INSPECCION VISUAL GENERAL: Inspección visual para detectar condiciones no satisfactorias (discrepancias). Este tipo de inspección puede requerir limpieza, remoción de carenados, paneles y puertas de acceso, etc.

INSPECCION DETALLADA: Examinación intensiva de un detalle especifico, ensamble o instalación. Con esta se busca evidencia de irregularidades usando una adecuada iluminación, en caso necesario ayudas de inspección tales como: espejos, lámparas de mano, boroscopio, etc. Limpieza de superficies y elaboración de procesos de accesos pueden ser requeridos.

INSPECCIONES NO DESTRUCTIVAS (NDI): Examinación intensiva de áreas específicas, similar a una inspección detallada, excepto por las siguientes diferencias. Esta inspección requiere algunas técnicas especiales y pueden requerir procesos de desensamble. Las siguientes definiciones explican estas diferencias:

a) INSPECCIONES POR CORRIENTE EDDY: Inspección no destructiva utilizada para localizar defectos en una parte metálica. Esta es un tipo de inspección comparativa, basada en las diferencias de conductividad entre un sonido y una parte defectuosa.

b) **INSPECCION POR LIQUIDOS PENETRANTES:** Inspección no destructiva en la cual la parte es limpiada a fondo y sumergida en un recipiente de líquido penetrante. Cuando la pieza ha sida empapada por un tiempo considerable, es removida. El líquido es lavado de la superficie y la parte es secada, después es cubierta por un revelador que drenara el líquido dentro de cualquier falla. La parte es inspeccionada con luz ultravioleta haciendo que la falla aparezca como una línea verde.

c) INSPECCION POR PARTICULAS MAGNETICAS: Inspección no destructiva para metales ferrones en las cuales las partes son magnetizadas, produciendo polaridad a través de cualquier discontinuidad cualquier superficie.

INSPECCION BOROCOPICA: Técnica de Mantenimiento que emplea un dispositivo óptico (boroscopio) para efectuar inspecciones visuales de partes internas de un ensamble, usualmente a través de puertos.

INSTALACIONES: Conjunto de obras de construcción necesarias para prestar el servicio permisionado.

KG(S): Kilogramo(s)

LIBERACION DE MANTENIMIENTO O RETORNO A SERVICIO: Procedimiento mediante el cual se declara en el libro de bitácora de la aeronave o documentos correspondientes, que el trabajo realizado a la aeronave, componente y/o accesorio, cumple con los requisitos técnicos indicados por la entidad responsable del diseño tipo y/o por la Autoridad Aeronáutica y que dicha aeronave, componente o accesorio puede regresar a su operación normal.

LIBRO DE BITACORA: Documento oficial que se lleva a bordo de la aeronave, en el cual se lleva un registro de los parámetros operacionales más importantes de la misma, mantenimiento, fallas registradas, antes o durante el vuelo, acciones tomadas al respecto y tiempos de la aeronave.

LICENCIA AERONAUTICA: Documento oficial otorgado por la Autoridad Aeronáutica al personal técnico aeronáutico, necesario para poder desarrollar las labores especificadas en el mismo.

MANTENIMIENTO: Cualquier acción o combinación de acciones de inspección, reparación, alteración o corrección de fallas o daños de una aeronave, componente o accesorios.

MANTENIMIENTO BAJO CONDICION: Proceso de mantenimiento con inspecciones y pruebas repetitivas para determinar la condición de unidades, sistemas o porciones de estructuras, respecto al servicio continuo.

MANTENIMIENTO CORRECTIVO: Acciones requeridas por una aeronave, componente y/o accesorio, para restablecer su condición de operación, ante la ocurrencia de una falla o daño.

MANTENIMIENTO PREVENTIVO: Acciones requeridas en intervalos o sucesos definidos, para evitar o postergar la aparición u ocurrencia de una falla o daño en una aeronave, componente y/o accesorio.

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O.A.C.I: Organización de Aviación Civil Internacional

ORGANIGRAMA: Descripción grafica por medio de bloques, de los niveles jerárquicos y la organización de la empresa.

OPERADOR AEREO: El propietario o poseedor de una Aeronave de Estado, de las comprendidas en el Articulo 5, Fracción II, Inciso a) de la Ley de Aviación Civil, así como de transporte aéreo privado no comercial mexicana o extranjera.

ORDEN DE COMPRA: Es el formato que la empresa utiliza para oficializar las compras y negociaciones que se realizan con los proveedores nacionales y extranjeros.

ORDEN DE REPARACIÓN Y / O SERVICIOS: Son los trabajos de reparación, adaptaciones y de mantenimiento que se requieren.

ORDEN DE TRABAJO: Formato para llevar el control de materiales y tiempos de mano de obra utilizados en la reparación y /o mantenimiento de la aeronave.

PERMISIONARIO DEL TALLER AERONAUTICO: Persona física o moral, mexicana o extranjera, a la cual se le otorga un permiso para establecer un Taller Aeronáutico.

PERSONAL TECNICO AERONAUTICO: Personal poseedor de una licencia expedida por la Autoridad Aeronáutica, que ejerce sus funciones con base en las capacidades o facultades reconocidas en la propia licencia.

PLANEADOR: Conjunto de partes de una aeronave, que comprende el fuselaje, alas, superficies de control, tren de aterrizaje y sus accesorios y rotores (para el caso de helicópteros), excluyendo motores y hélices.

PRUEBA FUNCIONAL: Revisión cuantitativa para determinar si una o más funciones de un componente funciona dentro de especificaciones.

PRUEBA OPERACIONAL: Tarea usada para determinar que un elemento está satisfaciendo su propósito. Esta no requiere medidas cuantitativas.

REPARACION: Acción de mantenimiento a una aeronave, componente y/o accesorio, a fin de restablecer su condición de operación normal.

REPARACION MAYOR: Reparación que no se puede llevar a cabo con prácticas aceptadas, es decir, aquellas que se encuentran en los manuales de mantenimiento

REPARACION MENOR: Aquella reparación que no es mayor.

RESPONSABLE DE TALLER AERONAUTICO: Persona física acreditada por la autoridad aeronáutica, responsable de la operación y funcionamiento del Taller Aeronáutico, así como de las actividades de mantenimiento y reparación de aeronaves y sus componentes, conforme a los términos del permiso otorgado por dicha Autoridad, para efectuar las actividades mencionadas.

REVISION: Examinación para determinar la capacidad funcional o integridad física de un componente.

REQUISICIÓN DE COMPRA: Es el documento a través del cual se solicita al responsable de compras, la adquisición de materiales y / o partes.

REVISION GENERAL, REVISION MAYOR, REACCONDICIONAMIENTO MAYOR U OVERHAUL: Aquellas tareas indicadas como tales, para regresar una aeronave, sus componentes y/o accesorios, a los estándares especificados en el Manual de Mantenimiento o equivalente, emitido por la entidad responsable del diseño de tipo.

SECRETARIA: La secretaria de comunicaciones y transportes

TIEMPO ENTRE REPARACIÓN (TBO): Es el intervalo definido entre reparaciones tales como: horas de tiempo en el aire, ciclos o tiempos calendarios.

TALLER AERONAUTICO: Es aquella instalación destinada al mantenimiento y/o reparación de aeronaves y de sus componentes, que incluyen sus accesorios, sistemas y partes, así como a la fabricación o ensamblaje, siempre y cuando se realicen con el fin de dar mantenimiento o para reparar aeronaves en el propio Taller Aeronáutico.

VERIFICACION: La constatación ocular o comprobación mediante muestreo, medición, pruebas de laboratorio o examen de documentos, que se realizan para evaluar la conformidad en un momento determinado.

1.3. ABREVIATURAS

A/C	Avión.
AC	Corriente Alterna.
AD	Directiva de Aeronavegabilidad.
ADG	Generador Impulsado por Aire.
AGB	Caja de Engranes de Accesorios.
AIL	Alerón.
ALT	Altímetro.
AMT	Enmienda.
APU	Unidad de Potencia Auxiliar.
ASSY	Conjunto.
ATA	Asociación de Transporte Aéreo.
ATC	Control de Tráfico Aéreo.
ATTACH	Accesorio.
BL	Línea Trasera.
CFR	Código de Regulación Federal.
CM	Condición de Control por Monitoreo.
DC	Corriente Directa.
DME	Equipo Medidor de Distancia.
DT	Departamento de Transportes (Canadá)
ECU	Unidad de Control de Motor.
ADP	Bomba Impulsada por Motor.
EFIS	Sistema Electrónico de Instrumentos de Vuelo.
ELEV	Elevador.
EMP	Empenaje.
ENG	Motor.
ET	Técnica Corriente Eddy.
FAA	Administración Federal de Aviación.
FCU	Unidad de Control de Combustible.
FLT	Vuelo
FING	Daño por Ingestión.
FS	Estación del Fuselaje.
FSS	Estación
FUS	Fuselaje.
FWD	Adelante
GP	Productor de Gas
HF	Alta Frecuencia
HORIZ	Horizontal.
HPT	Turbina de Alta Presión.
HRS	Horas.
HSI	Inspección Sección Caliente.
HSS	Estación del Estabilizador Horizontal.
HT	Tiempo Límite.
IAS	Velocidad de Aire Indicada.
ADG	Generador de Impulso Integrado.
IRS	Sistema de Referencia Inercial.
IRU	Unidad de Referencia Inercial.
ITT	Temperatura Interna de la Turbina.
L&R	Izquierda y Derecha en los Aterrizajes.
M	Mes

1.3. ABREVIATURAS

MLG	Tren Principal de Aterrizaje.
MM	Manual de Mantenimiento.
MP	Proceso de Mantenimiento.
MPL	Máxima Vida Permitida.
MSG	Mantenimiento de Dirección.
MT	Técnica de Partículas Magnéticas.
NAC	Nacelle.
NDT	Prueba No Destructiva.
NH	Velocidad de Compresor.
NLG	Tren de Aterrizaje de Nariz.
NWS	Dirección de Rueda de Nariz.
OC	Por Condición.
OVHT	Sobrecalentamiento.
P/N	Número de Parte.
PCU	Unidad de Control de Potencia.
PDU	Unidad de Potencia Impulsora.
PSI	Libras por Pulgada Cuadrada.
PSP	Publicación Apoyo Producto.
PT	Prueba Penetrante (Pintura)
PTO	Potencia de Despegue.
REF	Referencia.
REV	Revisión.
RH	Mano Derecha.
RPM	Revoluciones por Minuto.
RSS	Estación Estabilizador Trasero.
RT	Técnica de Rayos X
SB	Boletín de Servicio.
SOV	Válvula de Corte.
STAB	Estabilizador.
STR	Larguero.
TAT	Temperatura Total del Aire.
TBO	Tiempo ente Reparación.
THRES	Umbral.
TR	Revisión Temporal.
TSN	Tiempo desde Nuevo.
TSO	Tiempo desde Reparación.
ULB	Faro Localizador Bajo el Agua.
ULB	Batería de Faro Localizado Bajo el Agua.
ULD	Mecanismo Localizador Bajo el Agua.
UT	Técnica de Ultrasonido.
VAR	Varios
VC	Verificador Visual.
VERT	Vertical.
VG	Geometría Variable.
VHF	Frecuencia Muy Alta
VS	Estabilizador Vertical.
VSS	Estación del Estabilizador Vertical.
WGLTS	Estación Punta de Ala.
WL	Línea de Agua.

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1.3. ABREVIATURAS

WOW	Peso en Ruedas.
WRS	Sistema Radar Climatológico.
WS	Estaciones del Ala
YRS	Años.
Z	Zonal.

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1.4. CONTROL DEL MANUAL DE PROCEDIMIENTOS DE TALLER

El presente Manual de Procedimientos de Taller Aeronáutico, se tendrá en original y tres copias (en formato electrónico y de papel), distribuidas de la siguiente manera para su consulta y control:

- Responsable del Taller: Original.
- Jefe de Ingeniería e Inspección: Copia.
- Jefe de Mantenimiento: Copia.
- Biblioteca: Copia.

Es responsabilidad del Permisionario asegurarse que cada una de las personas arriba mencionadas posean una copia actualizada y completa de su Manual de Procedimientos de Taller, además, de asegurarse de mantener actualizada la información que contiene y que cada una de las enmiendas efectuadas de conformidad con los cinco puntos establecidos en la sección 1.5 se envíen prontamente a la Autoridad Aeronáutica a través del Responsable de Taller.

1.5. REVISIONES Y / O MODIFICACIONES AL MANUAL DE PROCEDIMIENTOS DE TALLER

Las revisiones al presente manual, serán originadas por cualquiera de los siguientes eventos:

- Solicitud expresa de la Dirección General de Aeronáutica Civil.
- Cualquier Cambio En La Estructura Organizacional De La Empresa.
- Actualización De Los Programas De Mantenimiento Por Parte Del Fabricante.
- Modificaciones y/o Actualizaciones A Nuestros Formatos De Mantenimiento.
- Modificaciones A Los Procedimientos De Trabajo.

Cuando una revisión al Manual de Procedimientos de Taller se ha originado, esta deberá contener en conformidad con la Norma Oficial Mexicana correspondiente, lo siguiente:

- Numero de Revisión
- Fecha de la Revisión
- Línea Vertical del lado izquierdo o derecho de la página en aquella sección o párrafo revisado y/o modificado

Revisión Temporal

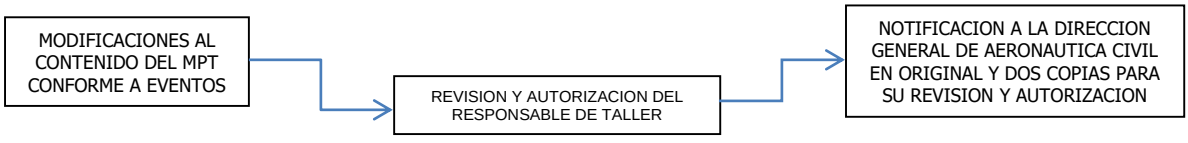
En caso de ser requerido se podrán efectuar Revisiones Temporales a este manual enviándose prontamente a la Autoridad Aeronáutica para su revisión y aprobación, dichas revisiones deberán ser impresas en hoja amarilla y con la leyenda Revisión Temporal Numero #X . Posteriormente serán incluidas en la revisión próxima al Manual y quitadas de la Hoja de Control de Revisiones sección Revisiones Temporales.

Boletín Técnico

En caso de ser requerido efectuar un cambio de procedimiento y/o instrucción emergente, el Boletín Técnico será generado de forma inmediata y su efecto será efectivo al momento de su inserción al MPT, deberá ser impresa en color rojo y solo podrá ser emitido por el responsable de taller, debiendo ser eliminado en cuando se haya atendido el problema por el cual fue generado. (Este documento no requerirá ser enviado a DGAC para su aplicación).

Se deberán de registrar cada una de las revisiones efectuadas o Revisiones Temporales al MANUAL DE PROCEDIMIENTOS DE TALLER AERONAUTICO en cumplimiento con lo establecido en la Norma Oficial Mexicana correspondiente e ingresando la información necesaria a la "Hoja de Control de Revisiones".

Así pues, el procedimiento a seguir para efectuar las enmiendas necesarias al MANUAL GENERAL DE MANTENIMIENTO Y PROCEDIMIENTOS DE TALLER, será el siguiente:



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1.6. PROCEDIMIENTO DE NOTIFICACION

Posterior a la revisión y aprobación de las enmiendas efectuadas al MANUAL DE PROCEDIMIENTOS DE TALLER por parte del Responsable del Taller, será el mismo quien se encargue de notificar a la Autoridad Responsable (Dirección General de Aeronáutica Civil), en apego a lo establecido en la Norma Oficial Mexicana Correspondiente.

Una vez autorizada las enmiendas efectuadas al MANUAL DE PROCEDIMIENTOS DE TALLER por parte de la D.G.A.C el Responsable del Taller, entregara una copia de las revisiones autorizadas a las áreas correspondientes, para su inserción y registro en el Manual.

En el caso de que las enmiendas no hayan sido aprobadas por la Autoridad Responsable, deberán ser atendidas de inmediato las recomendaciones y / o correcciones de acuerdo al oficio que la Autoridad Responsable emita, debiendo efectuar nuevamente el procedimiento establecido a las revisiones y / o modificaciones del PTA.

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CAP. 2 ORGANIZACIÓN

Hangar 8, 9 y 24 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

2.1.- COMPROMISO DEL PERMISIONARIO DEL TALLER AERONAUTICO.

Toluca México a 15 de Septiembre del 2010.

SECRETARIA DE COMUNICACIONES Y TRANSPORTES
DIRECCIÓN GENERAL DE AERONAUTICA CIVIL
DIRECCIÓN TÉCNICA Y DE INGENIERIA.

Por medio de la presente y de acuerdo a los requerimientos establecidos en la **Norma Oficial Mexicana NOM-145-2-SCT3-2001**, me permito informar a usted que mantendré el cumplimiento de los requisitos de aeronavegabilidad para cada una de las aeronaves, componentes y/o accesorios que prestare a través de mis servicios en la Empresa denominada **MC JETS S.A. DE C.V**. con nombre comercial **AVIZOR**.

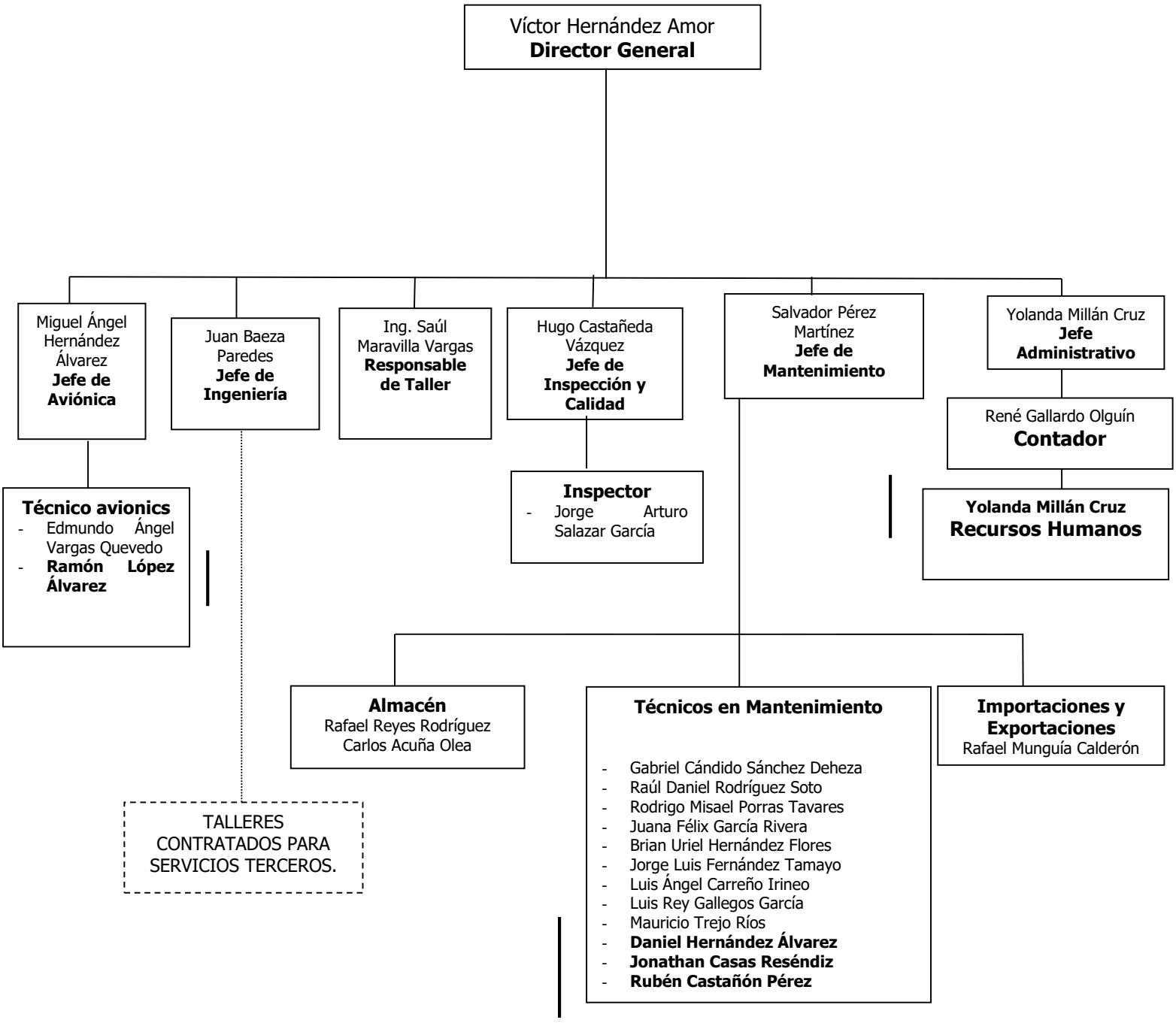
Estoy consciente que todos los trabajos a efectuarse, se realizaran en estricto apego a los manuales del fabricante, con el profesionalismo que demanda esta función. Así mismo daré cumplimiento a todos los reglamentos que establezca la Ley de Vías Generales de Comunicación y el Reglamento del Taller del cual me Responsabilizo.
Agradeciendo de antemano las atenciones que sirva tomar a la presente, me es grato quedar de usted.



ATENTAMENTE,
BERNARDO MORENO LEON

Hangar 8, 9 y 24 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

2.2.-ORGANIGRAMA DEL TALLER AERONAUTICO



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2.3.- RELACION DEL PERSONAL DIRECTIVO, ADMINISTRATIVO Y TECNICO

2.3.1.- RELACION DE PERSONAL DIRECTIVO Y ADMINISTRATIVO

NOMBRE	TITULO
LIC. VÍCTOR HERNÁNDEZ AMOR	DIRECTOR GENERAL
ING. SAÚL MARAVILLA VARGAS	RESPONSABLE DE TALLER
TEC. SALVADOR PÉREZ MARTÍNEZ	JEFE DE MANTENIMIENTO
TEC. MIGUEL ÁNGEL HERNÁNDEZ ÁLVAREZ	JEFE DE AVIÓNICA
TEC. HUGO CASTAÑEDA VÁZQUEZ	JEFE DE INSPECCIÓN Y CALIDAD
ING. JUAN BAEZA PAREDES	JEFE DE INGENIERÍA
C.P. YOLANDA MILLÁN CRUZ	JEFE ADMINISTRATIVO
RENÉ GALLARDO OLGUÍN	CONTADOR
YOLANDA MILLÁN CRUZ	**RECURSOS HUMANOS**
RAFAEL MUNGUÍA CALDERÓN	IMPORTACIONES Y EXPORTACIONES

2.3.2.- RELACION DE PERSONAL TECNICO

NOMBRE	GRUPO	NO. DE LICENCIA D.G.A.C VIGENCIA
SALVADOR PÉREZ MARTÍNEZ	TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, MOTORES, PLANEADORES	NO. DE LIC. 200108776
JORGE LUIS FERNÁNDEZ TAMAYO	TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, MOTORES, PLANEADORES	NO. DE LIC. 201532234
HUGO CASTAÑEDA VÁZQUEZ	TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, SIST. ELECTRÓNICOS DE AERONAVES	NO. DE LIC. 201221305 NO. DE LIC. 200003020
JUANA FÉLIX GARCÍA RIVERA	TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA	NO. DE LIC. 201535084

2.3.2.- RELACION DE PERSONAL TECNICO CONTINUACIÓN

NOMBRE	GRUPO	NO. DE LICENCIA D.G.A.C VIGENCIA
MIGUEL ÁNGEL HERNÁNDEZ ÁLVAREZ	TÉCNICO MANTENIMIENTO CLASE II SIST. ELECTRÓNICOS DE AERONAVES	NO. DE LIC. 200101941
RUBÉN CASTAÑÓN PÉREZ	**TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, MOTORES, PLANEADORES**	**NO. DE LIC. 201746233**
ÁNGEL EDMUNDO VARGAS QUEVEDO	TÉCNICO MANTENIMIENTO CLASE II SIST. ELECTRÓNICOS DE AERONAVES	NO. DE LIC. 200600714
RAMÓN LÓPEZ ALVAREZ	**TÉCNICO MANTENIMIENTO CLASE II SIST. ELECTRÓNICOS DE AERONAVES**	**NO. DE LIC. 201221669**
CÁNDIDO GABRIEL SÁNCHEZ DEHESA	TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, MOTORES, PLANEADORES	NO. DE LIC. 200102629
RAÚL DANIEL RODRÍGUEZ SOTO	TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, MOTORES, PLANEADORES/MOTORES	NO. DE LIC. 201323950
LUIS REY GALLEGOS GARCÍA	TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, MOTORES, PLANEADORES	NO. DE LIC. 201533737
BRIAN URIEL HERNÁNDEZ FLORES	TÉCNICO DE MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, MOTORES, PLANEADORES	NO. DE LIC. 201430947
LUIS ÁNGEL CARREÑO IRINEO	TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA	NO. DE LIC. 201430965
MAURICIO TREJO RÍOS	TÉCNICO EN MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA	NO. DE LIC. 201430963
JORGE ARTURO SALAZAR GARCÍA	TÉCNICO EN MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA	NO. DE LIC. 200200797
JHONATAN CASAS RESENDIZ	**TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, MOTORES, PLANEADORES**	**NO. DE LIC. 200800003**
JORGE LUIS RESENDIZ GALICIA	TÉCNICO MANTENIMIENTO CLASE 1 AERONAVES DE ALA FIJA, PLANEADORES	NO. DE LIC. 201429370

Nota: El Control de Licencias y Exámenes Médicos del personal de mantenimiento se administra y actualiza por el Jefe de Inspección y Calidad en coordinación con el Responsable de Taller a través del archivo PERSONAL MCJETS 404, que se encuentra ubicado en el servidor del Taller.

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2.4.- DEBERES, OBLIGACIONES, FUNCIONES Y RESPONSABILIDADES

2.4.1.- DIRECTOR GENERAL

2.4.1.1.- DEBERES Y OBLIGACIONES

a. Deberá permitir a la Autoridad Aeronáutica y / o Unidades de Verificación acreditadas, realicen la verificación de las instalaciones del Taller Aeronáutico, así como también de sus registros, sistemas de inspección y en general, verifiquen si el taller Aeronáutico cumple con lo estipulado en la Norma Oficial Mexicana y demás disposiciones legales aplicables.
b. Deberá mantenerse al tanto de las inquietudes, comentarios, sugerencias y diferentes puntos de vista que sean emitidos por parte de los clientes, con el fin de mejorar la calidad de los servicios.
c. Deberá proporcionar a todas las instalaciones del Taller, la iluminación y ventilación adecuada para la realización de los trabajos.
d. Deberá de dotar al personal técnico aeronáutico a su servicio de uniformes y equipo de trabajo y de protección individual, tales anteojos protectores, guantes, botas, entre otros, de acuerdo a las actividades que realice.
e. Deberá contar con equipo necesario para dar protección al personal mismo, tal como regaderas y lavaojos de emergencia, entre otros.
f. Deberá contar con acuerdos para el reciclaje y / o tratamiento de desechos de productos, materiales y partes en general, ya sea que lo efectúe el propio taller o un tercero.
g. Deberá promover sea implementado un procedimiento de evacuación de emergencia de las instalaciones y para tal efecto designara zonas y / o pasillos libres de obstáculos, debiendo colocar la señalización correspondiente.
h. En coordinación con el Jefe Administrativo establecerán los recursos financieros para mantener los equipos, herramienta especial, capacitación requerida por la autoridad aeronáutica para proporcionar mantenimiento a las aeronaves, sus componentes y / o accesorios en el momento en que se efectúen los trabajos, de conformidad con las especificaciones de operación del permiso del Taller.

2.4.1.2.- FUNCIONES Y RESPONSABILIDADES

a. Es el responsable directo de la operación del Taller Aeronáutico No. 404, puede delegar la autoridad a un asistente, pero de ninguna manera esta delegación lo libera de esta responsabilidad.
b. Vigilar que sé de cumplimiento a los objetivos trazados por la empresa, siempre en coordinación con las jefaturas a su cargo.
c. Lograr los objetivos de planeación administrativa en estrecha coordinación con el Jefe Administrativo.
d. Vigilar que todos los asuntos relacionados con la empresa, sean los adecuados de acuerdo a las necesidades de esta coordinándolo siempre con las jefaturas a su cargo.
e. Verificar que en los aspectos de contabilidad no se cometan errores y estos vayan siempre al día coordinándolo con el titular de esta jefatura.
f. Atender seminarios, conferencias, cursos de especialización, etc., que sean impartidos en el país o en el extranjero con el objeto de promover los servicios de la empresa.
g. Vigilar que el equipo y/o aparatos para realizar las inspecciones y servicios, información técnica, mobiliario, equipo de apoyo para taller y oficinas, etc. sea el adecuado aprobando su reposición, renovación o nueva adquisición.
h. Aprobar los programas de capacitación que las jefaturas sometan a su consideración.
i. Aprobar la reposición de las vacantes del personal así como también las de nueva contratación requerida en cualquier área de la empresa.
j. Análisis y aprobación del presupuesto anual de gastos y de inversiones capitalizables en coordinación con el jefe administrativo.

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k. Analizar y en su caso aprobar las nuevas ampliaciones o modificaciones y construcciones que se requieran para el buen desempeño de las actividades de la empresa.
l. Establecer y mantener actualizado un control de almacén de los productos de consumo, material y equipo en general.
m. Observar y verificar que se obtengan los más altos índices de eficiencia del personal de la empresa, logrando así aumentar la productividad.
n. Observar y verificar que se cumpla con las disposiciones y reglamentos de la empresa así como los establecidos por la D. G. A. C. publicados a través del Manual de Procedimientos de Taller Aeronáutico, así como las publicadas por autoridades internacionales.
o. Vigilar y elaborar los procedimientos de Aseguramiento de la Calidad, así como mantener supervisadas las auditorías internas, externas con el fin de realizar las reuniones que ayuden a las mejoras continuas.

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2.4.2.- RESPONSABLE DE TALLER

2.4.2.1.- DEBERES Y OBLIGACIONES

a. Elaborar y mantener actualizado el Manual de Procedimientos de Taller conforme a las Normas Oficiales Mexicanas correspondientes y debe asegurarse que todo el personal pueda tener acceso a dicho manual.
b. Dar aviso a la Secretaria sobre los defectos graves encontrados al momento de efectuar un trabajo en una aeronave o sus componentes, que puedan constituir un peligro para la operación de la misma, así como del inicio de trabajos de reparación en una aeronave o equipo accidentado.
c. Conocer la utilización y llenado de los formularios oficiales emitidos por la autoridad aeronáutica, en lo referente a los trabajos de mantenimiento y certificación de los mismos.
d. Presentar todos los informes técnicos y administrativos que le sean requeridos por la Autoridad Aeronáutica.
e. Llevar un registro interno de los trabajos realizados en el que se indique:
    I. La marca, modelo, número de serie de la aeronave y la matrícula de esta.
    II. El nombre y número de licencia del técnico que efectúo el trabajo.
    III. La descripción del trabajo realizado, boletines de servicio y directivas de aeronavegabilidad que en su caso, se aplicaron y fecha de terminación.
f. Presentar ante la Autoridad Aeronáutica, las enmiendas al Manual de Procedimientos de Taller Aeronáutico.
g. Evitar que dentro del Taller Aeronáutico del cual es responsable, se cometan prácticas irregulares u omisiones a los procedimientos aprobados, que pongan en riesgo la operación segura de las aeronaves e instalaciones del Taller Aeronáutico.
h. Deberá participar directamente o a través de un representante designado por el mismo en las verificaciones que realice la Autoridad Aeronáutica.
i. Integrar un expediente con la documentación profesional de capacidades y experiencia de cada miembro del personal técnico aeronáutico que labore en el mismo.
j. Incorporar en todas sus formas, guías, tarjetas y demás documentación utilizada en los procesos de trabajo, el nombre o razón social y número de permiso del taller Aeronáutico.

2.4.2.2.- FUNCIONES Y RESPONSABILIDADES

a. Verificara que el trabajo efectuado lleve la firma del personal técnico y realizado conforme a los manuales del fabricante y a los programas de mantenimiento e inspección, ambos aprobados por la Secretaria, a los Boletines de Servicio del fabricante, a las directivas de aeronavegabilidad y al manual de procedimientos de taller.
b. Extender la liberación de mantenimiento, inspección o reparación de la aeronave o el componente.
c. Firmar los formularios correspondientes para la certificación de trabajos que así lo requieran, de acuerdo al presente manual.
d. Firmar la forma DGAC-46 denominada "Certificación de reparación o modificación mayor de planeador, motor o hélice" o el documento equivalente expedido por la autoridad aeronáutica cuando los trabajos efectuados por el Taller así lo requieran.
e. Verificar en todo momento, que se cumplan con las condiciones y requisitos de carácter técnico que se establecieron.

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2.4.3.- JEFE DE MANTENIMIENTO

2.4.3.1.- DEBERES Y OBLIGACIONES

a. Deberá planear, controlar y vigilar que el mantenimiento a las aeronaves se realice con eficiencia y seguridad, y dentro de los tiempos pactados.
b. Deberá coordinar y supervisar que los trabajos a las aeronaves y al equipo de apoyo se efectúen en la forma más económica posible, sin detrimento de la seguridad y en total apego a los requisitos del fabricante.
c. Deberá estar al tanto de que el material, equipo de apoyo y herramienta sea utilizado en forma pertinente y racional, debiendo solicitar con la debida anticipación el material de consumo y en su caso, la reposición de equipo de apoyo y herramienta.
d. Vigilar que se cuente con los Manuales de Mantenimiento y demás información técnica actualizados y en buen estado, de acuerdo al tipo de capacidades otorgado,
e. Analizar los contratos de reparación y / o modificación de motores y /u otros componentes que no estén en las capacidades del taller, así como las negociaciones a quienes se confíen tales trabajos, verificando los costos, tiempos, obligaciones, garantías de calidad, seguros, impuestos, etc.
f. Vigilar que la capacitación al personal técnico aeronáutico sea acorde a sus funciones desempeñadas dentro del Taller Aeronáutico
g. Generar en conjunto con el Jefe de Inspección y Calidad, los informes técnicos que se requieran acerca de los trabajos de mantenimiento efectuados a las aeronaves y sus componentes.
h. Verificar que las aeronaves que se encuentren dentro del Taller Aeronáutico, sean mantenidos en buenas condiciones de limpieza y apariencia.
i. Deberá mantenerse informado y al día de todas las mejoras y o modificaciones realizadas a cada uno de los Modelos de las Aeronaves autorizadas, así como del equipo y tecnología.

2.4.3.2.- FUNCIONES Y RESPONSABILIDADES

a. Será responsable de que todos los servicios brindados por la empresa, incluyendo los trabajos por reparaciones y / o modificaciones que sean solicitadas, se realicen de acuerdo con los procedimientos establecidos en los Manuales del Fabricante y en cumplimiento con lo establecidos en la Norma Oficial Mexicana correspondiente.
b. Verificar que se efectúe programadamente el mantenimiento a los diferentes sistemas con los que cuenta el Taller Aeronáutico.
c. Generar los presupuestos y / o cotizaciones, que sobre servicios, modificaciones y / o reparaciones a las aeronaves y sus componentes, soliciten los clientes.
d. Será responsable de solicitar las partes en garantía o que cuenten con los programas MSP, SMART PARTS, ESP, SUPPORT PLUS, HAPP, etc. como aplique de cada una de las Aeronaves que se tengan bajo contrato de mantenimiento y que haya sido previamente notificado por el operador.
e. Será responsable de la organización y asignación del personal técnico (mecánicos) a fin de ubicarlos en las diferentes aeronaves en servicio.
f. Sera responsable de atender las observaciones del personal de inspección y efectuar las correcciones a través de su personal a su cargo.
g. Designara personal para realizar las pruebas de incoming y outgoing de las aeronaves que se encuentren en servicio.
h. Deberá atender cualquier irregularidad que se origine en el área del taller y propondrá las mejoras para disminuir los riesgos.
i. No permitirá ingreso a personal técnico a las instalaciones cuando se encuentre en estado de embriaguez o bajo la influencia de algún narcótico o droga enervante. Cuando el personal se encuentre bajo la prescripción médica, dicho personal deberá hacerlo del conocimiento del Permisionario del Taller Aeronáutico o Responsable del mismo, quienes sin afectar los derechos laborales del personal, deberán tomar las medidas pertinentes para evitar se ponga en riesgo la seguridad de los Trabajos del Taller o del propio personal.

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2.4.4- JEFE DE INGENIERIA

2.4.4.1.- DEBERES Y OBLIGACIONES

a. Deberá establecer un procedimiento de trabajo para actualizar y monitorear continuamente la condición de aeronavegabilidad de los Aviones que se encuentre bajo contrato con el Taller Aeronáutico.
b. Deberá aplicar las Directivas de Aeronavegabilidad y Boletines de Servicio mandatarios, en todos y cada uno de los trabajos que realice en el Taller, cuando las aeronaves, componentes y / o accesorios a reparar, se vean afectados por estos, de conformidad con las disposiciones que para la aplicación de los mismos a Aeronaves y sus componentes establezca la Norma Oficial Mexicana correspondiente. Así mismo deberá realizar los trabajos de mantenimiento, con apego a los procedimientos establecidos por la entidad responsable del diseño de tipo de la Aeronave, componente y / o accesorios, reglamentos y disposiciones establecidas por la Autoridad Aeronáutica.
c. Deberá mantener actualizadas las bases de datos a través de los Ingenieros subordinados (Programa de Mantenimiento, Directivas de Aeronavegabilidad y Boletines de Servicios) tanto de planeador, motores y Unidad de Potencia Auxiliar en caso de contar con este equipo adicional, de cada uno de los aviones que se encuentren bajo contrato de mantenimiento, en conformidad con las recomendaciones, procedimientos e intervalos de tiempo emitidos por el fabricante a través de sus Manuales.
d. Deberá de solicitar mensualmente reporte de tiempos a los operadores.
e. Deberá llevar un control de los tiempos y ciclos totales tanto de planeador y motores, así como de la unidad de potencia auxiliar en caso de aplicar.
f. Planear y programar los servicios de mantenimiento de las aeronaves.
g. Analizar el contenido y aplicabilidad de nuevas directivas de aeronavegabilidad y boletines de servicio, de las Aeronaves y componentes que se encuentren de cada uno de los aviones que se encuentren bajo el contrato de mantenimiento
h. Apoyar al personal técnico de producción en la búsqueda de información técnica requerida para el cumplimiento de los servicios a efectuarse.

2.4.4.2.- FUNCIONES Y RESPONSABILIDADES

a. Será responsable de emitir oportunamente los reportes de mantenimiento, haciendo entrega de los mismos al Jefe de Mantenimiento.
b. Será responsable de mantener actualizado los programas de mantenimiento y controles de Ad y Sb de las aeronaves que estén en contrato con el Taller.
c. Será responsable de ingresar la Hoja de Orden de Trabajo con todos los datos requeridos por la misma.
d. Será responsable de reportar al Área de Inspección y Calidad todas las inspecciones y reemplazos programados para generar la Orden de Trabajo correspondiente, debiendo acompañar de la literatura técnica correspondiente cada una de estas.
e. Será responsable de enviar las formas de trabajo y demás aplicables, al Jefe de Mantenimiento de acuerdo a las ordenes de trabajo autorizadas.
f. Será su responsabilidad de efectuar las cotizaciones de los trabajos a realizar por el Taller.
g. Deberá revisar que todas las Órdenes de Trabajo finalizadas, contengan cada una de las firmas requeridas para la liberación de la Aeronave, así como las FORMAS 8130-3 FAA o Certificado de Conformidad u otra forma que avale la procedencia de los componentes reemplazados

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2.4.5.- JEFE ADMINISTRATIVO

2.4.5.1.- DEBERES, OBLIGACIONES, FUNCIONES Y RESPONSABILIDADES

a. Es Responsable ante el Director General de la coordinación total de las finanzas y comportamiento contable de la compañía tomando como base:
   I. Aplicación de Procesos de Contabilidad para poder establecer la condición económica de la empresa.
   II. Aplicación de Procesos de Contabilidad para poder establecer el presupuesto anual de la empresa.
   III. Aplicación de Boletines Hacendarios y de pago de impuestos.
   IV. Elaboración de la Nómina.
   V. Administrar el Crédito y la Cobranza
b. Proporcionar los datos necesarios para los informes económicos de la empresa y sus presupuestos a la Dirección General.
c. Observaran y verificaran que se cumpla con las disposiciones y reglamentos de la empresa así como los establecidos por la D. G. A. C. publicados a través del manual de procedimientos de taller, así como las publicadas por autoridades hacendarias

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2.4.6- JEFE DE INSPECCION Y CALIDAD

2.4.6.1.- DEBERES Y OBLIGACIONES

a. Podrá aprobar la liberación de mantenimiento o retorno a servicio de cualquier aeronave, componente y /o accesorio, incluidos en las limitaciones de las especificaciones de operación de su permiso, después que a los mismos les haya sido dado mantenimiento y/o hayan sido alterados de acuerdo a los lineamientos de las normas oficiales mexicanas aplicables, el PTA y los procedimientos aprobados por la entidad responsable del diseño de tipo de la aeronave, parte o componente. Informando al Responsable de Taller de dichas liberaciones.
b. Verificar que el mantenimiento de las aeronaves, incluyendo el de sus componentes, se efectúen de acuerdo con las normas y especificaciones establecidas en los documentos tales como: directivas de aeronavegabilidad, boletines de servicio, guías de inspección y demás documentos aplicables a la Aeronave.
c. Verificar se cumplan con los programas de trabajo de los servicios aplicados a las Aeronaves, dentro de los tiempos previstos y verificar la condición de aeronavegabilidad de la Aeronave.
d. Verificar que al termino de los servicios de mantenimiento efectuados a las Aeronaves, estas presente y sean entregadas en buenas condiciones de apariencia y limpieza.
e. Supervisar que el equipo y material a disposición del área de producción, sea utilizado en forma pertinente y racional.
f. En coordinación con el Jefe de Mantenimiento solicitar con la mayor anticipación posible, el material, equipo y herramienta necesaria para la realización de los servicios.
g. Monitorear las requisiciones de material efectuadas para la atención de las discrepancias encontradas durante los servicios de mantenimiento programado.
h. Vigilar que las plataformas, escaleras, gatos hidráulicos, moto generadores y demás equipo de apoyo en tierra, se conserven en buenas condiciones funcionales y de apariencia.
i. Vigilar que se mantengan en buen estado y limpios, los talleres, oficinas y demás áreas de trabajo que se le han encomendado.
j. En coordinación con el Jefe de Ingeniería llevar el debido control de los manuales y demás publicaciones en uso.
k. Designar al personal que participara en los servicios de mantenimiento y recuperación de las aeronaves en caso de incidentes y / o accidentes.
l. Verificar que todos los trabajos, acciones correctivas, material, partes y / o componentes, sean registrados en el documento correspondiente.
m. Deberá monitorear el avance de los trabajos efectuados a las aeronaves.
n. Mantener en condiciones técnicamente satisfactorias sus instalaciones, equipo y herramientas y actualizar la información técnica necesaria para la ejecución de los trabajos, dependiendo de la categoría y clasificación del taller

2.4.6.2.- FUNCIONES Y RESPONSABILIDADES

a. Es responsable de la realización de todas las funciones de Inspección y Calidad autorizadas en el Manual de Procedimientos para este Taller.
b. Es responsable de las inspecciones en proceso y las inspecciones finales en el mantenimiento y reparaciones efectuadas en las aeronaves, motores, hélices y componentes, realizadas en este taller.
c. Es responsable del llenado y firma del reporte de inspección, las tarjetas y la documentación correspondiente para las aeronaves, motores hélices y componentes, indicando clara y verazmente la información básica, las acciones ejecutadas y los resultados obtenidos.
d. Atender durante el servicio de inspección en las aeronaves, motores hélices y componentes, se utilice el equipo especializado adecuado y en buenas condiciones.

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e. Notificar con toda anticipación de cualquier anomalía encontrada durante la inspección, que afecte la Aeronavegabilidad de la aeronave, equipo o componente en cuestión.
f. Familiarización y aplicación de los procedimientos de emergencia y uso del equipo contra incendio de la empresa.
g. Verificar la documentación legal de las partes y condiciones de las mismas a fin de aceptarlas antes de que sean ingresadas al almacén.
h. Sera responsable de verificar que las ordenes de trabajos se encuentren completas y bajo resguardo. De todas las aeronaves que hayan estado en el taller.
i. Sera responsable de mantener actualizada el control de todas aquellas herramientas que requieren ser calibradas y se coordinara con almacén para enviar aquellas que requieren pruebas.
j. Realizara verificaciones aleatorias de las cajas de herramientas del personal técnico a fin de verificar las condiciones de las herramientas.
k. Realizara verificaciones a todos los equipos de apoyo como son plantas, tractores, tomas eléctricas, de agua, neumáticas, etc, con el fin de garantizar el correcto funcionamiento de estas.
l. Sera responsable de mantener actualizado los expedientes del personal técnico.
m. Deberá coordinar en conjunto con el Jefe de Mantenimiento cumplir el programa de capacitación del personal técnico.
n. Deberá instalar letreros, avisos de precaución, avisos de evacuación, de localización de extintores de incendio, de ubicación de equipos de protección y un pizarrón de avisos de seguridad.
o. Deberá instalar en cantidad suficiente al área a cubrir extintores fijos o portátiles.
p. Deberá organizar con el mismo personal una brigada de seguridad que atenderá y guiara y coordinara los procedimientos necesarios en eventos de conato de incendio, temblor o accidentes suscitados en el Taller.
q. Deberá realizar, programar y promover actividades, simulacros, capacitación sobre la prevención de accidentes, manejo y uso de extintores, entre otros dirigidos al personal, generando los informes mensuales de los mismos.
r. Deberá instalar en cantidad suficiente, botiquines de primeros auxilios, de acuerdo a la cantidad de personal que labore en el Taller Aeronáutico y los distribuirá en las diferentes áreas del mismo. Así mismo, llevara un programa de verificación de botiquines y un control de caducidad de medicamentos contenidos en el mismo.

2.4.7- TECNICOS EN MANTENIMIENTO

2.4.7.1.- DEBERES Y OBLIGACIONES

a. Deberá contar con licencia correspondiente, expedida por la Secretaria en la cual se debe de indicar su especialidad y categoría.
b. El personal técnico aeronáutico y demás personal, deberá acatar las prácticas y lineamientos de seguridad industrial y protección civil, que le sean aplicables.
c. Apegarse estrictamente a los métodos y procedimientos de trabajo establecidos por el fabricante, Manual de Procedimientos de Taller y Autoridad Aeronáutica en el desempeño de sus funciones.
d. Deberá reportar inmediatamente al Jefe de Mantenimiento cualquier anomalía encontrada durante la realización de los servicios.
e. Estar en coordinación y apoyo absoluto al personal de inspección y calidad para aquellas tareas de mantenimiento que requieran inspección.
f. Contar con la herramienta necesaria para el buen desempeño de sus labores.
g. Dar estricto cumplimiento a las medidas de seguridad e higiene establecidas por el Taller.
h. Efectuar las requisiciones del material y / o herramienta requerido para los servicios a efectuar y / o en proceso, llenando debidamente la Hoja de Requisición y entregarla al área correspondiente.
i. Dar estricto cumplimiento a las disposiciones tanto técnicas como administrativas.

2.4.7.2.- FUNCIONES Y RESPONSABILIDADES

a. Deberá conocer los lineamientos, procedimientos y políticas de la empresa establecidas en el Manual de Procedimientos de Taller.
b. Mantener su área de trabajo libre de cualquier equipo, material y demás que pueda poner en riesgo su integridad así como la de los trabajos.
c. El responsable de la realización de las actividades del mantenimiento preventivo y correctivo, aplicación de las Directivas de Aeronavegabilidad, aplicación de Boletines de Servicio y las modificaciones a las aeronaves.
d. Desarrollar las operaciones de mantenimiento y sus registros de acuerdo a las disposiciones oficiales de la D. G. A. C. y a las disposiciones citadas en el Manual de Procedimientos de Taller.
e. Estar familiarizado con los procedimientos de emergencia y uso del equipo contra incendio de la empresa.
f. Conservar la limpieza y el orden del taller las instalaciones y el equipo de apoyo.
g. Conservar en el trabajo la disciplina, la puntualidad y la limpieza con el propósito de mantener una imagen profesional.
h. Observar y verificar que se cumpla con las disposiciones y reglamentos de la empresa así como los establecidos por la D. G. A. C. publicados a través del manual de procedimientos de taller, así como las publicadas por autoridades internacionales
i. Asistir puntualmente a los cursos de capacitación que le proporcione la empresa.
j. Cumplir con las tareas de mantenimiento asignadas de acuerdo al manual del fabricante y con la herramienta que se estipula en dicho manual.

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2.4.8- ALMACENISTA

2.4.8.1.- DEBERES, OBLIGACIONES, FUNCIONES Y RESPONSABILIDADES

a. Es responsable ante el Jefe de Mantenimiento de las operaciones diarias en el Almacén, manteniéndole informado del material recibido para la realización de los servicios de taller.
b. Control y actualización del inventario en general y el aprovisionamiento de partes, refacciones, componentes y materiales de consumo que son requeridas para el desarrollo de las diferentes actividades del mantenimiento.
c. Responsable de la recepción e identificación del material, localizando y almacenando dentro del almacén.
d. Administrar y controlar la documentación técnica, legal y económica de las partes.
e. Establecer un control que permita el rastreo, identificación total de las partes, refacciones y rotables dentro del almacén.
f. Solicitar con la debida anticipación, el material de consumo y en su caso, la reposición y/o adquisición del equipo necesario para realizar los diferentes tipos de inspecciones a las aeronaves y los componentes.
g. Estar familiarizado con los procedimientos de emergencia y uso del equipo contra incendio de la empresa y verificar que también lo esté su personal.
h. Cumplir con las disposiciones y reglamentos de la empresa así como los establecidos por la D. G. A. C. publicados a través del manual de procedimientos de taller, así como las publicadas por autoridades internacionales
i. Mantener la comunicación con los proveedores de recolección de desecho de materiales a fin de garantizar la correcta distribución de los desechos como es aceite, llantas, trapo, etc.

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2.4.9- JEFE DE AVIONICA

2.4.9.1.- DEBERES, OBLIGACIONES, FUNCIONES Y RESPONSABILIDADES

a. Aprobará la liberación de mantenimiento o retorno a servicio de cualquier trabajo referente al equipo de aviónica y/o electro-electrónico de nuestras aeronaves permisionadas, así como cualquier cambio de componentes y /o accesorios referidos al mismo tipo de aviónica y/o eléctrico-electrónico, después que a los mismos les haya sido dado mantenimiento y/o hayan sido alterados de acuerdo a los lineamientos de las normas oficiales mexicanas aplicables, el PTA y los procedimientos aprobados por la entidad responsable del diseño de tipo de la aeronave, parte o componente.
b. Es responsable de todas las actividades de mantenimiento de la especialidad de Avionic's incluyendo las reparaciones efectuadas en las aeronaves.
c. Planea, coordina y distribuye las actividades en la inspección y reparación de los sistemas de Avionic's que mejoren la eficiencia del taller.
d. Coordinar con el Área de Ingeniería el análisis para la aplicación de Directivas de Aeronavegabilidad, Boletines de Servicio e información Mandatoria referente a esta especialidad.
e. Mantener en condiciones óptimas y actualizados los equipos y herramientas de este taller dentro de su especialidad.
f. Cumplir con todos los registros e información técnica y administrativa requerida.
g. Estar familiarizado con los procedimientos de emergencia y uso del equipo contra incendio de la empresa y verificar que también lo esté su personal.
h. Planear y coordinar con el Jefe de Mantenimiento para la aplicación de las tareas de aviónica sin afectar de ser posible la entrega de la aeronave.

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2.4.10- DEPARTAMENTO DE EXPORTACIONES E IMPORTACIONES

2.4.10.1.- DEBERES, OBLIGACIONES, FUNCIONES Y RESPONSABILIDADES

a. Es responsable de las operaciones diarias de compras, manteniendo informado al Jefe de Mantenimiento y/o Jefe de ingeniería del material recibido para la realización de los servicios de taller.
b. Control y actualización del inventario en general y el aprovisionamiento de partes, refacciones, componentes.
c. Cotización de componentes, partes, etc. requerido para el mantenimiento y el taller aeronáutico.
d. Embarque y envió de partes, refacciones y componentes por venta, garantía o por cambio de componentes.
e. Administrar y controlar la documentación técnica, legal y económica.
f. Cumplir con las disposiciones y reglamentos de la empresa así como los establecidos por la D. G. A. C. publicados a través del manual de procedimientos de taller, así como las publicadas por autoridades internacionales.

CAP. 3 EXPEDIENTES DEL PERSONAL

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3.1 RELACION DE PERSONAL TECNICO AERONÁUTICO

La actualización y control de los expedientes del personal técnico del taller aeronáutico estará a cargo del **Responsable del Taller**, manteniendo el resguardo de los mismos.
El taller, cuenta con un expediente personalizado de cada uno de los Técnicos en Mantenimiento, en el que se incluye un control para la vigencia de las licencias expedidas por la D. G. A. C. una copia del certificado médico expedido por Medicina de Aviación de la misma dependencia de gobierno, una carta compromiso original y una hoja para el control de la de Capacitación.

Para la lista de personal técnico referirse a la sección 2.3.2 Relación de Personal Técnico.

CAP. 4 CAPACITACION Y ADIESTRAMIENTO

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4.1 ACEPTACION DE CENTROS DE INSTUCCION

Los procedimientos a seguir para la aceptación de los centros de instrucción que serán contratados para efectuar el adiestramiento del personal técnico adscrito al Taller Aeronáutico será responsabilidad del Director General en conjunto con el Responsable de Taller por lo que queda establecido de la siguiente manera:

1. Ubicación del Centro de Instrucción.
2. Solicitar capacidades de centro de instrucción emitida por la autoridad aeronáutica.
3. Asegurarse de que cuenten con los manuales e información técnica actualizada de los modelos de los aviones a ser impartidos para la capacitación.
4. Asegurarse de que el personal que impartirá los cursos cuente con la experiencia requerida conforme a la Norma Oficial Correspondiente.
5. Cuenten con el equipo necesario para la impartición del curso con la mayor calidad posible.
6. Cuenten con las instalaciones adecuadas para el servicio ofrecido.
7. Cumplan con lo estipulado en la Norma Oficial Mexicana Correspondiente.

4.2 FRECUENCIA DE LAS INSTRUCCIÓN AL PERSONAL

La frecuencia con la que se impartirán los cursos de adiestramiento al personal técnico aeronáutico, deberán ser realizada anualmente **(año calendario).**
Los cursos serán programados por el Responsable de Taller cumpliendo y sin exceder la frecuencia aquí estipulada.

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4.3 PROGRAMA DE CAPACITACION

La capacitación será aplicada o será impartida a los técnicos en mantenimiento que se muestran en el capítulo 2 de presente manual, los cuales podrán ser en cualquiera de los modelos autorizados al taller.

Capacidades de Aeronaves

CURSO		FRECUENCIA DEL CURSO
CESSNA	500	ANUAL*
	550	
HAWKER BEECHCRAFT	C90	
	C90A	
	C90GT	
	C90GTi	
	C90GTx	
	B200	
	B200C	
	B200GT	
	400	
	400A	
	B300	
	B300C	
	BAe. 125 SERIES 800A	
	BAe. 125 SERIES 800B	
	HAWKER 800XP	
EMBRAER	EMB-135BJ	
	EMB-145LR	

*La capacitación anual tendrá que ser cumplido dentro del año calendario en curso, y no podrá quedarse ningún personal de mantenimiento si dicha capacitación y el jefe de mantenimiento será encargado de designar el curso que corresponda al personal durante el año.

Nota: **El Control de Capacitación del personal de mantenimiento se administra y actualiza por el Responsable de Taller en coordinación con la Asistente de Dirección a través del archivo CAPACITACIÓN MCJETS 404-16, que se encuentra ubicado en el servidor del Taller.**

CAP. 5 INFORMACION TECNICA

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5.1 INFORMACION TECNICA INTRODUCCION.

Nuestro taller esta consiente de la importancia que representa el contar con la información técnica para cada uno de los equipos y aeronaves, así como el mantener dicha información actualizada, **por esta razón los manuales de mantenimiento son consultados vía Internet a través de los siguientes portales:**

https://support.cessna.com/

https://www.beechcraft.com/

https://www.flyembraer.com/

http://www.honeywell.com/

https://eportal.pwc.ca/

http://www.rolls-royce.com/

Cabe mencionar que las claves de acceso utilizadas para la consulta de los manuales son asignadas por el Jefe de Ingeniería, por lo cual dicha información siempre se encuentra actualizadas con las últimas revisiones publicadas por los fabricantes.

Como medida de seguridad el personal técnico puede operar dichas librerías, en el piso de trabajo, ya que se encuentra un equipo de cómputo para la consulta exclusivamente de dicha información técnica.

Nuestro Departamento de Ingeniería cuenta con un equipo de cómputo para apoyar a esta consulta en caso de una emergencia.

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5.2 INFORMACION TECNICA PLANEADORES CLASE 3.

BEECHJET 400A/HAWKER 400XP
NUMERO DE PARTE: IML-400/A
RVSM DATA - 400A
Fault Isolation Manual
Illustrated Parts Catalog
Component Maintenance Manual
Structural Repair Manual
Airworthiness Limitations Manual
Maintenance Manual
Wiring Diagram Manual (400A) (RK-45, RK-49 and After)

HAWKER 800XP
NUMERO DE PARTE: IML-800XP
PBM-800XP
Wiring Parts Catalog
RVSM Data Package
Maintenance Manual (800XP) (Jun 2011 TRs 27-4, 27-5, 27-6)
Structural Repair Manual
Corrosion Control Manual
Illustrated Tool and Equipment Manual
Airworthiness Limitations Document
Illustrated Parts Catalog PATS APU
Ground Handling Checklist
Non-Destructive Test Manual
Illustrated Parts Catalog
Pressure Refueling Instructions (without Ventral Tank)
Maintenance Manual (800XP/850XP)
Maintenance Manual Addenda (800XP/850XP)
MOP for MMEL - Hawker/125-1 thru 900XP
PATS APU AMM Appendix A
Pressure Refueling Instructions (with Ventral Tank)
Overhaul (Component Maintenance) Manual
Flexible Maintenance Schedule
Power Plant Build Manual

5.2 INFORMACION TECNICA PLANEADORES CLASE 3. CONT.

HAWKER 800XP
NUMERO DE PARTE: IML-800XP
Wiring Parts Catalog (for Pro Line 21 Avionics)
AMM Chapter 20 Standard Practices - Airframe

HAWKER 800
NUMERO DE PARTE: IML-800
AMM-125-800-V1-V2-V3
Aircraft Flexible Maintenance Schedule
RVSM Data Package
Structural Repair Manual
Maintenance Manual (800 A&B) Volume 3
Schematic Wiring Diagram Manual
Corrosion Control Manual
Wiring Parts Catalog
Illustrated Tool and Equipment Manual
Illustrated Parts Catalog
Airworthiness Limitations Document
Power Plant Build Manual
Non-Destructive Test Manual
Pressure Refueling Instructions (without Ventral Tank)
MOP for MMEL - Hawker/125-1 thru 900XP
Pressure Refueling Instructions (with Ventral Tank)
Overhaul (Component Maintenance) Manual
AMM Chapter 20 Standard Practices - Airframe

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5.2 INFORMACION TECNICA PLANEADORES CLASE 3. CONT.

KING AIR 90 SERIES
NUMERO DE PARTE: IML-90
Maintenance Manual (Except F90)
Illustrated Parts Catalog (F90)
Component Maintenance Manual
Structural Inspection & Repair Manual
Illustrated Parts Catalog (C90/C90A/C90GT/E90)
Wiring Diagram Manual (F90) (LA-226 and After)
Wiring Diagram Manual (90) LJ-1 thru LJ-1062, LW-1 and After
Illustrated Parts Catalog (C90GTi)
Wiring Diagram Manual - Avionics (C90GTi)
Illustrated Parts Catalog (90/A90/B90)
Wiring Diagram Manual (C90A/C90GT/C90GTi) (LJ-1063 and After)
F90 Maintenance Manual - Feb11 TRs 5-7, 5-8, 5-9, 7-2, 28-1; Nov09 TRs 12-3, 52-1, May 2010 TR 5-6, May 2011 TR 32-4
Airworthiness Limitations Manual
Printed Circuit Board Manual
Wiring Diagram Manual (F90) (LA-2 thru LA-225)

KING AIR 200 SERIES
NUMERO DE PARTE: IML-200
200 Series Maintenance Manual
Illustrated Parts Catalog (200/T/C/CT)
Wiring Diagram Manual (200/T)
Component Maintenance Manual
B200 Series Avionics Wiring Diagram Manual (B200/C/GT/CGT)
Structural Inspection & Repair Manual
Wiring Diagram Manual (B200/T)
Wiring Diagram Manual (200C/CT, B200C/CT)
RVSM Data Package (B200)
Illustrated Parts Catalog (B200GT/CGT)
200 Series Airworthiness Limitations Manual
Maintenance Manual Supplement - Pro Line 21 Avionics (B200/C/CT/T/GT/CGT) (Note: this supplement information is being incorporated into the Maint Manual P/N 101-590010-19C8 – the manual is now discontinued)
Wiring Diagram Manual for Pro Line 21 Avionics (B200/T/C/CT/GT/CGT)

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

5.2 INFORMACION TECNICA PLANEADORES CLASE 3. CONT.

KING AIR 300 SERIES
NUMERO DE PARTE: IML-300
Illustrated Parts Catalog (300)
Avionics Wiring Diagram Manual for Pro Line 21 Avionics (B300)
Maintenance Manual (B300)
RVSM Data Package (B300)
Super King Air 350i/350C Illustrated Parts Catalog
Component Maintenance Manual
B300 ER/CER Extended Range Supplements (AMM,IPC,WDM) (KIT 130-4402)
Structural Inspection & Repair Manual
300/300LW Airworthiness Limitations Manual
B300/C Airworthiness Limitations Manual
ICA - Zero Interior Config
Wiring Diagram Manual (B300)
Wiring Diagram Manual (300)
350ER/CER (Extended Range) Supplements (AMM,IPC,WDM)
Maintenance Manual (300)
Illustrated Parts Catalog (B300)
Printed Circuit Board Manual
Super King Air 350i Wiring Diagram Manual (Interiors)

CESSNA 500 SERIES
NUMERO DE PARTE: N/A
RVSM DATA
Illustred Parts Catalog
Component Maintenance Manual
Sttructural Repair Manual
Airworthiness Limitations Manual
Printed Circuit Board Manual
Maintenence Manual
Wiring Diagram Manual

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5.2 INFORMACION TECNICA PLANEADORES CLASE 3. CONT.

EMBRAER EMB-135BJ / EMB-145LR
NUMERO DE PARTE: N/A
Aircraft Maintenance Manual
Nondestructive Inspection Manual
Illustred Parts Catalog
Component Maintenance Manual
Structural Repair Manual
Schedule Maintenance Requirements Documents
Standard Wiring Practices Manual
Wiring Manual

5.3 INFORMACION TECNICA MOTORES CLASE 3.

TFE731-3 ENGINE
NUMERO DE PARTE: TFE731-3L.XXX
72-00-35/68/27/17/21 IPC
72-02-15 ENGINE LMM
SERVICE BULLETINS
TOOLING MANUAL

TFE731-5 ENGINE
NUMERO DE PARTE: TFE731-5L.XXX
72-02-75 -5/-5R/-5AR LMM
72-02-96 -5BR LMM
72-02-29/51/91/95 IPC
SERVICE BULLETINS
TOOLING MANUAL

TFE731-50 ENGINE
NUMERO DE PARTE: TFE731-50
72-03-17 IPC
72-03-06 LMM
SERVICE BULLETINS
TOOLING MANUAL

JT15D-5/-5R ENGINE
NUMERO DE PARTE: N/A
MAINTENANCE MANUAL
ILLUSTRATED PARTS CATALOG

PT6A21/135/41/38/42/52 ENGINE
NUMERO DE PARTE: N/A
MAINTENANCE MANUAL
ILLUSTRATED PARTS CATALOG

AE3007A1E/ AE3007A1P / AE3007A1 ENGINE
NUMERO DE PARTE: N/A
MAINTENANCE MANUAL
ILLUSTRATED PARTS CATALOG

CAP. 6 EQUIPO Y HERRAMIENTA

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

6.1 RELACION DE EQUIPOS Y HERRAMIENTAS ESPECIALES.

En este capítulo, se enlista y se describe la herramienta general y de uso común, equipos de apoyo y demás con el que se cuenta dentro del taller autorizado DGAC No. 404 para la ejecución de los trabajos de mantenimiento en las aeronaves con las que se cuenta autorización.

6.1 RELACION DE EQUIPOS Y HERRAMIENTAS ESPECIALES. CONT.

CANTIDAD	DESCRIPCION DEL EQUIPO O HERRAMIENTA	MARCA
1	JGO. DE LLAVES MIXTAS	CRAFTSMAN
1	JGO. DE LLAVES DE IGNICIÓN	CRAFTSMAN
1	JGO. DE LLAVES ESPAÑOLAS	CRAFTSMAN
1	JGO. DE LLAVES CORONA	CRAFTSMAN
1	JGO. DE LLAVES BRISTOL	CRAFTSMAN
1	JGO. DE LLAVES BITUBO	CRAFTSMAN
1	JGO. DE LLAVES 30 45 °	CRAFTSMAN
1	JGO. DE LIMAS	CRAFTSMAN
1	TALADRO ELECTRICO	CRAFTSMAN
1	PINZAS ELECTRICAS	CRAFTSMAN
1	PINZAS PARA SEGUROS	CRAFTSMAN
1	PINZAS PARA FRENAR	CRAFTSMAN
1	PINZAS EXTENSIÓN 5”	CRAFTSMAN
1	PINZAS EXTENSIÓN 2”	CRAFTSMAN
1	PINZAS DE PUNTA CURVA	CRAFTSMAN
1	PINZAS DE PRESIÓN	CRAFTSMAN
1	PINZAS DE PATO	CRAFTSMAN
1	PINZAS DE JALON 8”	CRAFTSMAN
1	PERICO 8”	CRAFTSMAN
1	PERICO 10”	CRAFTSMAN
1	MATRACA ELECTRICA ¼ “	CRAFTSMAN
1	MARTILLO DE PASTA	CRAFTSMAN
1	JGO. DE ESPEJOS PARA INSPECCION	CRAFTSMAN
1	JGO. DE DADOS UNIVERSALES 12 PUNTOS ¼ “	CRAFTSMAN
1	JGO. DE DADOS UNIV. 3/8 “	CRAFTSMAN
1	JGO. DE BROCAS DE 1/6 “	CRAFTSMAN
1	INYECTORES DE GRASA PRESIÓN	CRAFTSMAN
1	INYECTOR DE GRASA MANUAL	CRAFTSMAN
1	EXTRACTOR PIRELAYS	CRAFTSMAN
1	DESARMADOR DE IMPACTO	CRAFTSMAN
1	DEDO MECANICO	CRAFTSMAN
1	ACEITERAS	SIM
1	COMPAS RECTO	SIM
1	COMPAS P/ INERIORES	SIM
1	COMPAS P/ EXTERIORES	SIM
1	AUTOCLEAR 3/8”	CRAFTSMAN
1	AUTOCLEAR 3/4”	CRAFTSMAN
1	AUTOCLEAR ¼”	CRAFTSMAN
1	AUTOCLEAR 1/2	CRAFTSMAN
1	ARCO DE SEGUETA	CRAFTSMAN
1	JGO. DE SACA EMPAQUES	CRAFTSMAN
1	JGO. DE MATRACAS SIN MANGO FLEX	CRAFTSMAN
1	JGO..DE MATRACAS	CRAFTSMAN
1	JGO. DE MACHEULOS Y TARRAJAS	CRAFTSMAN
1	JGO. EXTRACTORES TORNILLOS	CRAFTSMAN
1	JGO. DESARMADORES “Z”	CRAFTSMAN

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6.1 RELACION DE EQUIPOS Y HERRAMIENTAS ESPECIALES. CONT.

CANTIDAD	DESCRIPCION DEL EQUIPO O HERRAMIENTA	MARCA
1	1 JGO DESARMADORES	CRAFTSMAN
2	GATOS HIDRAULICOS	-
1	CARGADOR/ANALIZADOR DE BATERIA	-
1	PUSH TUG	-
1	HYDRAULIC TESTER "MULA HIDRAULICA"	-
1	BALANCEADORA	DRESSER
2	ENGRASADORAS	-
1	SPANNER, TERMINAL NUTS (9LBIN)	-
1	SPANNER, TERMINAL NUTS (3.5LBIN)	-
1	INDICATOR, ICE DETECTOR TORQUE	-
1	SPANNER, TERMINAL NUTS(22LBIN) 10-32 UNF	-
1	SPANNER, TERMINAL NUTS (3.5LBIN) 4/40UNC	-
1	SPANNER, TERMINAL NUTS (6LBIN) 6-32 UNC	-
1	SPANNER, TERMINAL NUTS (9LBIN) 6-32 UNC.	-
1	SPANNER, TERMINAL NUTS PRE-SET 22LB-IN.	-
1	WRENCH, HEX-INTERNAL	-
1	CLINOMETER	-
1	TENSIOMETER, CABLE	-
1	TRACTOR, TUG	-
1	DRIVER, TORQUE, 1-4 SQ DRIVE (CAPACITY 5-45 LBIN)	-
1	TESTSET, FUEL INDICATING SYSTEM	-
1	POTENTIOMETER, D.C.	-
1	SPANNER, DRAIN VALVE RETAINING NUT	-
1	SPANNER, OIL TANK CONNECTION	-
1	SPANNER, IDLE SPEED ADJUSTER	-
1	TOOL, ELECT.PLUG ADAPTERS (SIZE A)	-
1	SPANNER, IGNITER PLUG	-
1	BLEED TOOL, FUEL PUMP/L.P.FILTER	-
1	DRAIN TOOL, OIL TANK	-
1	SPANNER, 1/4 X 5/16 WHITWORTH OPEN END	-
1	SPANNER, 7/8 X 1" WHITWORTH OPEN ENDED	-
1	SPANNER, 5/8 X 11/16 WHITWORTH OPEN END	-
1	SPANNER, 9/16 X 5/8 WHITWORTH OPEN END	-
1	SPANNER, 7/16 X 1/2 WHITWORTH OPEN END	-
1	SPANNER, 3/8 X 7/16 WHITWORTH OPEN END	-
1	SPANNER, 5/16 X 3/8 WHITWORTH OPEN END	-
1	GAUGE, TIRE PRESSURE	-
1	TEST SET, MARKER/NAV/COMM	-
1	VOR/ILS TESTER, RAMP	-
1	TROLLEY, OXYGEN REPLENISHMENT - BOTTLES NOT SUPPLIED	-
1	INSERTION TOOL	-
1	CRIMPING TOOL	-
1	METER, MULTI-METER	-
1	JACK, MAIN - TAIL	-
1	JACK, MAIN - WING	-

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

6.1 RELACION DE EQUIPOS Y HERRAMIENTAS ESPECIALES. CONT.

CANTIDAD	DESCRIPCION DEL EQUIPO O HERRAMIENTA	MARCA
1	CONTACT INS/EXTRACT TOOL	-
1	ADAPTER, PORTABLE OXYGEN CHARGING 9/16UNF-3/8UNF	-
1	G.P.U., GROUND POWER UNIT - 2,000A OUTPUT	-
1	SPIRIT LEVEL, 18 INCH OR MORE	-
1	SCALE, 5 TO 15 THOUSAND LBS.	-
1	SCALE, 1 TO 5 THOUSAND LBS.	-
1	ULTRASONIC CLEANER	-
1	STRAP WRENCH	-
1	FIRE EXTINGUISHER, ABC TYPE	-
1	EXPLOSION PROOF LIGHT	-
1	DIGITAL PROTRACTOR (FOR RIGGING/ LEVELING)	-
1	ADAPTERS, HYDRAULIC ADAPTER KIT FOR TRONAIR RIG	-
1	HOIST, BATTERY	-
1	KIT, FOR CABIN PRESSURIZATION	-
1	SPRAY GUN, DEVILBISS	-
1	DRIVER, HI-TORQUE - ONE PIECE TOOL	-
1	METER, MILLIVOLTS	-
1	SOCKET, NLG WHEEL AXLE NUTS - 1 5/8" AF x 3/4" DRIVE	-
1	GAUGE, INFLATION ADAPTER - 0-600 PSI	-
1	GAUGE, INFLATION ADAPTER - 0-1500 PSI	-
1	BOLT, SLAVE BOLT FOR WINDSCREEN	-
1	MACHINE, WHEEL BALANCING	-
1	TOOL KIT, LIGHT AIRCRAFT MAINTENANCE SET	-
1	COAX CABLE TERM. CRIMP TOOL	-
1	WRENCH, TORQUE (10-150 LBFT)	-
1	TESTER, BONDING - 0 TO 20,000 MILLI-OHM	-
1	CYLINDER, NITROGEN REPLENISHMENT	-
1	CYLINDER, OXYGEN REPLENISHMENT	-
1	KIT, HYDRAULIC SYSTEM	-
1	FLOWMETER, FOR CHECKING CREW OXYGEN MASK	-
1	WRENCH, TORQUE (40-300 LB/IN,3/8 SQ.)	-
1	TRANSPONDER RAMP TEST SET	-
1	TEST SET, TRANSPONDER/DME	-
1	DME RAMP TEST SET	-
1	WORK BENCH & VISES	-
1	TOW TUG	-
1	TERMINAL INSTALLATION EQUIPMENT	-
1	SPARK PLUG CLEANING & GAPPING EQUIPMENT	-
1	SIX TO TEN POWER MAGNIFYING GLASS	-
1	SET OF TORQUE WRENCHES (100, 1500,2500 IN/LBS	-
1	SET OF HAND TUBE BENDERS	-
1	OXYGEN SERVICING EQUIPMENT	-
1	LUBRICATING GUNS	-
1	HIGH PRESSURE WATER SOURCE	-

6.1 RELACION DE EQUIPOS Y HERRAMIENTAS ESPECIALES. CONT.

CANTIDAD	DESCRIPCION DEL EQUIPO O HERRAMIENTA	MARCA
1	DYE PENETRANT INSPECTION EQUIPMENT	-
1	CONTROL SURFACE BALANCING EQUIPMENT	-
1	COMPRESSED NITROGEN (2000 PSI) WITH REGULATOR VALVE	-
1	CHAIN HOIST	-
1	BENCH GRINDER	-
1	BENCH DRILL PRESS	-
1	AIR PRESSURE SOURCE OF 9CFM/60PSI/0.1 H2O SEPARATOR	-
1	1 TO 6" MICROMETER SET (OUTSIDE)"	-
1	1 TO 6" MICROMETER SET (INSIDE)"	-
1	0-9 OUTSIDE MICROMETER"	-
1	0-1 DEPTH MICROMETER"	-
1	TEST SET, AIR DATA SYSTEM - PITOT STATIC	-
1	EXTRACTOR, MAIN WHEEL	-
1	FIXTURE, BRAKE ROTOR ALIGNMENT	-
1	MACHINE, TIRE REMOVAL	-
1	CHOCKS, MAIN	-
1	CHOCKS, NOSE	-
1	JACK (AXLE)	-
1	DIAL INDICATOR	-
1	OHMMETER	-
1	ADAPTER, OXYGEN CHARGING, 3/8UNF-1/4BSP	-
1	FILAMENT, SPARE FILAMENT	-
1	H.P. POWER SUPPLY	-
1	FLASH/INTENSITY MEASURING GUN	-
1	MILLIOHM METER	-
1	ADAPTER, STATIC VENT PLUG	-
1	ADAPTER, FUEL TANK DRAIN	-
1	BOLSA HERRAMENTAL N/P 25Y1819A QUE CONTIENE: N/P 2J148167 LLAVE MARCA BRITOOL DE 7/8 Y 1 N/P 2J8292A LLAVE MARCA BRITOOL DE ½ Y 7/16 N/P 2J110120A LLAVE MARCA BRITOOL DE 11/16 Y ¾ N/P 2J6071A LLAVE MARCA BRITOOL DE 7/16 BS Y 3/8 BS N/P 2J5260A LLAVE MARCA BRITOOL DE 5/16 Y 3/8 BS N/P 2J101110A LLAVE MARCA BRITOOL DE 5/8 Y 11/16 BS N/P 2J101120A LLAVE MARCA BRITOOL DE 5/8 BS Y ¾ BS N/P 2J7182A LLAVE MARCA BRITTOL DE 7/16 Y 3/18 N/P 25Y67A JACKING ADAPTERS KIT (3 QTY) N/P 66-088 DESARMADOR MARCA STANLEY N/P 5552 DADO PARA TUERCA LLANTA MARCA PROTO N/P UNK ADAPTADOR PARA DADO MARCA BRITOOL KIT DE 3 CABEZAS PARA DESARMADOR N/P 25Y189A DRIVER N/P TLS0405 TORQUE DE .5-36 LBF.IN MARCA TORQUELEADER N/P 25Y257A ADAPTER N/P 25Y725A ADAPTER N/P UNK ADAPTER MARCA BRITOOL	-

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6.1 RELACION DE EQUIPOS Y HERRAMIENTAS ESPECIALES. CONT.

CANTIDAD	DESCRIPCION DEL EQUIPO O HERRAMIENTA	MARCA
1	KIT PARA BAJAR INFORMACION DE MOTORES TFE 731	HONEYWELL

6.1.1 RELACION DE EQUIPOS DE AVIONICS

CANTIDAD	DESCRIPCION DEL EQUIPO O HERRAMIENTA	MARCA
1	DIGITAL TURBINE TEMPERATURE	-
1	DIGITAL PITOT STATIC TEST SET RVSM COMPLINAT	DPST-8000M
1	DIGITAL FUEL QTY TS DC400A	101-00850
1	DC-400 MODULE	101-00802
1	TEST DE RAMPA TRANSPONDER	ATC-601
1	MILIOHMETER	380460
1	DIAGL/ANALOG MEGOHMMETER	1026
2	DIGITAL MULTMETER	-
1	TEST 2002	630-762-4050
1	AUTORANGING MULTIMETER	65EA
1	DC POWER UNIT CHRISTIE	RF80H
1	DC POWERT SUPPLY	258534
1	PRESS TESTER	101-00212

6.2 RELACION DE EQUIPOS PARA CALIBRACION

MC JETS, S.A. DE C.V., cuenta con el sistema CORRIDOR, a través del cual el personal de Almacén supervisa y controla los equipos que están sujetos a calibración.

La siguiente imagen es un ejemplo del sistema CORRIDOR, el cual proporciona información como:

- **Numero de Parte**
- **Descripción**
- **Número de Lote**
- **Compartimiento**
- **No. de equipos disponibles**
- **Intervalo de calibración**
- **Fecha de expiración / Próxima calibración**
- **Remanente**

MC Jets S.A. de C.V.

AEROPUERTO INTERNACIONAL DE QUERETARO 22500, HANGAR 24.
CARRETERA ESTATAL 200, QUERETARO-TEQUISQUIAPAN
QUERETARO, QUERETARO MUNICIPIO DE COLON 76270
Mexico

June 01, 2016

Telephone: 4423142075 Fax: 4423142075

Selection Criteria
Warehouse: QRO STOCK

Part that have expired show as **Bold**.
Parts due to expire within 90 days show as *Italics*.

Part Number	Description	Lot Number	Bin	Avail	On Shelf	Cure Date	Shelf Life	Exp Date	Days Left
QRO STOCK									
TOOL-MC0391	MANOMETRO WIKA (0-5000 PSI) MULA AZUL CHICA	LT15-00781.1	QUARANTINE						
TOOL-MC0392	MANOMETRO (0-5000 PSI) COLOCADO EN MULA ROJA	LT15-00780	QUARANTINE						
TOOL-STW-1111-100	CALIBRADOR DIGITAL 4" (WESTON) MANOMETRO C/GLISERINA ASHCROFT	LT15-00879.44	QUARANTINE						
TOOL-MC0185	BASCULA DIGITAL (0-800g) PALMSCALE	LT15-01128.2	CTB3						
TOOL-SIGNAL SIMULATOR 1117-2	DYNAMIC BALANCER	LT14-00551	CTA1						
TOOL-MC0106	MANOMETRO WIKA (0-5000 PSI) C/GLISERINA	LT14-00426	CALTOOLS						
TOOL-MC0344	MANOMETRO C/GLISERINA (0-5000 PSI)	LT15-01508	CTB4-13						
TOOL-MC0343	MANOMETRO DIXON (0-5000 PSI)	LT15-01509	CTB4-13						
TOOL-MC0346	MANOMETRO (0-160PSI 0-11BAR 0-1.1 Mpa)	LT15-01510.2	CTB4-6						
TOOL-MC0111	MANOMETRO NOSHOOK (0-500PSI) caratula de 41/8 de diam.	LT14-00480	CTB4-16						
TOOL-MC0115	MANOMETRO TRONAIR (0-300PSI) MULTIMETRO FLUKE 87 (AMARILLO)	LT14-00481.11	CTB3						
TOOL-101-00901	DIGITAL TURBINE TEMPERATURE T/S	LT14-00516.2	CTB2						
TOOL-MC0107	MANOMETRO VACUM (0-30PLG/HG 0-100 kpa)	LT14-00427	CTB4-3						
TOOL-ND-81	INCLINOMETRO (DIGITAL PROTRACTOR)	LT15-00737.24	CTB3						
LPS 3	LUBRICANTE	LT16-00507	FAB5						
LPS 3	LUBRICANTE	LT16-00503	FAB5						
LPS 1	LUBRICANTE	LT16-00502	FAB7						
LPS 1	LUBRICANTE	LT16-00508	FAB7						
LPS 3	LUBRICANTE	LT16-00510	FAB5						
LPS 1	LUBRICANTE	LT16-00526	2CB1						
103162	ACEITE MOBIL SINTETICO 75W-90	LT14-00522	PINTURAS						
LPS 3	LUBRICANTE	LT16-00647	FAB5						
LPS 1	LUBRICANTE	LT16-00646	FAB7						
USADO-P/S 700	SEALANT *RA	LT15-01887	PINTURAS						

Nota: El Listado completo del equipo sujeto a calibración se encuentra cargado en el CORRIDOR y podrá ser contralado y consultado en cualquier momento de tal forma que siempre estará actualizado.

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

CAP. 7 PROCEDIMIENTOS DE TRABAJO

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

7.1.- POLITICAS DE TRABAJO

MCJETS S.A. DE C.V. (AVIZOR) a través de su Jefatura de Inspección y Jefatura de Mantenimiento llevaran a cabo los servicios de mantenimiento conforme a las indicaciones, recomendaciones, procedimientos e intervalos de inspección establecidos en el Manual de Mantenimiento del fabricante así como también en apego a lo establecido en la Norma Oficial Mexicana correspondiente.

7.2.- RECEPCION DE LA AERONAVE

El Taller Aeronáutico, deberá de efectuar una inspección preliminar de las condiciones en las que recibe la Aeronave cuando está este programada para entrada a mantenimiento, efectuando inspecciones físicas y pruebas operacionales de los principales sistemas de la Aeronave, empleándose el formato correspondiente para cada uno de los Modelos de las Aeronaves autorizadas dicha recepción la conoceremos como "incoming".
Los encargados de realizar dicha inspección serán el Jefe de Mantenimiento y Jefe de Inspección los cuales deberán de emitir el reporte correspondiente, debiendo de levantar las discrepancias encontradas durante la inspección.
Así mismo se deberán de considerar los reportes de los pilotos que se encuentren asentados en la bitácora de vuelo.
Ver Capitulo 12 para Formato de Incoming.

7.3.- PROCEDIMIENTO DE SERVICIOS DE MANTENIMIENTO NO PROGRAMADOS

Para aquellos servicios de mantenimiento **NO PROGRAMADOS** tales como: accidentes, incidentes, aterrizajes bruscos, turbulencia severa, impacto por rayos entre otros, se sujetaran a las recomendaciones establecidas en el Manual de Mantenimiento del Fabricante.

7.4.- DESIGNACION DEL PERSONAL DE PRODUCCION

La designación del personal de producción, mecánicos e inspectores será responsabilidad del Jefe de Inspección en conjunto con el Jefe de Mantenimiento, quien de acuerdo a las funciones, obligaciones y responsabilidades deberá de designar el personal adecuado en número y experiencia para la atención de los servicios de mantenimiento.

7.5.- PROCEDIMIENTO PARA LA ATENCION DE REPORTES DE PILOTO

Posterior a haber efectuado la recepción de la Aeronave y después de haber verificado la bitácora de vuelo por la existencia de reportes de pilotos, se procederá a través del Inspector a levantar las discrepancias correspondientes para la atención de las mismas.
A la conclusión de la acción correctiva de las fallas reportadas, el técnico que realizo dicho servicios deberá de asentar en la misma bitácora, la acción correctiva llevada a cabo, así como estampar su Firma, Fecha y Número de Licencia, de acuerdo a los requisitos establecidos en la Norma Oficial Mexicana correspondiente. Adicional deberá esperar que el Jefe de Inspección verifique y avale el trabajo y el Responsable de Taller libere la aeronave en base a los Procedimientos de Inspección y Liberación de mantenimiento aquí descritos.

7.6.- PROCEDIMIENTOS DE INSPECCION

El Jefe de inspección es responsable de la realización completa y eficiente de las inspecciones asignadas, para garantizar la aceptación de la inspección de acuerdo con las especificaciones de este manual u otro documento técnico aprobado. Dichas inspecciones serán documentadas.
Las reparaciones estarán sujetas a inspecciones progresivas. Las discrepancias generadas durante la realización del trabajo serán registradas y deberán ser corregidas antes de la inspección final.

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

7.6.- PROCEDIMIENTOS DE INSPECCION CONT.

Al término de la reparación, el mecánico firmará los registros indicando que la reparación está lista para inspección.
El Jefe de inspección inspeccionará para asegurar que el trabajo fue realizado de acuerdo con las especificaciones de los fabricantes descritas en SRM o AMM o CMM. Además verificara que las pruebas funcionales correspondientes a los trabajos sean satisfactorias antes de la aceptación final. Estampara su sello o firma indicando la aceptación del trabajo
A continuación se describen los sellos autorizados para los procedimientos de inspección correspondientes.

SELLO	NOMBRE	CARGO
	**TEC. DAVID SANCHEZ RAMOS**	**JEFE DE INSPECCION Y CALIDAD**

7.6.1.- INSPECCION PRELIMINAR A PARTES

El Jefe de Inspección es el responsable de la inspección, la entrada de materiales, tornillería o artículos de ferretería, partes, componentes, equipo u otros, comprados para uso del taller, realizándose una revisión o inspección visual con el fin de garantizar que los datos como número de parte o número de serie, orden de compra, u otra especificación así como la documentación respectiva de cada producto como lo requiere DGAC Después de la inspección o revisión el inspector determinaran si el producto cumple con todos los requerimientos aplicables.

7.6.2.- INSPECCION POR DAÑOS OCULTOS.

La inspección no está limitada a las áreas aparentemente dañadas o que hayan sufrido alguna deterioración, incluye de una inspección minuciosa y comprobar por daños ocultos en las áreas adyacentes del área dañada y/o en los casos de deterioración, una revisión minuciosa de todos los materiales similares o equipos dentro de un sistema de suministro o área estructural.
El llevar acabo esta inspección puede ser guiada por el tipo de unidad involucrada y con un historial de operación previa.
El Inspector tiene la facultad y la experiencia para determinar si los daños deberán ser reparados durante el servicio o se realizarán en el próximo servicio.

7.6.3.- INSPECCION PROGRESIVA.

El Jefe de Inspección tendrá la obligación de realizar inspecciones en diferentes etapas de desarmado, revisión, reparación, armado, pruebas de todas las actividades efectuadas a las aeronaves.
Las Inspecciones progresivas son realizadas con una frecuencia determinada por las recomendaciones aplicables del manual. Durante la inspección progresiva, si resultara alguna discrepancia se deberá documentar a través del documento destinado para ello.

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7.6.4.- INSPECCION DE MANTENIMIENTO.

El Jefe de Inspección es responsable de examinar las tarjetas de trabajo terminadas, para asegurarse que todos los trabajos solicitados en las tarjetas han sido realizados, que no hay discrepancias abiertas y que están cubiertos por la información aprobada. El responsable de Taller verificara nuevamente para garantizar el cumplimiento con esta sección.
El Jefe de Inspección debe observar personalmente el trabajo que realice cualquier técnico bajo su cargo, hasta un grado necesario como para asegurar que es satisfactorio y deben estar disponibles para consultas y tomar decisiones en los asuntos que requieran instrucción o una decisión más alta que la de la persona que está haciendo el trabajo.
Luego que las ordenes de trabajo hayan sido examinadas por correcto llenado, referencias y sean exactas, son archivadas por el Jefe de Mantenimiento.

7.6.5.-CONTINUIDAD DE LA RESPONSABILIDAD DE MANTENIMIENTO.

En caso de existir un segundo o tercer turno se contara con un libro de cambio de turno para los inspectores y los técnicos mecánicos, donde deberán anotar el estado del trabajo efectuado así como la información necesaria sobre cada trabajo no completado, para que le sirva al siguiente turno en caso de requerirlo o poder continuar al siguiente día. Su propósito es asegurar una responsabilidad continua de mantenimiento para el trabajo que se esté realizando.
Todas las anotaciones en el libro de cambios de turno o continuidad de mantenimiento, deben ser firmadas por el personal que entra y el que sale de su turno de trabajo.

7.6.6.-ACABADO DE PARTES.

El acabado de partes NO APLICA debido a que la el taller aeronáutico no fabrica partes, cuando estas sean requeridas serán compradas.

7.6.7.-INSPECCION FINAL Y RETORNO DE SERVICIO.

Antes de la aprobación para el retorno a servicio de las aeronaves, el Jefe de Inspección verificara la documentación del trabajo efectuado, de igual forma realizará una inspección visual general por condición de las aeronaves, esto para determinar que todas las tareas mandatorias hayan sido efectuadas e inspeccionadas como se exige en el sistema de inspección.
Ninguna aeronave podrá ser retornada a servicio hasta que los trabajos programados y los registros hayan sido completados. Atención particular recibirá el estado de cumplimiento de las directivas de aeronavegabilidad recibidas y analizadas por el Jefe de Mantenimiento.
La Inspección Final será asentada en el formato de Outcoming estipulado en el Capítulo 12.

7.6.8.-LIBERACION DE MANTENIMIENTO POR EL TALLER AERONAUTICO.

Para mejor entendimiento de esta sección recordaremos que la Liberación del Mantenimiento deberá de venir firmado siempre por el mecánico que efectuó el trabajo de mantenimiento, inspeccionada por el Inspector y autorizada por el responsable del taller procedimiento el cual se declara en la bitácora o documentos correspondientes, que el trabajo realizado en una aeronave (planeador, motores, componentes o accesorios) cumplen con los requisitos técnicos indicados por los fabricantes y/o autoridad y que se puede regresar a su operación normal.

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7.6.8.-LIBERACION DE MANTENIMIENTO POR EL TALLER AERONAUTICO.CONT.

La liberación mencionada en el párrafo anterior deberá contener una leyenda en la cual se acredita que la aeronave cumple con las condiciones de aeronavegabilidad, bajo un formato similar al siguiente:
"Certifico que de acuerdo con el programa de inspecciones de mantenimiento, instrucciones de reparación, alteración o de revisión mayor, según sea el caso, esta aeronave (planeador, motor, componente o accesorio) ha sido inspeccionada, reparada, alterada o se le ha efectuado la revisión mayor, según sea el caso de acuerdo con los requisitos del manual de mantenimiento del fabricante y se le ha efectuado una inspección (indicar el tipo de inspección) y se determinó que se encuentra en condiciones de Aeronavegabilidad. Los detalles sobre la realización de este trabajo han sido archivados en el Taller Aeronáutico (indicar nombre y número de habilitación) bajo la Orden de Trabajo (indicar número de Orden de Trabajo).
Cargo y firma de la persona extiende la liberación de mantenimiento."

7.6.9.-ACTIVIDADES QUE REQUIEREN INSPECCION.

En caso de ser requerido los Ítems de Inspección Requerida (RII.), concierne al trabajo de mantenimiento que si no es cumplido adecuadamente pueda poner en peligro la seguridad operacional de la aeronave. Los ítems RII están presentes en el programa de mantenimiento de la aeronavegabilidad continua. Estos ítems RII tienen una misma importancia sin tener en cuenta si están relacionados con los trabajos programados o no programados. El hecho de que un RII exija ser cumplido en un tiempo corto o en un tiempo dificultoso de ejecutarlo, no justifica que este ítem sea cumplido inadecuadamente.
Nuestro Taller ha designado las siguientes actividades que requieren inspección (RII):
•Instalación, reglaje y ajustes de las superficies y controles de vuelo.
• Instalación y reparación de componentes estructurales mayores.
• La instalación de un motor de aeronave y overhaul o calibración de ciertos componentes, tales como motores, transmisiones y cajas de engranajes o equipamiento de navegación.
Sin embargo esta actividades no limitan a personal técnico el cual evaluara la lista de ítems RII y podrá determinar si es necesarios incluir más actividades.
El personal asignados por el director General para realizar actividades que requieran inspección (RII) son:

- German Zamudio Cuevas
- Edgar Garduño Maldonado

Para entrenamiento en este tipo de actividades se establece:

- El personal debe estar debidamente certificados, calificados, entrenados y habilitados como mecánicos en planeador y motores.
- Tenga una experiencia 4 años en el equipo.

7.7.-CONTROL DE DIRECTIVAS DE AERONAVEGABILIDAD Y BOLETINES DE SERVICIO MANDATORIOS.

La aplicación adecuada y oportuna de las Directivas de Aeronavegabilidad y Boletines de servicio mandatorios en una aeronave, una vez ingresado al taller aeronáutico es responsabilidad de la Jefatura de Inspección que mantendrá el siguiente procedimiento:
- El Jefe de Ingeniería llevara el control de los boletines de servicio y directivas de aeronavegabilidad aplicables a las aeronaves de acuerdo a la norma NOM-039-SCT3-2000, debiendo analizar cada una para determinar la aplicación, y de ser necesario su programación de acuerdo a los límites establecidos en las mismas, para las aeronaves con contrato de mantenimiento.
- Se deberá programar la aplicación del mismo de acuerdo a la recepción de la aeronave y asentados en la orden de trabajo.

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7.7.-CONTROL DE DIRECTIVAS DE AERONAVEGABILIDAD Y BOLETINES DE SERVICIO MANDATORIOS. CONT.

- Deberá ser respetado el tiempo límite marcado para su aplicación, ya sea esta repetitiva o por única ocasión.
- El formato de control de directivas y boletines de servicio es el formato utilizado por el taller y aprobado por la autoridad aeronáutica con forme a lo establecido en la norma NOM-039-SCT3-2000, este formato es controlado por el Taller aeronáutico y Administrado a través de nuestra Jefatura de Ingeniería.
- Las partes necesarios para llevar a cabo los trabajos referidos en dichos boletines y directivas deberán ser partes que sean aprobadas y debidamente certificadas. El Jefe de Mantenimiento será el encargado de llevar el control de estos documentos al interior de la empresa, por lo que deberá de solicitar una copia de las directivas aplicadas a las aeronaves para actualizar el record de cada aeronave.
- En conjunto con los boletines emitidos por el fabricante de la aeronave y de la autoridad aeronáutica, la aplicación de las directivas de aeronavegabilidad, los reportes de bitácora de los pilotos, los manuales de mantenimiento del fabricante conforman el historial de la aeronave que se han de mantener actualizado en todo momento.

El Jefe de Mantenimiento y el Jefe de Ingeniería cuentan con las contraseñas para que a través de la página (internet) del fabricante del planeador y motores pueda obtener la documentación actualizada.

A continuación se presenta un ejemplo de formato de Control de Directivas de Aeronavegabilidad.

RED WINGS

REPORT BY:	ADRESS:			PHONE: 01 (442) 3142075
ORGO A. MONTERO CORTES		CARRETERA ESTATAL 200 QUERÉTARO - TEQUISQUIAPAN HANGAR 8 QUERÉTARO,QTO. AEROPUERTO INTERCONTINENTAL DE QUERÉTARO		

CONTROL OF AIRWORTHINESS DIRECTIVES OF AIRCRAFT

REPORTED DATE : 1/31/2012

MANUFACTURER:	BEECHJET 400A	TOTAL TIME OF AIRCRAFT:	2987.5	SERIAL NUMBER:	RK-316
HAWKER BEECHCRAFT	XA-AFA	TOTAL CYCLES OF AIRCRAFT:	2580	DATE OF MANUFACTURE	30-mar-01

NUMBER OF SB EFFECTIVE DATE CLASS	DESCRIPTION	COMPLIED DATE TIME	STATUS METHOD OF COMPLIANCE/APPLICABILITY	ONCE OR RECURENT	NEXT DUE DATE TIME	REMAINING DATE TIME	1. FACILITY 3. CERT 2. CERT. TYPE 4. AUTHOR
AD 74-08-09 R2 29-jun-96 39-9680	TO PREVENT POSSIBLE FIRES THAT COULD RESULT FROM SMOKING MATERIALS BEING DROPPED INTO LAVATORY PAPER OR LINE WASTE RECEPTACLES	14-mar-01 2004.20 1719	SE VERIFICO APLICABILIDAD DE AD1974-08-09 R2 DE FECHA DE JULIO 29,1996 NO REQUIRIENDO DE NINGUNA ACCION CORRECTIVA YA QUE EL LAVATORIO TRASERO CUENTA CON LAS PLACAS CON LETRAS LEGIBLES DE "NO SMOKING" COMO LO MENCIONA ESTA INFORMACION EN SU PAGINA 82 INCISO (1).	RECURENT	3004.2	16.7	1. Hawker Beech Service 2.- WO 39872.3 3. FAA: UO3Y990X / DGAC: 253 4. ING. ENRIQUE ZAVALA
					REVISED BY:		
AD 89-26-11 2-may-90 39-6426	TO PREVENT THE RELEASE OF LIQUID AND VAPOROUS FUEL INTO THE CABIN, AND POSSIBLE SUBSEQUENTE XPLOSION AND/OR FIRE IN THE CABIN.		SUPERSEDED BY AD 90-17-05	ONCE	NA	NA	1. 2. 3. 4.
					REVISED BY:		
AD 90-17-05 17-sep-90 39-6690	TO PREVENT THE RELEASE OF LIQUID AND VAPOROUS FUEL INTO THE CABIN, AND POSSIBLE SUBSEQUENTE XPLOSION AND/OR FIRE IN THE CABIN.	30-mar-01 5.30	INCORPORATED IN MANUFACTURED	ONCE	NA	NA	1. RAYTHEON AIRCRAFT COMI 2. PRODUCTION 3. 4. R. M. WORMAN
					REVISED BY:		
AD 92-15-02 18-sep-92 39-8295	TO PREVENT REDUCED STRUCTURAL INTEGRITY OF THE ENGINE MOUNTING SYSTEM	30-mar-01 5.30	INCORPORATED IN MANUFACTURED	ONCE	NA	NA	1. RAYTHEON AIRCRAFT COMI 2. PRODUCTION 3. 4. R. M. WORMAN
					REVISED BY:		
F AD 92-16-14 1-sep-92 39-8323	TO PREVENT FIRE AND POTENTIAL EXPLOSION OF THE FUSELAGE FUEL TANKS,	30-mar-01 5.30	INCORPORATED IN MANUFACTURED	ONCE	NA	NA	1. RAYTHEON AIRCRAFT COMI 2. PRODUCTION 3. 4. R. M. WORMAN
					REVISED BY:		
F AD 93-01-07 2-mar-93 39-8461	TO PREVENT SNAGGING OF THE END CLEVIS FITTING AND KINKING (AND SUBSEQUENT FAILURE) OF THE EMERGENCY RELEASE CABLE OF THE MAIN LANDING GEAR, WHICH MAY PREVENT EXTENSION OF THE MAIN LANDING GEAR.	30-mar-01 5.30	INCORPORATED IN MANUFACTURED	ONCE	NA	NA	1. RAYTHEON AIRCRAFT COMI 2. PRODUCTION 3. 4. R. M. WORMAN
					REVISED BY:		
F AD 93-01-08 4-mar-93 39-8462	AIRPLANE FLIGHT MANUAL (AFM) REVISION	30-mar-01 5.30	INCORPORATED IN MANUFACTURED	Once	NA	NA	1. RAYTHEON AIRCRAFT COMI 2. PRODUCTION 3. 4. R. M. WORMAN
					REVISED BY:		
F AD 93-02-12 24-mar-93 39-8495	LEFT-HAND INTER STAGE (LH IT) CIRCUIT BREAKE-WIRING	30-mar-01 5.30	INCORPORATED IN MANUFACTURED	ONCE	NA	NA	1. RAYTHEON AIRCRAFT COMI 2. PRODUCTION 3. 4. R. M. WORMAN
					REVISED BY:		
F AD 93-09-11 17-jun-93 39-8577	AFT FUEL FILLER TANK INSTALLATION	30-mar-01 5.30	INCORPORATED IN MANUFACTURED	ONCE	NA	NA	1. RAYTHEON AIRCRAFT COMI 2. PRODUCTION 3. 4. R. M. WORMAN
					REVISED BY:		

7.8.-SEGUIMIENTO Y CONTROL DE LOS REPORTES DE BITACORAS.

El Jefe de Mantenimiento será el responsable de mantener un control efectivo de los reportes de bitácora realizados por los pilotos al momento de la recepción de la aeronave en las instalaciones, mismos que le serán atendidos y registrados a través de la orden de trabajo correspondiente, remitidos por nuestro Jefe de Mantenimiento.
Una vez que se hayan efectuado los trabajos, se anotarán las contestaciones en la bitácora de vuelo y se certificara que la aeronave está en condiciones de operación y/o de Aeronavegabilidad, por el responsable de Taller Aeronáutico para la liberación de la aeronave de mantenimiento.
En todos los casos que los reportes no atendidos por alguna situación de fuerza mayor, serán marcados como "continuado" anotando tal situación y la razón del mismo, la tripulación de vuelo podrá despachar la aeronave una vez consultada el Manual Lista de Equipo Mínimo, para determinar si puede continuar su vuelo.

7.9.- PROCEDIMIENTOS PARA LA AUTORIZACIÓN DE SERVICIOS O REPARACIÓN DE AERONAVES O COMPONENTES CON TERCEROS.

MCJETS S.A. DE C.V. (AVIZOR), es un taller aeronáutico que trabaja de acuerdo a los lineamientos publicados en el Manual de Procedimientos de Taller y a las normas de la DGAC en el cual se presentan las capacidades autorizadas hasta la fecha, los trabajos que en su momento se encuentren fuera de esta capacidad tendrán que podrán ser efectuados por un taller tercero. Tomando en cuenta la siguiente consideración:

- Se podrá realizar la contratación de servicios para la aeronave, componentes y/o accesorios con otros Talleres, los cuales serán determinados en conjunto con el Director de General y el Responsable de Taller, siempre y cuando dichos Talleres cuenten con el permiso correspondiente otorgado por la DGAC y tengan la capacidad para prestar los servicios requeridos.

7.10.- VUELOS DE PRUEBA POR CAMBIO DE MOTOR, SUPERFICIES, REPARACIÓN MAYOR, MODIFICACIONES, ETC.

En caso de ser necesario y solo si se requiriera, se realizarán vuelos de prueba para dar cumplimiento a lo establecido por las Autoridades y los Fabricantes Aeronáuticos. El inspector deberá revisar los formatos de trabajo y en caso de que el trabajo efectuado a la aeronave en cuestión lo requiera deberá efectuarse dicho vuelo para una correcta liberación del mantenimiento.
Adicional se mantendrá el siguiente criterio para vuelo de prueba:

- Cuando exista un reporte repetitivo pese a los trabajos de mantenimiento efectuados y los solicite la empresa para deslindar responsabilidades.
- Cuando exista insuficiencia de información para definir el problema pero se determine como prioritario para la Aeronavegabilidad.

7.11.- POLITICAS PARA LA CONSERVACION DE REGISTROS

Los registros técnicos (copia) serán archivados y almacenados de tal forma que los registros sean fácilmente ubicados para auditorias y consulta de personal autorizado, los sistemas de archivado y almacenaje deberán promover:
Facilidad de localización, accesibilidad y control adecuado, y serán responsabilidad directa del Jefe de Mantenimiento llevar el control actualizado de las tareas de mantenimiento que se han ejecutado en las aeronaves. Las original deberán ser entregadas a sus propietarios/operadores.

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7.11.- POLITICAS PARA LA CONSERVACION DE REGISTROS. CONT.

Los registros de mantenimiento se conservaran con respecto a la aeronave, aplicación de AD's, SB's y componentes controlados por límite de vida, de la aeronave es el tiempo total de servicio, tiempo de servicio desde la última reparación mayor (Overhaul), como son horas, ciclos y/o días trascurridos desde que fue efectuado según corresponda; también se conservará los registros de los detalles pertinentes las modificaciones y reparaciones hechas a la aeronave y se conservaran los registros de mantenimiento de aquellos instrumentos y equipos cuyas condiciones de servicio y durabilidad se condicionan según su tiempo límite de vida.
Los registros de mantenimiento indicados Órdenes de Trabajo, se conservaran durante el tiempo que determine la autoridad aeronáutica. Después de haber terminado la vida útil de la aeronave y/o de los componentes, los documentos relacionados con la aplicación y liberación de mantenimiento se conservarán durante dos años.

7.12.- REGISTRO DE ALTERACIONES O MODIFICACIONES MAYORES

Es responsabilidad del responsable de taller de efectuar la liberación de mantenimiento posterior a una alteración o modificación mayor, deberá, en adición a la entrada referida a los registros de mantenimiento, registrar la alteración o modificación en la forma DGAC 46 por triplicado, así como la orden de Ingeniería debidamente autorizada por la DGAC, los cuales tendrán los siguientes destinos:

a) El original deberá ser entregado al Propietario/Operador, a fin de ser anexado al expediente de cada aeronave.
b) Una copia deberá ser enviada a la Autoridad Aeronáutica dentro de las 48 horas después de la liberación de mantenimiento de la aeronave y/o componentes.
c) Otra copia deberá ser retenida por el Taller Aeronáutico que efectúe el trabajo.

En el caso de modificaciones que resulten en cambios a las limitaciones de operación de la aeronave o a la información incluida en el Manual de Vuelo aprobado por la Autoridad Aeronáutica, dichas limitaciones de operación o información de vuelo se deberán revisar o documentar, según corresponda, e incorporarla al Manual de Vuelo.

7.13 MANEJO Y CONTROL DE CALIDAD DE COMBUSTIBLES Y LUBRICANTES

La calidad de los combustibles, lubricantes y líquidos hidráulicos utilizados por el taller aeronáutico corresponden a lo establecido por el Fabricante de la aeronave y de los motores, cumpliendo con lo siguiente:

COMBUSTIBLES

- Solo se utilizará el combustible especificado por el Fabricante y suministrado por compañías autorizadas.
- Cuando exista la menor duda el técnico y/o inspector solicitará verificar la calidad del combustible antes de recargar la aeronave.

LUBRICANTES

- Se verificará que el lubricante a utilizar este aprobado por el Fabricante.
- Siempre que sea posible se utilizará todo el contenido de los recipientes, por lo que deberá procurarse no abrir ninguno si no se utilizará en su totalidad.
- Antes de abrir algún recipiente de lubricante, se revisará por evidencia de daños que permitan la fuga o contaminación de su contenido.
- Se limpiara la boca de llenado del componente y recipiente a utilizarse, procurando que al abrirlo no se generen rebabas que contaminen su contenido.
- Se procurará el trasvase directo del recipiente al componente, evitando hasta donde sea posible hacerlo utilizando otro recipiente.

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7.13.- MANEJO Y CONTROL DE CALIDAD DE COMBUSTIBLES Y LUBRICANTES. CONT.

LUBRICANTES

- El lubricante que no se utilice deberá desecharse para evitar la contaminación de su contenido y de los sistemas de lubricación de la aeronave.
- Siempre las recargas de lubricante se efectuaran con estricto apego a lo establecido en los Manuales de los Fabricantes a fin de no cargar indebidamente los sistemas con el consiguiente daño a los componentes.
- Al terminar la recarga se cerrara inmediatamente el depósito del componente.
- Se anotará en la bitácora u Orden de Trabajo la recarga del lubricante efectuado.

LÍQUIDOS HIDRÁULICOS

- Se verificará que el líquido hidráulico a utilizarse sea el aprobado por el Fabricante.
- Siempre que sea posible, se utilizará todo el contenido de los recipientes por lo que deberá preocuparse por no abrir ninguno si existiera desperdicio.
- Antes de abrir algún recipiente de líquido hidráulico, se revisará por evidencia de daños que permitan la fuga o contaminación de su contenido.
- Se limpiarán la boca de llenado del componente y del recipiente a utilizarse, procurando que al abrirlo no se generen rebabas que contaminen su contenido.
- Verifique que el líquido a recargar se encuentre limpio y sin indicio de contaminación alguna.
- Se procurará el trasvase directo del recipiente al componente, evitando hasta donde sea posible hacerlo utilizando otro recipiente.
- El líquido hidráulico que no se utilice deberá desecharse para evitar contaminación de su contenido y de los sistemas hidráulicos de la aeronave.
- Siempre las recargas de líquido hidráulico se efectuaran con estricto apego a lo establecido en los Manuales del Fabricante, a fin de no cargar indebidamente los sistemas con el consiguiente daño a los componentes.
- Al terminar la recarga se cerrara inmediata y adecuadamente el deposito del componente.
- Se anotará en la bitácora u Orden de Trabajo la recarga del líquido hidráulico efectuada.

7.14.- PESO Y BALANCE DE LAS AERONAVES

En caso de que por trabajos programados o en caso de ser requerido el peso y balance será efectuado a través de Talleres Terceros Subcontratados vigilando en todo momento el procedimiento establecido por el Fabricante de la aeronave., debido a que el Taller Aeronáutico no cuenta con la capacidad en este momento. Lo anterior en cumplimiento con lo establecido en la Norma Oficial Mexicana correspondiente.

7.15.- PROCEDIMIENTO PARA LA TOMA DE DECISIONES Y ACCIONES EN CASO DE EMERGENCIA POR ACCIDENTE O INCIDENTES DEL EQUIPO DE VUELO, INSTALACIONES Y/O PERSONAL EN EL ÁREA DE MANTENIMIENTO.

El taller Aeronáutico cuenta con una póliza de seguro vigente para las aeronaves que se encuentren en servicio, que cubre cualquier daño a la aeronave o sus equipos dentro de las instalaciones del Taller Aeronáutico.
En lo referente a las responsabilidades del Taller Aeronáutico en materia de Seguridad e Higiene Industrial, estos procedimientos se encuentran establecidos en el Manual General Mantenimiento y Procedimientos de Taller en el capítulo correspondiente, lo anterior para el servicio de las aeronaves, por lo que no se explicaran estos procedimientos en este capítulo.

7.15.- PROCEDIMIENTO PARA LA TOMA DE DECISIONES Y ACCIONES EN CASO DE EMERGENCIA POR ACCIDENTE O INCIDENTES DEL EQUIPO DE VUELO, INSTALACIONES Y/O PERSONAL EN EL ÁREA DE MANTENIMIENTO. CONT.

Solo cabe mencionar que el personal del Taller Aeronáutico tienen la obligación que en materia de Seguridad e Higiene del Taller reportar al Jefe de Mantenimiento de nuestra Empresa las faltas o riesgos en materia de seguridad que se acuerden durante la inducción al personal en temas de seguridad, esto para garantizar que los Servicios de Mantenimiento prestados a las aeronaves se realicen dentro de las mejores condiciones posibles de Seguridad e Higiene.
Buscando que de esta manera, la seguridad de las aeronaves en funciones de verificación al Taller se encuentra garantizada.

7.16.- FORMAS PARA CADA UNO DE LOS SERVICIOS Y TRABAJOS DE MANTENIMIENTO

Dentro de cada fase o inspección programada para cada aeronave se incluirá dentro del sticker emitido por el Taller de **MCJETS S.A. DE C.V. (AVIZOR)** la siguiente información, Marca, Modelo, Numero de Serie, fecha de liberación Nombre y firma del Responsable de Taller, ya que los formatos utilizados para cada una de la inspecciones o fases son emitidas por el manual del fabricante, como lo muestra el Apéndice de esta Manual. Así mismo en dicho apéndice se muestran los formatos para los servicios de las inspecciones autorizadas de acuerdo a las limitaciones del Taller.
En lo que se refiere a servicio de línea (prevuelo y postvuelo) el mecánico deberá utilizar los formatos correspondientes incluidos dentro de este manual.

7.17.- POLÍTICAS DE MANTENIMIENTO DE LÍNEA FUERA DE LA BASE PRINCIPAL DEL TALLER.

Cuando por alguna situación emergente se requiera ejecutar alguna tarea de mantenimiento fuera de las instalaciones de nuestro taller, se organizara un grupo de mecánicos e inspectores para la atención de problema.
Dicho personal debe cubrir con los siguientes requisitos:
- Contar con su licencia de técnico aeronáutico vigente, con la capacidad en el tipo específico de la aeronave.
- Tener la capacitación necesaria para realizar los servicios que se soliciten.
-Asegurarse que se cuenta con toda la herramienta necesaria de acuerdo a la falla reportada.

7.18 PROCEDIMIENTO PARA EFECTUAR PRUEBAS NO DESTRUCTIVAS

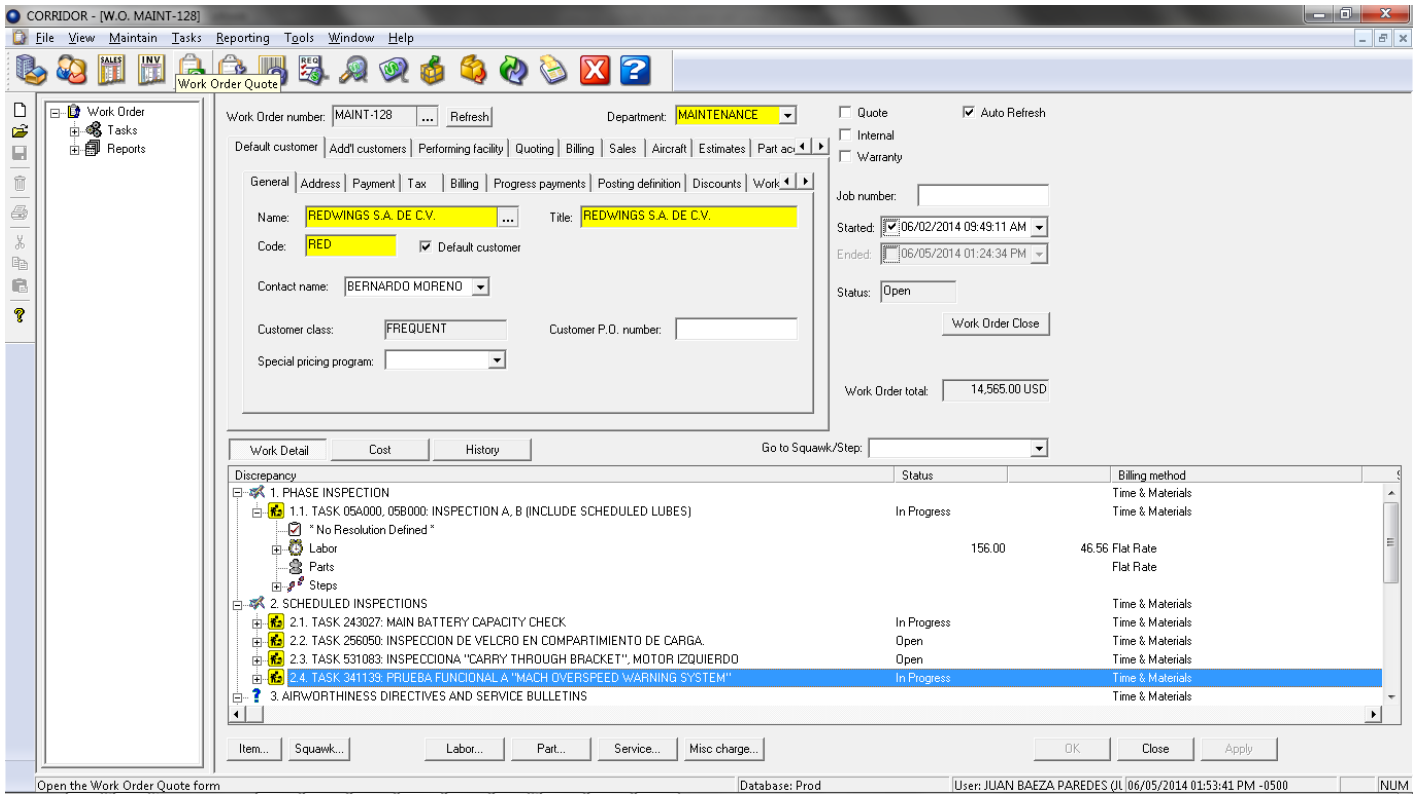
Todas las Pruebas no Destructivas requeridas serán efectuadas a través de Talleres Terceros Subcontratados, debido a que el Taller Aeronáutico no cuenta con la capacidad en este momento. Lo anterior en cumplimiento con lo establecido en la Norma Oficial Mexicana correspondiente.

7.19 REPARACION MAYOR Y ALTERACION DE AERONAVES Y COMPONENTES

Para que el Taller Aeronáutico pueda llevar a cabo cualquier modificación que afecte el diseño original de una aeronave o sus características, deberá de contar con la previa autorización de la Autoridad Aeronáutica y presentar la información con el estudio técnico detallado conforme a las Normas Oficiales Mexicanas correspondientes. Estas modificaciones se podrán hacer siempre y cuando el Taller tenga en sus especificaciones de operación, la marca y el modelo de aeronave a la que pretende efectuar la modificación. Ver Capítulo Correspondiente.

7.20.- CORRIDOR, SOFTWARE PARA ORDENES DE TRABAJO.

MCJETS S.A. DE C.V. (AVIZOR) buscando una mejora en su administración de documentación y procesos de órdenes de trabajo, implemento a través del sistema de nombre **CORRIDOR (Training Syllabus).** Software que auxilia en la administración de cotizaciones, ordenes de trabajo, facturación y control de partes en el almacén principalmente. Este sistema cuenta con un número de usuario y contraseña el cual se personaliza para las actividades que el empleado debe realizar por lo que se vuelve una herramienta que impiden la modificación de información, si la persona no se encuentra autorizada.
El menú crear "Work Order Quote" nos permite personalizar la cotización del cliente específicamente a la aeronave que corresponde como es: matricula, número de serie así como datos de la compañía a la que pertenece, nombre, dirección, datos fiscales, etc.
Por lo que se genera una base de datos de cada uno de nuestros clientes que requieren de nuestros servicios y por lo que resulta un fácil manejo para la ubicación de órdenes trabajo, cotizaciones y datos de las empresas.

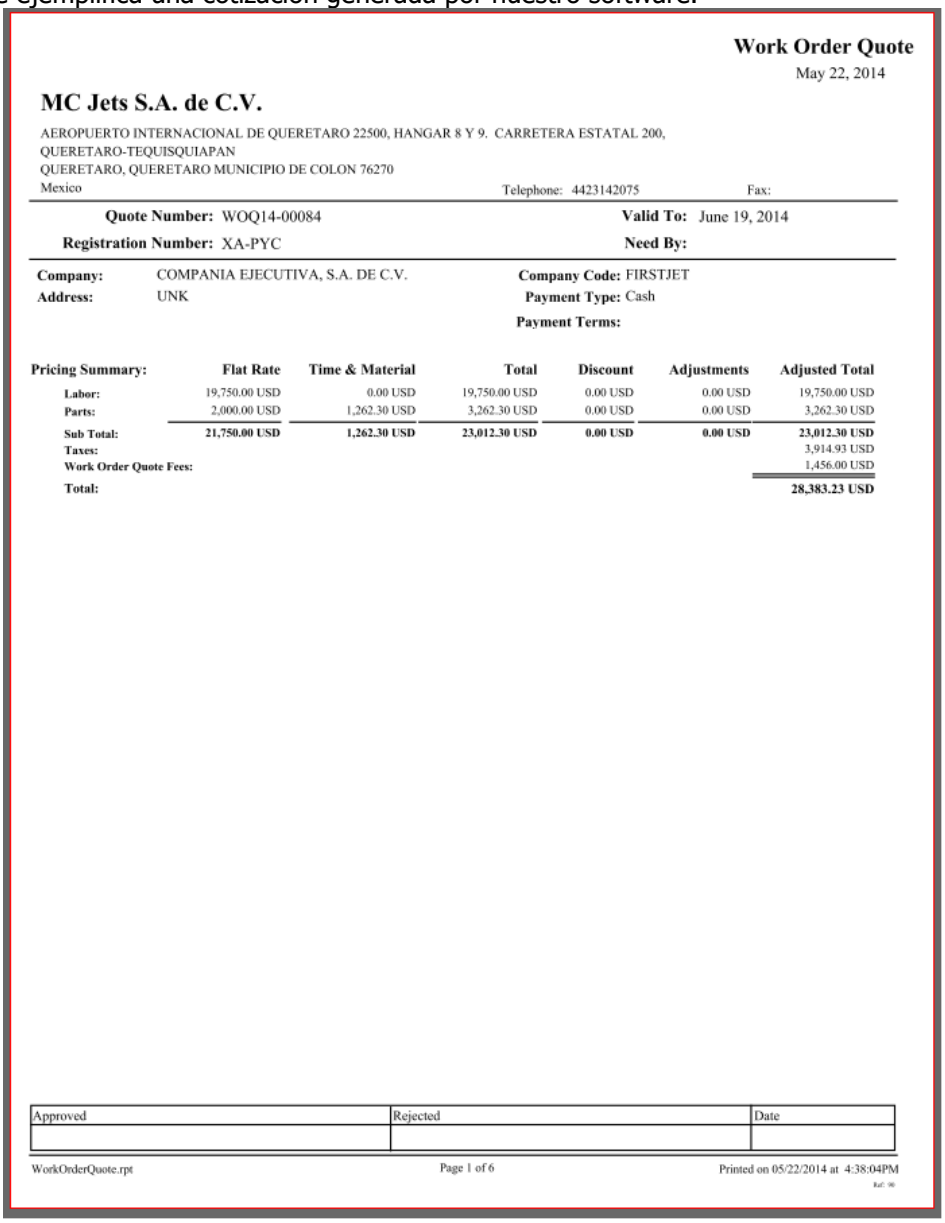


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Adicional se puede hacer una búsqueda de cotizaciones ya efectuadas, lo cual nos permite tener un historial o records de lo que ya se ha cotizado, con el precio de mano de obra y partes requeridas.

Otra opción de este software nos permite realizar la clasificación de partes en serializadas y no-serializadas, por lo que el encargado de realizar la cotización podrá localizar de forma inmediata la parte requerida a través del número de parte o su descripción. Esta opción proporciona adicional el costo de dicho componente o parte y verificar si se encuentra en existencia dentro de nuestro almacén, por lo que nuestra cotización comienza a describir datos importantes como es la tarea a realizar, la mano de obra que se requiere para su cumplimento, el costo de la parte si aplica, así como su precio. En el caso de encontrarse en el inventario este permite solicitar la orden de compra descripción que realizaremos más adelante

A continuación se ejemplifica una cotización generada por nuestro software.



Work Order Quote

May 22, 2014

MC Jets S.A. de C.V.

AEROPUERTO INTERNACIONAL DE QUERETARO 22500, HANGAR 8 Y 9. CARRETERA ESTATAL 200, QUERETARO-TEQUISQUIAPAN
QUERETARO, QUERETARO MUNICIPIO DE COLON 76270
Mexico
Telephone: 4423142075 Fax:

Quote Number: WOQ14-00084 **Valid To:** June 19, 2014
Registration Number: XA-PYC **Need By:**

Company: COMPANIA EJECUTIVA, S.A. DE C.V. **Company Code:** FIRSTJET
Address: UNK **Payment Type:** Cash
Payment Terms:

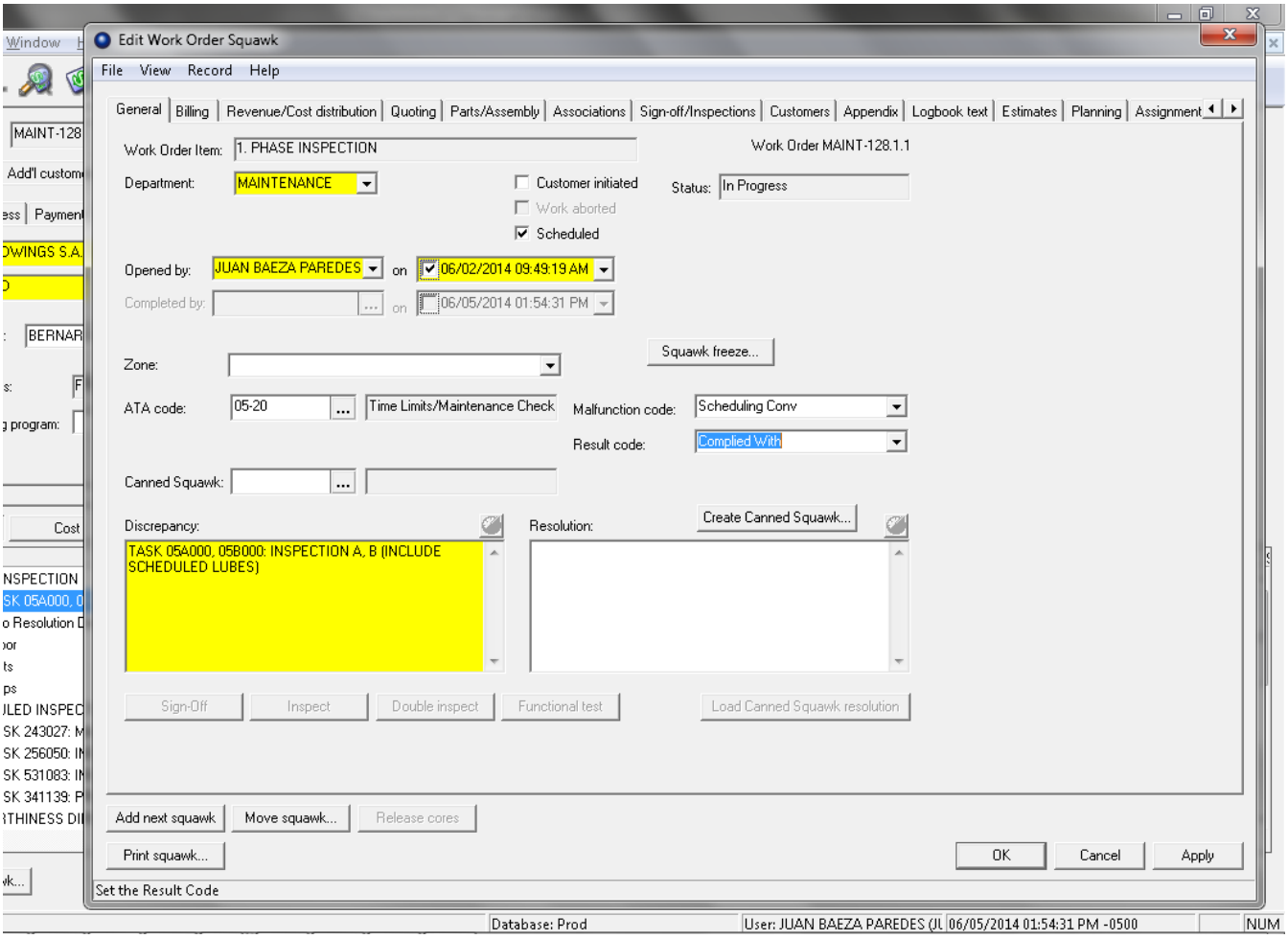
Pricing Summary:	Flat Rate	Time & Material	Total	Discount	Adjustments	Adjusted Total
Labor:	19,750.00 USD	0.00 USD	19,750.00 USD	0.00 USD	0.00 USD	19,750.00 USD
Parts:	2,000.00 USD	1,262.30 USD	3,262.30 USD	0.00 USD	0.00 USD	3,262.30 USD
Sub Total:	**21,750.00 USD**	**1,262.30 USD**	**23,012.30 USD**	**0.00 USD**	**0.00 USD**	**23,012.30 USD**
Taxes:						3,914.93 USD
Work Order Quote Fees:						1,456.00 USD
Total:						**28,383.23 USD**

Approved	Rejected	Date

WorkOrderQuote.rpt Page 1 of 6 Printed on 05/22/2014 at 4:38:04PM

Orden de Trabajo

La principal función es concentrar toda la información del mantenimiento que se está realizando en la aeronave y cada uno de los componentes instalado en ella. Primeramente en el caso de que se una aeronave previamente cotizada contendrá todas aquellas tareas de mantenimiento que haya sido previamente cotizadas, así como los reportes de pilotos las directivas y boletines aplicables a la aeronave, discrepancias que resulten dentro de las inspecciones, incoming, outgoing, las partes removidas e instaladas la mano de obra requerida para el cumplimiento de cada una de las tareas, el costo de las exportaciones e importaciones de partes, trabajos subcontratadas por las cuales el taller no cuente con la autorización para realizarlo. Sera el esqueleto donde todo lo relacionado a la aeronave (documentación Formas 8130, etiquetas, formas DGAC, formas de trabajo, firmas, sellos, mano de obra, tiempo extra, etc.) se concentra los reportes que serán las memorias de trabajado. Los reportes tendrán un número consecutivo las cuales serán reflejadas en un sticker para ser firmada por el responsable de taller marcando la liberación de la aeronave y retorno a servicio de operación.



En esta pantalla se puede visualizar como se lleva el control de tiempos trabajados (man power) de los técnicos e inspector involucrados en cada uno de los puntos de la Orden de Trabajo.

Tenemos la opción de imprimir reportes de las Órdenes de Trabajo para poder ofrecer una mejor atención y mayor información de los trabajos efectuados a las aeronaves de nuestros clientes. Adicional en caso de que se requiere se podrán también indicar que trabajos fueron efectuados por taller externos.

Generación de requisición de partes

Esta opción permite al Jefe de mantenimiento, revisar el stock de materiales del almacén de **MCJETS S.A. DE C.V. (AVIZOR)** , en caso de observar que no se cuenta con algún componente en almacén y necesario para las actividades de mantenimiento para la corrección de falla podrá realizar su orden de compra que será procesada a través de un mensaje que será recibida por nuestro departamento de exportaciones e importaciones que se dedicara a conseguir dicha parte con los proveedores autorizados por el fabricante, realizando toda la logística para la importación de dichas piezas y a su vez el retorno de las mimas en el caso de se trate de una reparación o core.

Facturación

Esta parte que es la final y administrativa, donde el cliente tendrá que liquidar a fin de que la aeronave pueda abandonar las instalaciones de taller. En ella podrá cotejar todas las actividades de mantenimiento realizadas en su aeronave y comparar contra los documentos de como lo es la orden de trabajo y el stickers de liberación.

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CAP. 8

GARANTIAS

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

8.1.- GARANTIAS DE LOS SERVICIOS PROPORCIONADOS COMO TALLER AERONÁUTICO

MCJETS S.A. DE C.V. (AVIZOR), garantiza que los servicios y trabajos de mantenimiento que se proporcionen a los aviones, motores y / o componentes, se harán de acuerdo a las especificaciones de los fabricantes, reglamentos y normas establecidas por las autoridades.

Al efectuar el servicio de mantenimiento a cualquier aeronave, será la empresa quien garantice que los trabajos cumplan con un sistema de calidad, en los niveles de mantenimiento autorizados, asegurando el uso correcto de los procedimiento de mantenimiento, boletines de servicio y directivas de aeronavegabilidad, pruebas operacionales de la aeronave, así como el cumplimiento de la normatividad existente.

El personal técnico cuenta con licencias vigentes autorizadas por la Dirección General de Aeronáutica Civil y entrenamiento continuo.

MCJETS S.A. DE C.V. (AVIZOR), garantiza corregir cualquier deficiencia en los servicios o trabajos que lleve a cabo, proporcionando la mano de obra requerida, partes y / o componentes y materiales.

En el caso de los trabajos o servicios de terceros, que MCJETS S.A. DE C.V. (AVIZOR), haya encomendado a talleres de los fabricantes que representa o algún otro taller certificado por las Autoridades Aeronáuticas, la garantía será otorgada por el propio taller, en los mismos términos condiciones y limitaciones de responsabilidad.

La garantía se otorga por los trabajos efectuados y no a la persona física o moral. Esto significa que la garantía conserva su validez, no obstante que la unidad haya cambiado de propietario dentro del periodo de garantía.

Todos los materiales que hayan sido convenidos por MCJETS S.A. DE C.V. (AVIZOR), durante los trabajos desarrollados estarán garantizado de acuerdo con los temimos y políticas de los propios proveedores.

Si dentro del periodo de garantía MCJETS S.A. DE C.V. (AVIZOR), determina-previa notificación por escrito del cliente que los trabajos realizados no cumplen con los requerimientos de las autoridades aeronáuticas o con los lineamientos de los fabricantes, MCJETS S.A. DE C.V. (AVIZOR) reparara o sustituirá a su elección, la parte o partes que estén dentro del periodo de garantía aplicable, debiendo el cliente regresar el avión a las instalaciones de MCJETS S.A. DE C.V. (AVIZOR) o entregar en dichas instalaciones el componente de que se trate.

La corrección de los trabajos será garantizada por el tiempo remanente del periodo originalmente aplicable.

Para el caso de componentes que implican desgaste o deterioro por el propio uso de este, la garantía se establecerá en términos de la vida remanente no utilizada.
Las garantías perderán su validez o no se aplicaran, de ocurrir lo siguiente:

1. Si el producto no es operado y / o manejado de acuerdo con los procedimientos establecidos por el fabricante o la autoridad competente.
2. Si el producto ha sido objeto de trato inexperto, negligente o empleo fuera de límite o en maniobras acrobáticas no permitidas.
3. Si es violado el armado final del producto por un taller o persona que no se encuentre autorizada explícitamente por escrito por MCJETS S.A. DE C.V. (AVIZOR),
4. Si "El CLIENTE", solicita y así se hiciere, se le instalen componentes y / o partes no adquiridas en MCJETS S.A. DE C.V. (AVIZOR),

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8.1.- GARANTIAS DE LOS SERVICIOS PROPORCIONADOS COMO TALLER AERONÁUTICO. CONT.

Los antes expresados, son únicamente garantía implícita en donde las reparaciones o sustituciones que se señalan son los únicos aplicables. MCJETS S.A. DE C.V. (AVIZOR), no acepta obligaciones o responsabilidad alguna de desgaste por uso del producto, mala operación o vencimiento de tiempos, perdida comercial o de algún otro tipo especial o por daños incidentales o accidentales.

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CAP. 9

ALMACEN TECNICO

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

9.1.- ORGANIZACIÓN DEL ALMACEN.

En referencia al control general del almacén, se tienen como principales objetivos, organizar, optimizar, controlar y mejorar las actividades del manejo y control de partes, refacciones, insumos, papelería, etc., que ingresen o salgan del área del almacén.
El almacén deberá de contar con las áreas o espacios necesarios para el almacenamiento de las mismas, debiendo de contar con por lo menos con las siguientes áreas:

1. Material en Transito
2. Material Consumible
3. Material Fuera de Servicio.
4. Material en Cuarentena.

1. Material en Tránsito. Deberá estar debidamente identificado y además de contener sus documentos originales, que avalen su origen y trazabilidad.

2. Material Consumible. En lo que respecta al material consumible, se deberá de tener un "stock", (Máximos y Mínimos), en base al programa de mantenimiento con el que cuente el Área de Programación y Control respecto de las Aeronaves de las cuales es responsable.

3. Material Fuera de Servicio. De igual forma deberá estar debidamente identificado con la tarjeta respectiva, y estar apartado del material consumible y de tránsito. Mismos que no podrá ser ocupado nuevamente, puesto que ya no cumple con las especificaciones y los estándares de calidad.

4. Material en Cuarentena. Es aquel material que después de haber sido verificado e inspeccionado por el personal designado, se encuentra aislado para verificar su procedencia o en su caso, regresarlo al proveedor por defectos o fallas encontradas.

Todo lo anterior, es con la finalidad de mantener la cantidad de material suficiente y correcto, para el oportuno suministro de partes y refacciones principalmente para la aeronave en proceso de mantenimiento, cumpliendo así con los servicios para los cuales se está autorizado, manteniendo y vigilando le desarrolle con eficiencia dichas actividades por todo el personal involucrado, esto conforme a los procedimientos establecidos y políticas de la empresa.

9.2.- POLITICAS PARA EL APROVISIONAMIENTO DE PARTES.

En primer término la empresa ha decretado políticas para el aprovisionamiento de partes y / o materiales necesarios para la atención de los servicios de las Aeronaves, siendo estas las que a continuación se enlistan:

1) Toda compra deberá ser amparada bajo una requisición de compra o un correo electrónico.
2) El solicitante deberá entregar al almacenista su hoja de requisición de material debidamente llenada o enviar correo electrónico con toda la información necesaria para la requisición de la parte.
3) El encargado de Almacén, deberá sellar y / o firmar de recibido la requisición de material en original y copias y verificar su correo electrónico diariamente para verificar requisiciones electrónicas.
4) Toda requisición de compra deberá pasar primeramente al almacén para que se verifique su existencia y condición física.
5) En caso de no contar con el material solicitado, el Almacenista encargado de almacén procederá a:

    1. Turnar la requisición de compra al área respectiva (Exportaciones e Importaciones)
    2. Archivar y dar seguimiento a cada una de las requisiciones pendientes.

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9.2.- POLITICAS PARA EL APROVISIONAMIENTO DE PARTES. CONT.

6) El almacén deberá de recoger diariamente las copias de requisiciones del día y revisar su correo electrónico por requisiciones de compra electrónicas.
7) Se deberá de archivar siempre junto a la copia de la orden de compra, la requisición de material y/o la requisición de compra electrónica.
8) La Jefatura de Mantenimiento, será la encargada de requisitar, entregar la solicitud de requisición y/o enviar la requisición electrónica de acuerdo al calendario establecido con base a sus necesidades la cual será atendidas por el Almacenista en el orden y prioridad a la urgencia del servicio.

9.3.- PROCEDIMIENTO DE COMPRA Y RECEPCION DE PARTES

9.3.1.- PROCEDIMIENTO DE COMPRAS.

1) Deberá elaborar las órdenes de compra conforme al procedimiento y formatos, debiendo de llenar debidamente cada uno de los espacios solicitados en las formas.
2) El Departamento de Exportaciones e Importaciones deberá solicitar las cotizaciones y órdenes de compra internacionales bajo los lineamientos ATA así como las compras nacionales.
3) Deberá cotizar con por lo menos tres proveedores, ya sean nacionales o extranjeros, debiendo llevar el debido control sobre las mismas.
4) Deberá de registrar el / los numero (s) de orden (es) de compra y el / los nombres de el / los proveedor(es) en el control de requisiciones.
5) Deberá de adjuntar a la orden de compra, la hoja de requisición de material correspondiente.
6) Deberá de archivar cada una de las órdenes de compra, de la siguiente manera:

a) Órdenes de Compra Nacionales.- La calidad de los proveedores nacionales o subcontratantes se refleja en el producto ofrecido al Taller aeronáutico, por ello es necesario evaluar y documentar convenientemente las relaciones con dichos proveedores, para asegurar que estos no transmitan sus problemas de calidad a la empresa. Para esto se establece un contrato con los proveedores donde se especifican las condiciones técnicas y económicas del suministro, que tiene que ser aprobado por Jefe de Mantenimiento de la empresa el cual tiene potestad para afirmar si estas condiciones se cumplen o no.
Hay tres aspectos importantes en este procedimiento:
Las compras se deben realizar a proveedores aprobados por la DGAC, cumplir con las especificaciones del fabricante y/o tener la representación del fabricante en México y para aprobar a un proveedor se puede elegir alguna de las siguientes opciones entre otras:
- Realizar una visita o auditoria para comprobar la capacidad del proveedor.
- Que el proveedor tenga un certificado de conformidad con la norma ISO 9001/2/3 de un organismo autorizado.
- Efectuar auditorias para revisar las especificaciones y que se definen los parámetros, los resultados se registra en el formato correspondiente.

b) Órdenes de Compra Internacionales.- Debido a su condición eminentemente técnica, papeleos de importación y aclaraciones o condiciones de compra, se archivaran por expediente individual (orden de compra), la copia de requisición de compra, la copia de la guía de embarque y documentos anexos, la copia de los gastos de importación, facsímil o copias de los mismos que mencionen por cualquier motivo el número de orden involucrado o NIP, contenidos en dicha orden de compra y por último el reporte de entrada de materiales al almacén.

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9.3.2.- POLITICA DE RECEPCION DE PARTES.

A fin de mantener al máximo el índice de seguridad de las aeronaves, el Jefe de Inspección y control de calidad en conjunto con el Jefe de mantenimiento, se encargara de verificar el control de las partes y componentes, que ingresen al almacén, debiendo de revisar de conformidad las especificaciones y autenticidad de las partes, así como la documentación técnica aprobada adjunta (Forma 8130-3, C OF C).

Forma FAA 8130-3.- Etiqueta de Aprobación de Aeronavegabilidad. La forma FAA se utiliza para indicar la aprobación para el retorno a servicio de un componente, aprobado por una estación de reparación FAA, o el titular de una compañía aérea que operan certificado expedido en virtud de los 14CFR Parts 121, 129 o 135 con un programa de mantenimiento de aeronavegabilidad continuada. El formulario también sirve como la aprobación de exportación, la identificación y la determinación de la conformidad de los productos y sus partes de los Poseedores de la Aprobación para la Producción (PAH "Production Approval Holders").

Las partes deberán estar debidamente protegidas y perfectamente empacadas. Si se llegase a detectar una parte o componente dudosa, no deberá ingresarse al almacén, en tanto se no determine su autenticidad o trazabilidad. Dado el caso se asignara una área y / o periodo de cuarentena debiendo de efectuar el reporte correspondiente.

Si se llegara a determinar que el componente no cumple con las especificaciones del fabricante y así mismo no cuenta con la información técnica debida, se deberán de aplicar las POLITICAS establecidas en el presente Manual para estos casos.

Dentro de estas políticas se establecen a continuación los siguientes puntos de apoyo para la evaluación y / o detección de las partes y / o componentes:

a) El precio cotizado o anunciado en revistas, es significativamente menor que el precio cotizado por otros proveedores de la misma partes.
b) El tiempo de entrega es significativamente más corto que el tiempo real que lleva la entrega del mismo, aun cuando no haya existencias en el mercado.
c) Incapacidad del proveedor de proporcionar datos suficientes que demuestren la autenticidad de la parte.
d) Incapacidad del proveedor de proporcionar la documentación que acredite la aprobación de la parte y / o componente por la FAA.

9.4.- DEVOLUCION DE PARTES DEFECTUOSAS.

Toda vez que ya sea verificado físicamente la condición del material, partes y / o componentes de acuerdo a las políticas de recepción de partes, el Jefe de Mantenimiento en coordinación con el Jefe de Inspección y control de calidad, procederán a evaluar y en su caso a solicitar los siguientes puntos:

1. Se ha determinado que la parte o componente está en una condición dudosa.

2. Solicitará al proveedor que confirme con los documentos correspondientes la traceabilidad de los componentes o partes, mientras tanto el material deberá estar en cuarentena.

3. En caso de no ser acreditado adecuadamente las partes y / o componentes conforme a los establecido por la Autoridad Aeronáutica se devolverá al proveedor.

4. Así mismo, para aquellas partes y / o componentes que sean suministradas por el cliente, deberán avalar su procedencia a través de los documentos acreditados por la Autoridad Aeronáutica correspondiente.

Para aquellos casos en donde sean regresados las partes y / o componentes dudosos a los proveedores, se deberá de registrar y en su caso avisar a la Autoridad Aeronáutica correspondiente

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9.5. -MANEJO DE PARTES.

A través del Almacenista se encargara que todo el personal del Taller lleve a cabo el adecuado manejo del material y / o componentes, sujetándose a lo siguiente:

1) Solo se utilizara para el mantenimiento de las aeronaves, material aeronáutico nuevo o reparado, previamente verificado por el Jefe de Inspección.
2) Bajo ninguna circunstancia se debe de emplear el material aeronáutico no autorizado, de baja calidad o fuera de especificaciones.
3) La originalidad y perfecto estado de las partes se determina en principio por su apariencia y se hará constar siempre mediante la documentación técnica respectiva.
4) Bajo ninguna circunstancia se aceptara o conservara material rechazado o de dudosa procedencia.
5) Si se llegara a detectar un material no aprobado, se deberá notificar inmediatamente al Responsable de Taller, el cual su vez tomara las acciones pertinentes conforme a la Norma Oficial Mexicana correspondiente.

9.6. -ALMACENAMIENTO Y PRESERVACION DE PARTES.

Para el almacenamiento de partes, se tomara las siguientes medidas:

1. Todo aquel material que sea removido y su condición se encuentre fuera de las especificaciones o límites de vida, se decretara como "Fuera de Servicio" debiendo de colocar una Tarjeta Roja (Ver Formas), y enviándose al almacén en un área especial para su destrucción.
2. Todo aquel material y / o componente que sea removido, ya sea vencido por límite de tiempo, condición y que sea reparable, se le coloca una tarjeta verde, ingresándose al almacén para su reparación ya sea en el extranjero o en el país.
3. Para aquellas partes y / o componentes que se remueven, por necesidades de mantenimiento u / o necesidad que guarden una condición operativa, se le coloca una tarjeta color amarillo.
4. Para todo componente y/ o unidad, que su condición es operativa, previa inspección de recepción de almacén, se le colocara una tarjeta blanca, solo con fines de identificación.

Es importante que la persona que remueva, ingrese o haga recepción del material y / o componentes, será la encargada de llenar debidamente todos los espacios con la información requerida en cada una de las tarjetas de identificación.

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9.7.- MATERIALES CON LIMITE DE VIDA

El taller aeronáutico debe tener especial cuidado en los materiales que tengan límite de vida por lo que su almacenaje deben ser bajo condiciones controladas para cumplir con los requerimientos de su límite de vida que haya establecido el fabricante. Cuando un material es recibido por el almacén, el Jefe de Inspección debe revisar toda la documentación del material y dará el visto bueno para el ingreso al almacén. El Almacenista tendrá un programa de monitoreo que asegure el control de todos los materiales de tengan un límite de vida de almacenaje recomendados por los fabricantes.

El Almacenista inspeccionado por el Jefe de Inspección realizara las siguientes actividades:

- Impresión del reporte de la fecha de vencimiento de materiales.
- Buscar materiales vencidos
- Checar cada material y removerlo de la repisa
- De ser una parte rotable solicitará la reaparición de mismo
- Llene la forma del inventario
- Dar los materiales con vencimiento y papelería al área de inspección
- Escribir nombre en el reporte de Límite de vida de almacenamiento
- Manejo de desechos de partes

CAP. 10 INSTALACIONES

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

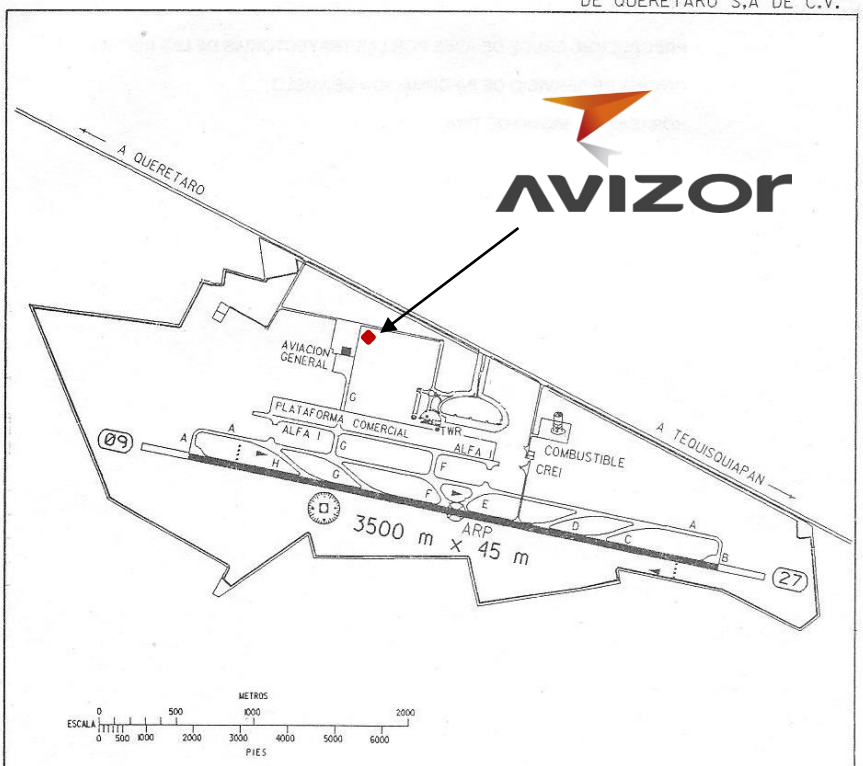
10.1.- UBICACIÓN DENTRO DEL AEROPUERTO

FEB-16-2006 01/06 (349) EFECTIVO MAR-16-06

TWR 118.95
VOR/DME 113.0

ELEV: 6296 FT
1919 m
VAR: 7° E

QUERETARO, QRO.
AEROPUERTO INTERNACIONAL
"AEROPUERTO INTERCONTINENTAL
DE QUERETARO S.A DE C.V."



INFORMACION ADICIONAL DE PISTAS

PISTA	ILUMINACION	DISTANCIAS DECLARADAS								ANCHO	
		TORA		ASDA		TODA		LDA			
		m	FT	m	FT	m	FT	m	FT	m	FT
09	HIRL-PAPI (3.0°)	3500	11483	3500	11483	3500	11483	3500	11483	45	148
27	HIRL-PAPI (3.0°)	3500	11483	3500	11483	3500	11483	3500	11483		

MINIMOS METEOROLOGICOS
TECHO EN FT Y VISIBILIDAD EN SM Y (m)

EQUIPO	DESPEGUE DIA Y NOCHE	
	PISTA 09	PISTA 27
1 Y 2 MOTORES	200-1 (1600m)	600-1 (1600m)
3 O MAS MOTORES	200-1/2 (800m)	600-1/2 (800m)

RWY	THR
09	20° 37' 13.4136" N 100° 12' 07.4616" W
27	20° 36' 51.5899" N 100° 10' 08.7960" W

ARP: 20° 37' 02.5485" N 100° 11' 08.3827" W

ALTERNO: 800-2 1/2 (4000m)

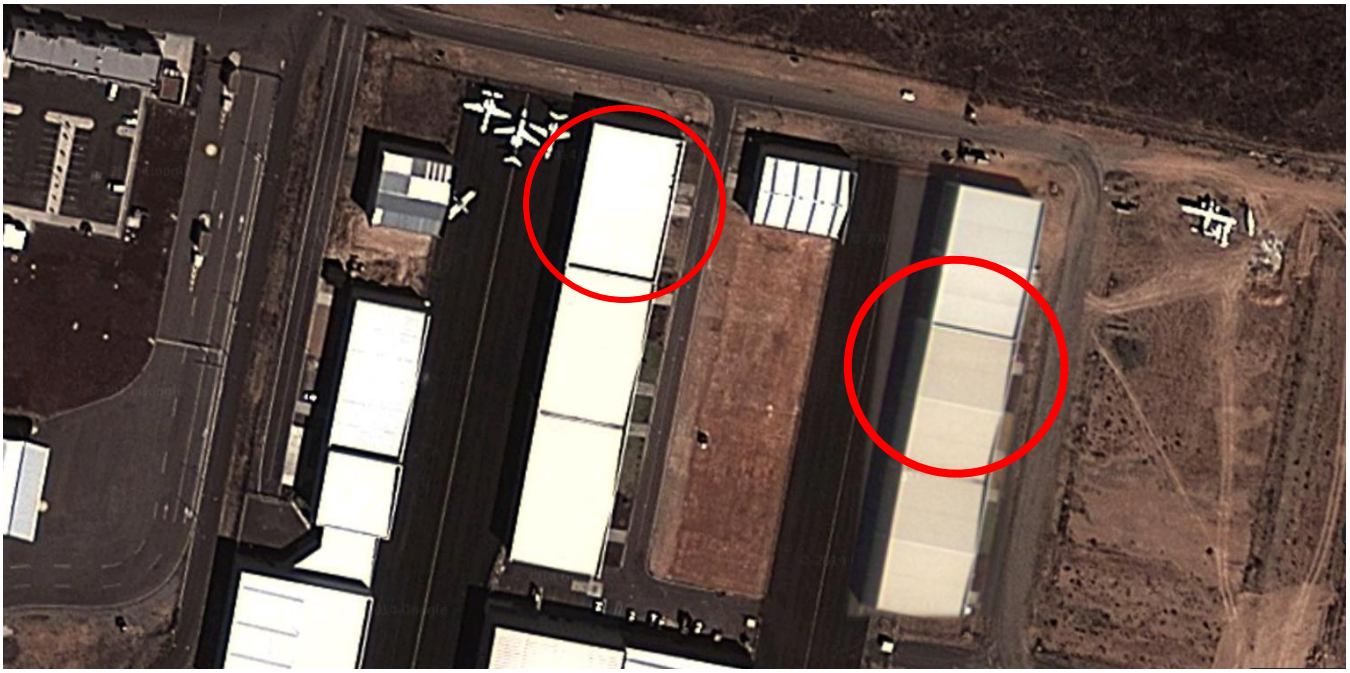
NOTAS: DISPONIBILIDAD DE COMBUSTIBLE GASAVION 100/130 Y TURBOSINA JP-1
SUMINISTRO DE COMBUSTIBLE UNICAMENTE POR CARRO-BOMBA

CAMBIOS: DETALLES MENORES SCT-DGAC-SENEAM MMQT-0

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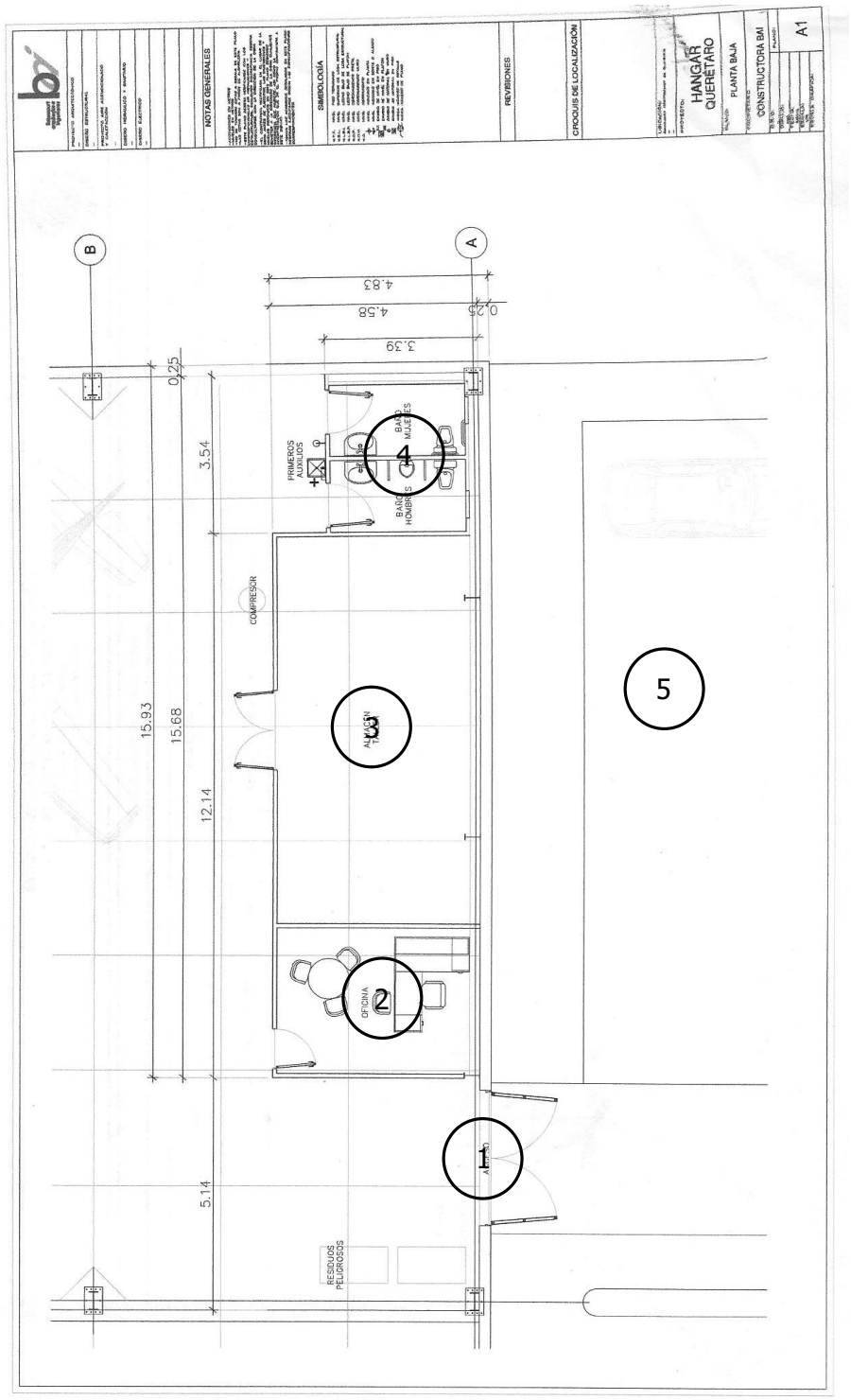
10.1.- UBICACIÓN DENTRO DEL AEROPUERTO. CONT.





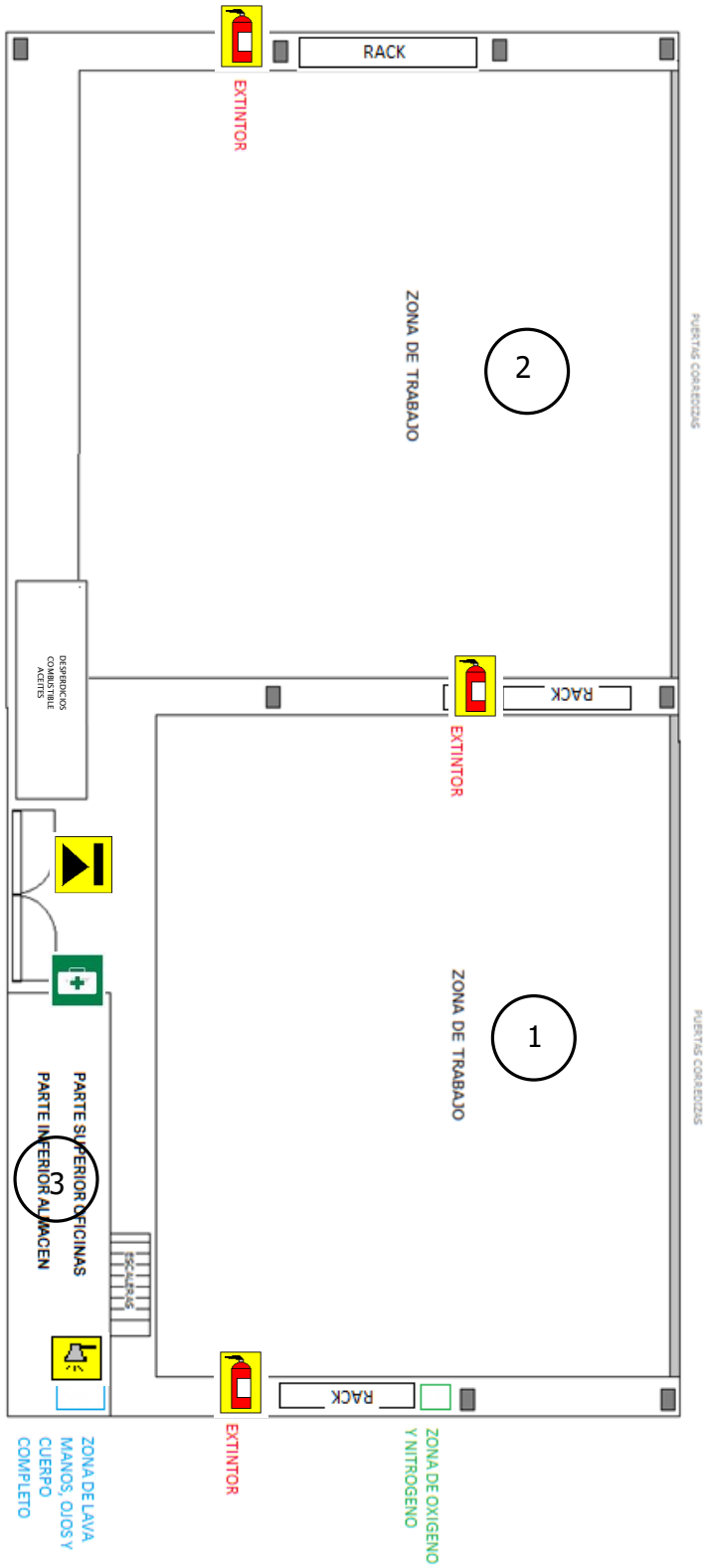
10.2.- PLANOS ARQUITECTONICOS Y UBICACIÓN DE EQUIPO DE EMERGENCIA/APOYO

PLANTA BAJA OFICINAS HANGAR 8,9.



1.- ENTRADA PRINCIPAL
2.- TALLER AVIONICS
3.- ALMACEN
4.- BAÑOS
5.- ESTACIONAMIENTO

10.3.- PLANOS ARQUITECTONICOS HANGAR 8,9 Y UBICACIÓN DE EQUIPO DE EMERGENCIA



1.- HANGAR 8
2.- HANGAR 9
3.- OFICINAS ADMINISTRATIVAS 1ER PISO
PLANTA BAJA ALMACEN

EXTINTOR

CONTROL DE ACCESO

BOTIQUIN DE EMERGENCIA

REGADERA Y LAVAOJOS

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

10.2.- PLANOS ARQUITECTONICOS HANGAR 24 al 27 Y UBICACIÓN EQUIPO EMERGENCIA/APOYO

- **PLANTA BAJA:**
  1. Recepción, Sala de espera
  2. Taller Avionics
  3. Almacén
  4. Sanitarios
  5. Estacionamiento
  6. Oficinas
- **PLANTA ALTA:**
  - **4.-** Sanitarios
  - **6.-** Oficinas

Nota: El equipo de emergencia/apoyo se encuentra actualizado hasta la fecha de edición de la presente revisión.

Simbología

EXTINTOR

BOTIQUIN DE EMERGENCIA

ALIMENTACION ELECTRICA

CONTROL DE ACCESO

REGADERA y LAVAOJOS

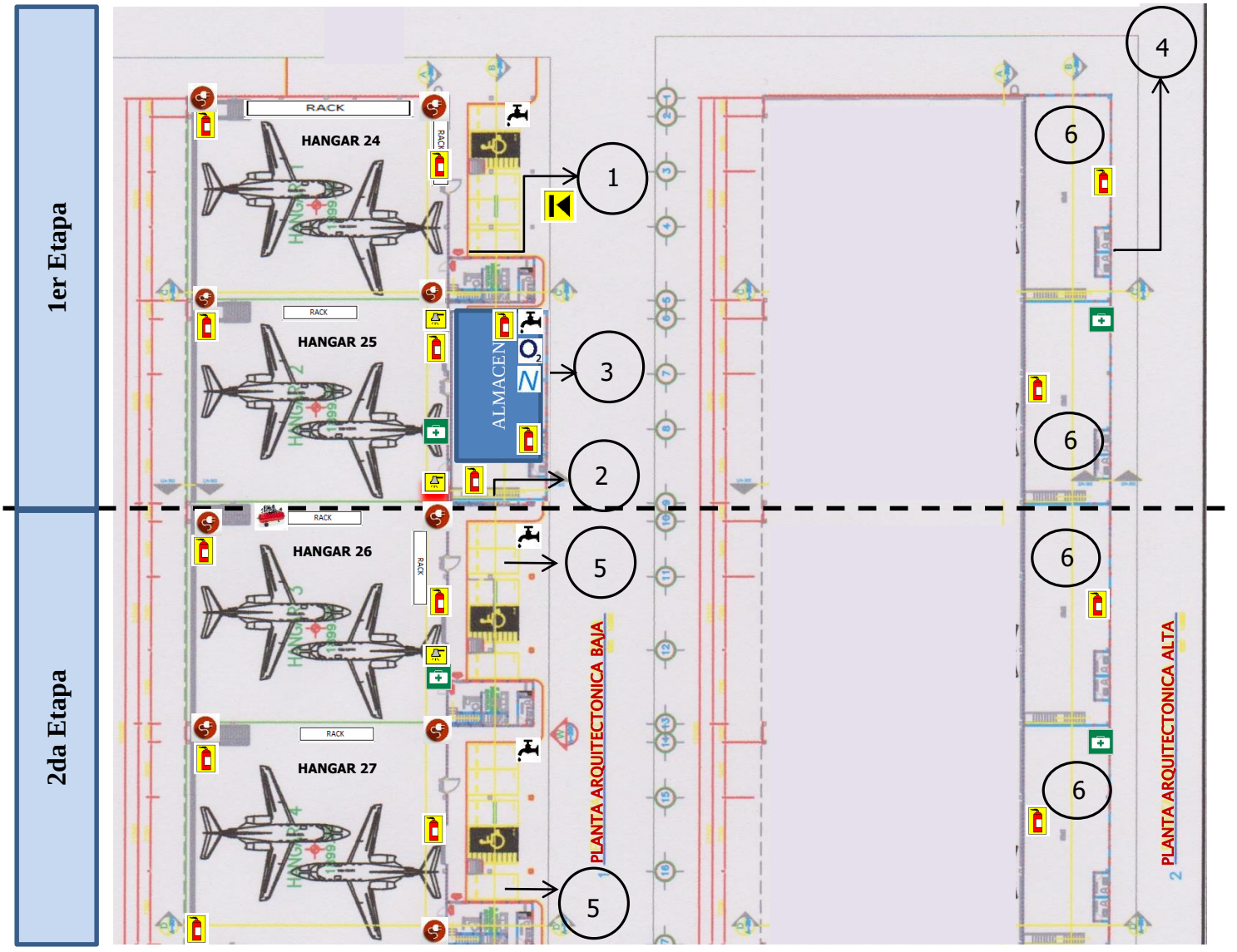
SOLO LAVAOJOS

AGUA

AREA DE OXIGENO Y NITROGENO

ANAQUELES (MOVILES)

COMPRESORA (MOVIL)



CAP. 11

SEGURIDAD INDUSTRIAL

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

11.1.- SEGURIDAD DENTRO DEL TALLER AERONAUTICO

La seguridad de las instalaciones, como taller aeronáutico juega un papel muy importante, ya que de estas medidas se podrá trabajar con la mayor confiabilidad posible, así como su óptimo funcionamiento de dichas instalaciones y por tanto se debe tomar las siguientes medidas:

Primero es importante que las áreas de trabajo estén bien distribuidas y cuenten con la superficie más adecuada y que contenga los elementos de trabajo para cada actividad, así como su señalización, es decir, las franjas que delimiten los accesos y restricciones.
Por otro lado, las medidas de prevención de incendios, que puedan ser originadas por las instalaciones, ya sean eléctricas, fusibles, pararrayos, alarmas, lámparas, equipos, herramientas, sobrecargas, solventes, combustibles, inflamables, etc., y que por consiguiente, nuestras instalaciones cuentan con los sistemas para prevenir incendios, planta de luz, ruptores térmicos eléctricos, instalaciones neumáticas, agua, basura, etc.

DEL SISTEMA Y / O EQUIPO DE SEGURIDAD

Los sistemas y equipos de seguridad han sido instalados, conforme a los requerimientos técnicos de seguridad, ya establecidos y que se describen a continuación:

Nuestra empresa cuenta con los procedimientos y equipos necesarios para evitar accidentes, ventilación adecuada de las instalaciones, aire acondicionado, iluminación adecuada, tomas de energía eléctrica, hidráulica, neumática, tierra física, extintores e hidrantes para combatir todo tipo de incendio y / o fuego, centro de carga eléctrico, contenedores de herramientas y accesorios de las aeronaves, estantes, racks, equipo de apoyo adecuado, así como para el almacenamiento de partes, refacciones y materiales en un área definida. Organizada con todas las medidas de seguridad, así como la capacitación para carretear aeronaves y la utilización e interpretación de señalamientos del personal respectivo.

En cuanto a equipos extintores:

- Extintor.- es el equipo lleno o vacío (Envase) que contiene y conduce al agente extinguidor.
- Extinguidor.- es el contenido, o sea la sustancia sólida, liquida o gaseosa que al hacer contacto con el fuego, elimina uno o varios elementos que componen al fuego.

Para conocer la ubicación de los extintores referirse al capitulo Instalaciones de este Manual

El fuego se clasifica de acuerdo al tipo de materiales combustibles que los produce, agrupándose en cuatro clases:

- 1. Clase A (Verde): lo son materiales sólidos, tales como madera, hule, papel, basura, plástico, telas.
- 2. Clase B (Rojo): lo forman los líquidos y gases, tales como el alcohol, gasolina, thiner, pinturas.
- 3. Clase C (Azul): lo forma el equipo eléctrico tales como generadores, motores.
- 4. Clase D (Amarillo): es una nueva clasificación que comprende aquellos materiales combustibles que al quemarse generan su propio oxigeno o que con el H2O, reaccionan violentamente, entre ellos tenemos al potasio, sodio y fosforo.

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11.2.- PRECAUCIONES AL REMOLQUE DE LAS AERONAVES

Nuestro taller cuenta con un remolque pequeño de batería el cual tiene como función el movimiento de las aeronaves dentro de nuestros hangares así como el acomodo en plataforma de nuestros aviones en mantenimiento.

En virtud de la importancia y frecuencia con que se remolcan las aeronaves, a continuación se recuerdan las precauciones que deben observarse siempre que se efectué tal maniobra:

1. Verifique que el equipo a utilizar (horquilla de arrastre y tractor), este en buen estado y sean del tipo adecuado. No improvise o acondicione alguna horquilla pues puede ocasionarse daños al equipo en la maniobra.
2. Conecte convenientemente la horquilla a la aeronave y después al tractor. Asegúrese de que todas las puertas de la aeronave se encuentren perfectamente cerradas.
3. Remueva los calzos y proceda al remolque.
4. No remolque la aeronave a velocidades que en cualquier momento pongan en peligro al personal o al equipo.
5. Cuando la aeronave se encuentre en el sitio indicado, se colocaran los calzos, se desconectara el tractor y removerá la horquilla. Nunca deje conectada una horquilla o puestos los frenos de estacionamiento.

11.3.- DE LAS AERONAVES Y LOS COMPONENTES DE LAS MISMAS

La seguridad en el proceso de mantenimiento, empieza una vez iniciado un trabajo, deberá usarse repuestos y refacciones recomendadas por el fabricante, así como combustibles y lubricantes que cumplan con las especificaciones del manual de la aeronave.

Verificar que los formatos de mantenimiento donde se harán las anotaciones del día correspondan a los servicios que se están llevando acabo.

Es indispensable el conocimiento y uso adecuado de micrómetros y otros instrumentos de medición, a fin de evitar errores en las tolerancias de las piezas en movimiento.

11.4.-REMOCIÓN Y ABASTECIMIENTO DE COMBUSTIBLES A LAS AERONAVES CUANDO SE REQUIERA POR FINES DE MANTENIMIENTO

Para mayor seguridad en el mantenimiento de las aeronaves, cuando se deba hacer la remoción del combustible, con este propósito cuando ingresan las aeronaves al taller y para evitar accidentes, este se remueve en unos tambos limpios, alejados de las áreas de trabajo, para prevenir incidentes o accidentes, cuando son cantidades pequeñas, posteriormente dándole parte al CREI, para que este pueda llevarse el combustible que fue removido, haciéndose cargo del mismo. El mayor índice de riesgo de incendio de las aeronaves, se presenta durante la carga de combustible, estos son productos derivados del petróleo, obtenidos por proceso de refinación, que pueden evaporarse fácilmente y producir atmosferas inflamables, por lo que el taller solicitara los servicios de combustibles de ASA en caso de ser requerido.

Desde el punto de vista de incendio, se consideran más peligrosos los gasaviones que la turbosina, ya que aquellos generan vapores inflamables a la temperatura ambiente, sin embargo, no debe olvidarse que la turbosina a la temperatura ambiente también desprende vapores , aunque en menor cantidad y en contacto con superficies calientes se incrementa sensiblemente la volatilidad, creando así atmosferas peligrosas.

11.4.- REMOCIÓN Y ABASTECIMIENTO DE COMBUSTIBLES A LAS AERONAVES CUANDO SE REQUIERA POR FINES DE MANTENIMIENTO. CONT.

Para efectuar con seguridad en el suministro del combustible a las aeronaves con fines de mantenimiento, se solicitara los servicios de ASA, se verificara que el combustible a servir a las aeronaves es precisamente del tipo y calidad especificada en los respectivos manuales de operación y / o mantenimiento, cuidar que el combustible que se surta sea de la calidad y pureza adecuada, y que durante el abastecimiento no se introduzcan en los tanques o depósitos correspondientes líquidos o materiales provenientes del exterior que alteren su pureza, vigilar que antes del abastecimiento de combustible a las aeronaves, tanto estas, como el equipo de aprovisionamiento y la boquilla de descarga de la manguera al tanque de combustible, estén eléctricamente a tierra y realizar el abastecimiento de combustible en una zona que quede a una distancia mayor a 15 mts, de cualquier edificio, verificar se usen filtros adecuados para el combustible durante el servicio de abastecimiento, verificar que antes de iniciar el abastecimiento de combustible y durante el tiempo que dure, se coloquen letreros que indiquen la restricción de **NO FUMAR**, entre otros

11.5.- USO Y ALMACENAMIENTO DE GASES COMPRIMIDOS

El nitrógeno, bióxido de carbono, acetileno, helio, aire oxígeno, hidrógeno, etc., tiene diferentes usos y aplicaciones, algunos de estos productos son de empleo muy limitado y poco frecuente, pero por encontrarse en recipientes de altas presiones, un manejo descuidado de estos productos puede causar accidentes graves.

Todos los cilindros deben identificarse claramente con etiquetas, placas o letreros en donde se indique el producto que contienen y deben almacenarse en lotes separados de acuerdo al producto que contienen para evitar confusiones.

Cuando estén almacenados o no se estén usando, deben tener puestos sus capuchones protectores. Cuando se transporten, no se deben rodar y evitar golpearlos o azotarlos contra el piso, para trasladarlos, emplear una carretilla o "diablo".

Como precaución para evitar accidentes y confusiones generalmente las conexiones de los cilindros que almacenan estos gases son de diferente diámetro o cuerda, según el producto que contienen conforme a lo establecido en normas. Por consiguiente, debe verificarse siempre que las cuerdas de las conexiones de los recipientes, mangueras, reguladores, etc., son del mismo tipo, que embonan fácil y correctamente y nunca tratar de forzarlas.

Los gases comprimidos y licuados inflamables pueden crear rápidamente una atmósfera explosiva, como consecuencia de una fuga o perdida violenta de producto de un cilindro. Cerciorarse primero que el recipiente o cilindro contienen precisamente el producto deseado antes de emplearlo y entonces seguir las recomendaciones de seguridad aplicables a ese producto durante su empleo.

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11.6.- PROCEDIMIENTOS EN CASOS DE CONATO DE INCENDIO O TEMBLOR

Es conveniente que el personal que trabaja en las aeronaves y en su mantenimiento se familiarice con los riesgos de incendio principales de la aeronave, lo que le permitirá en caso de emergencia actuar de una manera más eficiente. Es necesario que el personal se entere de la existencia de dichos riesgos y conozca su ubicación en cada una de las aeronaves en que labora.

- Los tanques de combustible normalmente se localizan en las alas en ocasiones en el fuselaje, otras veces son exteriores y raramente dentro de la misma aeronave. Los tanques de combustible están interconectados y tienen válvula para alimentación cruzada. Los desfogues de los tanques están generalmente en la parte superior del ala.
- Los tanque se aceite generalmente se encuentran en las góndolas matrices en la parte posterior de los motores, protegidos con paredes incombustibles.
- Las baterías normalmente se instalan en la proa, con marcas en el exterior para localizarlas. En algunos casos las baterías se encuentran en el pozo de la rueda de nariz.
- Los calentadores se pueden encontrar tanto en las alas, como en el fuselaje y en la cola.
- Los recipientes de líquidos hidráulicos se instalan en el fuselaje o como alternativa en el nacimiento de las alas.

11.7.- PRINCIPIOS BÁSICOS PARA EL COMBATE DE INCENDIOS EN AERONAVES

En el combate de incendios a aeronaves, es muy importante que tanto el equipo como los vehículos empleados, mantengan una distancia adecuada para que el equipo no se alcanzado por el fuego, lo cual proveerá una buena protección a los bomberos durante el combate de incendios y facilitara sus maniobras. A continuación se proporcionan principios básicos que deben observarse para la ejecución de estas maniobras:

1. atacar el fuego dando la espalda al viento y colocar el equipo contra incendio en la misma posición anterior respecto al viento, manteniéndolo a una distancia adecuada de la aeronave, para dicho equipo no sea alcanzado por el fuego.

2. si se utiliza un vehículo (o equipo grande), para el combate de incendio, estacionarlo de preferencia en suelo firme, para evitar se atasque y quede inmovilizado.

3. los vehículos contra incendio se deben ubicar en forma tal, que puedan fácilmente cambiar su posición.

4. recordar que los vapores inflamables tienden a depositarse en las partes bajas, por consiguiente, si trata de prevenir o combatir un incendio en una aeronave en una rampa, estacione el vehículo en la parte mas elevada del terreno, a menos que haya alguna razón que lo impida.

5. ubicar su equipo y vehículos de contra incendio fuera de las probables áreas de derrame.

6. el personal debe familiarizarse con la operación del equipo de contra incendio existente en su centro de trabajo y realizar los entrenamientos necesarios en el combate de incendios en aeronaves.

11.8.- DETERMINACIÓN DE LAS RESPONSABILIDADES Y RADIO DE ACCION DE UNA BRIGADA CONTRA INCENDIOS

Indudablemente que la responsabilidad fundamental de una brigada de incendios es el combatirlos cuando se presenten; sin embargo es frecuente asignarle otras actividades como parte de sus labores, como por ejemplo llevar a cabo inspecciones continuas o periódicas dentro de las instalaciones para prevenir incendios, hacerse cargo de las revisión y mantenimiento del equipo de protección contra incendios, elaborar y dirigir planes de evacuación, adiestrar y mantener cuerpos de rescate y primeros auxilios, realizar planes de ayuda mutua, etc.

Determinación de los requerimientos mínimos de los candidatos a cada puesto. Teniendo ya el concepto bien definido de las responsabilidades de cada puesto es posible determinar con bastante precisión, los requerimientos mínimos que debe reunir los candidatos a cada puesto, ello nos ayudara a seleccionar al elemento que reúna el mayor número de cualidades, además de los requisitos mínimos.

Algunos requisitos para los candidatos son:

Jefe de la Brigada:

- Don de mando (facilidad para dirigir al personal bajo sus órdenes).
- Contar con suficientes conocimientos técnicos.
- Tener experiencia práctica en organización de brigadas, adiestramiento de brigadas, prevención y combate de incendios.
- Habilidad para tomar decisiones.
- Elevado sentido de responsabilidad.
- Disciplina.
- Iniciativa
- Disponibilidad en cualquier momento.

Oficiales en General:

- Características asimilables a las de su Jefe Inmediato, aunque algunas de tipo técnico pueden ser de menor grado.
- Deseos de aprender.
- Dispuestos a enseñar lo que saben.
- Dispuestos a aceptar nuevas responsabilidades.

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11.9.- INSTRUCTIVO GENERAL DE EVACUACIÓN

Leer cuidadosamente este instructivo, es importante que se conozca en caso de una emergencia:

- No siempre es necesario evacuar un lugar, hay que saber cuándo. El miedo puede provocar que hagamos lo incorrecto. Si está seguro de que debe abandonar el lugar, hágalo con calma y haga que los demás también la mantengan.
- Desconecte todos los aparatos eléctricos, guarde todos los papeles y documentos de valor, cierre perfectamente archiveros y gavetas.
- No haga llamadas telefónicas, deje lo que está haciendo a menos de que esto provoque otra condición de peligro.
- Póngase bajo las órdenes del Jefe de Evacuación (Si es el caso).
- Inicie la evacuación, pero por ningún motivo corra o permita que alguien lo haga, camine por la extrema derecha.
- Al llegar a un crucero, deténgase y cerciórese que no viene personas del otro lado.
- Si usted es quien dirige, vea que caminen atrás de usted y ponga a otra persona que vigile el final de la fila.
- Si usted va en la fila, no la rompa ni regrese por ningún motivo.
- Tampoco intente brincar o descolgarse por ventanas, ya que todo lo que haga en forma anormal lo acerca más al peligro de muerte.
- Si hay humo camine pagado al piso.
- Si alguna persona se ha quedado o se regresa, no intente ir por ella, repórtelo inmediatamente para que sea buscada y rescatada.
- Al llegar a un lugar seguro (punto de reunión), si usted es el responsable debe verificar y reportar que todos ya hayan llegado, que todos están bien, que falta alguien, si hay lesionados, el estado de todo el personal, espere instrucciones junto con los demás.
- Si hay la orden de regresar, hágalo a la brevedad posible en la misma forma ordenada que salió.
- Recuerde que muchas vidas se han perdido por no haberse sabido conservar la calma y esta se logra sabiendo que hacer, por lo tanto es importante que todos los presentes estén involucrados en el plan de emergencias mayores.

11.10.- PRIMEROS AUXILIOS

11.10.1.-PROCEDIEMITOS BÁSICOS

Los primeros auxilios son los cuidados inmediatos y temporales que se suministran a la víctima de un accidente, incidente o de una enfermedad que sobreviene repentinamente, en tanto se obtienen los servicios de un médico, su principal objetivo es salvar o mantener con vida al sujeto.

Estos cuidados van encaminados a procurar ayudar a la víctima tanto en el aspecto físico como en el mental, y todo aquel que los ejecute deberá conocer cómo actuar y que no hacer. La gravedad de los accidentes presentados en un taller aeronáutico resulten ser por fortuna de poca importancia, cuando así se cumplen con los cánones de seguridad establecidos dentro del hangar, por lo que sus consecuencias pueden ser resueltas fácilmente. Sin embargo los que revisten alguna gravedad deben ser atendidos por personas entrenadas, la que ante todo deben procurar no aumentar con su intervención la seriedad de la situación. En estos casos deben impartirse a la mayor brevedad las primeras atenciones convenientes, como por ejemplo, dejar a la persona en reposo preferentemente recostada, comprobando su estado general y el de sus lesiones actuando en consecuencia para mantener una mayor confiabilidad en atención a accidentes. Son estratégicamente seleccionados de cada una de las secciones que componen este taller, individuos a quienes se les capacita de manera programada sobre los conocimientos mínimos indispensables que les permitan dar ayuda urgente en el momento que se precise una atención inmediata mientras no haya un médico en momento para proporcionarla. Estas personas quedan como responsables disponibles ante cualquier percance de modo tal, que de presentarse dentro de las áreas de trabajo se procederá como sigue:

- Aislar al sujeto si es posible y tomar las acciones mínimas procedentes al caso o que estén a su alcance, nunca dejar solo al individuo.
- Recurrir inmediatamente al personal capacitado del área que corresponda al lugar del suceso de no encontrarse este, con cualquier otro de las áreas adjuntas o más cercanas.
- Disponer del "Manual de primeros auxilios", localizado en el inferior de los botiquines que se encuentran distribuidos dentro de las áreas de la empresa y de acuerdo al caso proceder.
- De necesitarse contactar al médico de inmediato o recurrir a la clínica u hospital más cercano con respaldo del responsable o Jede inmediato superior.
- Levantar informe y girar al responsable del área original, con copia a dirección técnica y administrativa.

En las circunstancias de carecer por completo de la presencia de cualquiera de las personas capacitadas en primeros auxilios dentro de las áreas de trabajo, tendrá prioridad la asistencia del manual de primeros auxilios, ante cualquier otra persona a menos que esta cuente con las capacidades correspondientes.

11.10.2.-QUE HACER SI TIEN QUE PROPORCIONAR PRIMERO AUXILIOS

- Mantenga la serenidad todo el tiempo, actué tranquilamente e inspire confianza al lesionado.
- Coloque al paciente en posición cómoda.
- No levante a la persona sin que le haya aplicado los primeros auxilios.
- No le ponga alcohol en ninguna parte del cuerpo.
- No darle líquidos.
- Prevenga el shock.
- Controle la hemorragia si la hay.
- Mantenga la respiración del herido.
- Evite el pánico.
- Inspire confianza.
- Mucho sentido común.
- Siempre deberá darle prioridad a las lesiones que pongan en peligro la vida, no haga más de lo necesario, hasta que llegue la ayuda profesional.

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

11.11.-UBICACIÓN DE LOS BOTIQUINES DE PRIMEROS AUXILIOS

Estos se encuentran en lugares visibles y accesibles, a manera de que el personal acuda a ellos cuando así lo requieran, y que contienen los medicamentos y artículos de primeros auxilios de manera preventiva en lo que se llama a una unidad móvil médica o que el personal enfermo o accidentado pueda trasladarse a la unidad médica más cercana para que sea tendido de acuerdo a sus molestias o gravedad.
Para mayor información acerca de su ubicación ver el plano del Capítulo 10

11.12.- MATERIAL MEDICO EN CADA BOTIQUÍN DE PRIMEROS AUXILIOS

Normalmente los botiquines de primeros auxilios contienen lo siguiente:

CANTIDAD	MATERIAL	APLICACIÓN
10 SOBRES	GAS ESTERIL DE 10X10	HERIDAS, QUEMADURAS PEQUEÑAS
2 PAQUETES	ALGODÓN HIDROFILO 200 gr.	HERIDAS, QUEMADURAS
3 PIEZAS	LAVA OJOS	
1 CAJA	BANDITAS O CURITAS	CURACIONES
2 ROLLOS	VENDA DE GAS	FIJACION O CONTENCION
1 ROLLO	VENDA ELASTICA	FIJACION
1 ROLLO	TELA ADHESIVA	FIJACION
10 PZAS	ABATELENGUAS	ENTABLILLAR DEDOS, ETC.
1 PZA	JABON NEUTRO	LAVADO DE HERIDAS
1 FCO	ALCOHOL ETILICO	DESINFECTAR
1 PAQUETE	CLORURO DE SODIO	PARA TOMAR DILUIDO EN AGUA
1 FCO	MERTHIOLATE	DESINFECTAR
1 CAJA	ASPIRINA	MALESTARES
1 TUBO	UNGÜENTO PARA QUEMADURAS	QUEMADURAS
2 FCO	AGUA OFTALMICA	LAVADO DE OJOS
1 CAJA	PEPTO BISMOL	DOLOR ESTOMACAL
1 CAJA	PARACETAMOL	DOLOR
1 CAJA	GRANEODIN B	IRRITACION DE GARGANTA
1 CAJA	ALKA-SELTZER	MALESTARES
1 CAJA	ESPASMO SUBALJINA	DOLOR
2 FCO	AGUA OXIGENADA	DESINFECTAR

11.13.- HIGIENE

11.13.1.- HIGIENE DEL PERSONAL TÉCNICO

El tipo de trabajo que los técnicos realizan diariamente en las diferentes áreas del taller, tienen una relación definida con su salud. Por un lado, la calidad e intensidad del trabajo están en relación con la profesión, edad, sexo, estado de nutrición, clima y condiciones orgánicas generales, para que este no perjudique el estado de salud. Por otro lado, existen áreas de trabajo dentro de los mismos talleres, que son peligrosos para la salud, en tercer lugar, es evidente que toda actividad técnica dentro del taller ejerce una influencia física mental sobre la persona que la desempeña (sea favorable o no) y por último, gran parte de la vida ocupacional del trabajador está expuesta a las influencias que se derivan del tipo de trabajo que realizan. El propósito es prevenir todos los riesgos de salud a que el trabajador expone al técnico. Por todo esto, la higiene tiene por lo tanto, un carácter eminentemente preventivo, y más allá de esto, de fomento de la salud física y mental del trabajador, a través de un bombardeo de programas de educación orientados a esta tarea. De esta forma, se logra mantener la protección de la salud del trabajador cosa que permite establecer una comunicación con la capacidad productora de la empresa, y por lo tanto con su economía. Este programa básico de higiene y seguridad industrial en el que se considera el trabajador no solo como una máquina de producción, sino como un ser humano desde todos los puntos de vista y como miembro de una familia y una comunidad.

Tal programa de higiene, no solo se enfoca a la prevención de los riesgos específicos del trabajador en el taller, sino más bien, a la promoción de la salud en general del trabajador.

Bajo esta condición se pretende lograr una relevante disminución del porcentaje de ausencias laborales por enfermedades tanto de origen ocupacional como no ocupacional.
Dicho programa de higiene y seguridad industrial, busca extender entre toda la población trabajadora del taller, conductas y hábitos higiénicos para prevenir enfermedades comunes tales como: las dentales, las nutricionales, las debidas al ruido, etc., y el saneamiento del ambiente en general. En otras palabras, fomentar la salud física y mental y la capacidad de trabajo del técnico y protegerlo contra los riesgos de enfermedades y accidentes. En esta forma los programas de higiene en el trabajo tienen actualmente tres metas:

1. lograr un ambiente de trabajo seguro y saludable.
2. lograr un ambiente de la comunidad sano.
3. mantener técnicos y trabajadores libres de enfermedades y bien equilibrados física y mentalmente. En todo caso para la obtención de los objetivos mencionados, se encuentran a disposición de su personal cuatro tipos de servicios que a su consideración son solo los necesarios:

A. SANIDAD EN GENERAL.- servicios para la disposición de un ambiente de trabajo seguro y salubre a través de un verdadero estudio de riesgos reales y potenciales que ofrece el trabajo, verificando los planos de construcción y ampliación del taller, la disposición del material y equipo de tierra, el saneamiento básico, los problemas de ventilación e iluminación, la existencia de operaciones peligrosas o nocivas, los riesgos de accidentes, el uso de equipo y protectores y de medidas individuales de protección, etc.
B. CONTROL Y FOMENTO DE LA SALUD.- proporcionar servicios médicos curativos a través del instituto mexicano del seguro social (IMSS), para el tratamiento de las enfermedades y accidentes de trabajo, equipo y botiquín de primeros auxilios para proporcionarlos en las mismas áreas de trabajo en el momento preciso. Programas de bienestar social mediante los mismos servicios estatales de salud, servicio medico preventivo con atención médica, dental y de enfermería sanitaria, por conducto de las diferentes clínicas e institutos, exámenes médicos de salud al ingreso a la empresa y seguro de vida, etc.

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

11.13.- HIGIENE

11.13.1.- HIGIENE DEL PERSONAL TÉCNICO

C. SERVICIOS DE BIENESTAR SOCIAL.- atención médica por enfermedades no ocupacionales a través de los servicios médicos del seguro social, extendidos a la familia del trabajador servicios de asistencia social y organización de actividades sociales y culturales que faciliten la recreación.

D. EDUCACIÓN HIGIENICA.- educación sanitaria general, importancia de la alimentación, vestuario, vivienda, salud, etc. e higiene personal instrucción sobre enfermedades comunes y cursos de primeros auxilios.

Para un buen desempeño del trabajo es indispensable tener buena salud. A continuación se dan algunas recomendaciones para conservarla.

- No ingerir alimentos en zonas de trabajo.
- Lavarse las manos con agua en abundancia y jabón antes de ingerir alimentos.
- Comer a intervalos regulares siguiendo una dieta balanceada y rica en proteínas, etc.
- No asistir al trabajo en ayunas, ni adoptar dietas extraordinarias, excepto las que prescriba el médico.
- Cuando un trabajador está enfermo, informara a su Jefe inmediato o al encargado del trabajo, quien dará la autorización para consultar al médico.
- Es conveniente que el agua de beber sea potable.
- Dormí como mínimo 8 horas diarias.
- Cuidar el aseo personal a través del baño diario al terminar la jornada de trabajo y del lavado de la boca 2 veces al día cuando menos.
- Evitar ingerir bebidas alcohólicas y fumar en exceso.

11.13.2 HIGIENE DE LAS INSTALACIONES Y EL EQUIPO DE APOYO

Las principales medidas de higiene en las instalaciones así como de los equipos de apoyo es siempre mantener la debida y constante limpieza, orden, fumigación, sanidad de las tomas de agua, baños, la distribución más adecuada del mobiliario y decoración, pintura, bancos de trabajo, herramientas, equipos, almacén; es decir, todo el aspecto físico, sanitario y funcional, que guardan las instalaciones, así como su prevención y conservación de las instalaciones, que den por consecuencia y en conjunto la armonía y bienestar de los empleados.

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

CAP. 12

FORMAS

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

12.1.- FORMATO DE SERVICIOS PROGRAMADOS (ORDEN DE TRABAJO)

El formato de Servicios Programados nos ayuda a tener el control de las actividades de mantenimiento asignadas a una aeronave la cual ingresa a las instalaciones del taller y es llenada por el departamento de Ingeniería:

1. En el primer recuadro ingresar el modelo, número de serie y matricula de la aeronave, próxima a ingresar. Fecha.
2. En el recuadro de la izquierda, marcar que área de mantenimiento compete el servicio.
3. En el siguiente recuadro, describir brevemente el trabajo a realizar.
4. Poner el nombre de quien realiza.

Work Order Detail

MC Jets S.A. de C.V.

AEROPUERTO INTERNACIONAL DE QUERETARO 22500,
HANGAR 8 Y 9. CARRETERA ESTATAL 200,
QUERETARO-TEQUISQUIAPAN
QUERETARO, QUERETARO MUNICIPIO DE COLON 76270
Mexico

May 19, 2014

Telephone: 4423142075 Fax:

Work Order: MAINT-112 **Title:** UNKNOWN COMPANY INC.
Registration #: XB-NLC **Department:** MAINTENANCE

Item: 2 SCHEDULED INSPECTIONS **Model #:** **Serial #:** FA-76

Squawk:	5	**Discrepancy:**	NO. 1 ENGINE FIRE EXTINGUISHER SQUIB SERVICE		
		Resolution:	SE EFECTUO REMOCION DE ESFERA EXTINTORA MOTOR NO.1 POR REMPLAZO DE DETONADOR QUEDANDO PENDIENTE INSTALACION POR PARTES.		
		Signed Off:		**By:**	
		Inspected:		**By:**	
		Completed:		**By:**	
Squawk:	6	**Discrepancy:**	INSTRUMENT AIR FILTER (PN: 101-380089-1)		
		Resolution:			
		Signed Off:		**By:**	
		Inspected:		**By:**	
		Completed:		**By:**	
Squawk:	7	**Discrepancy:**	200 HRS - LUBRICATION		
		Resolution:	DECLINADO POR EL CLIENTE		
		Signed Off:	05/12/2014	**By:**	JUAN BAEZA PAREDES (JUANBP)
		Completed:		**By:**	
Squawk:	8	**Discrepancy:**	400 HRS - LUBRICATION		
		Resolution:			
		Signed Off:		**By:**	
		Inspected:		**By:**	
		Completed:		**By:**	
Squawk:	9	**Discrepancy:**	LEFT UPPER FORWARD WING BOLT		
		Resolution:	SE EFECTUO CHECK DE TORQUE A PERNOS DE SUJECION DE ALA LADO IZQUIERDO. TRABAJO REALIZADO DE ACUERDO AL M.M. CAP. 57-00-00-201.		
		Signed Off:	05/12/2014	**By:**	FRANCISCO JAVIER HERRERA AGUIRRE (JAVIER)
		Inspected:		**By:**	
		Completed:		**By:**	
Squawk:	10	**Discrepancy:**	RIGHT UPPER FORWARD WING BOLT		
		Resolution:	SE EFECTUO CHECK DE TORQUE A PERNOS DE SUJECION DE ALA LADO DERECHO. TRABAJO REALIZADO DE ACUERDO AL M.M. CAP. 57-00-00-201.		
		Signed Off:	05/12/2014	**By:**	FRANCISCO JAVIER HERRERA AGUIRRE (JAVIER)
		Inspected:		**By:**	
		Completed:		**By:**	
Squawk:	11	**Discrepancy:**	AIR CONDITIONING COMPRESSOR DRIVE BELT		
		Resolution:	DECLINADO POR EL CLIENTE		
		Signed Off:	05/12/2014	**By:**	JUAN BAEZA PAREDES (JUANBP)
		Completed:		**By:**	
Squawk:	12	**Discrepancy:**	CABIN ALTITUDE WARNING PRESSURE SWITCH		
		Resolution:	SE EFECTUO INSPECCION Y PRUEBA A CABIN ALTITUDE WARNING PRESSURE SWITCH N/P:A45C-217, N/S:3176, ENCONTRANDOSE DENTRO DE RANGO DE OPERACION, TRABAJO EFECTUADO DE ACUERDO A MANUAL DE M.M. CAP. 21-30		
		Signed Off:	05/09/2014	**By:**	MIRIAM GUADALUPE CUELLAR MARTINEZ (MIRIAM)
		Inspected:	05/09/2014	**By:**	JUAN BAEZA SANCHEZ (JUANBS)
		Completed:		**By:**	
Squawk:	13	**Discrepancy:**	BATTERY, EMERGENCY CAPACITY TEST		

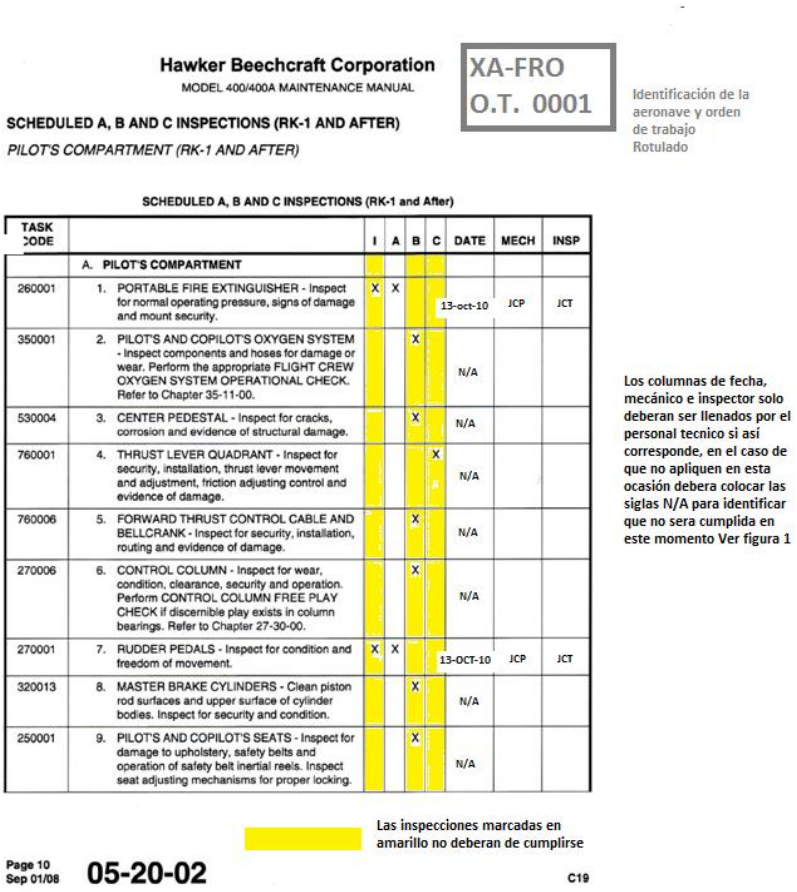
WorkOrderDetail.rpt Page 2 of 14 Printed on 05/19/2014 at 11:34:46AM

12.2.- GUIAS DE MANTENIMIENTO PROGRAMADO.

El procedimiento para la identificación y uso de las guías de mantenimiento se realizara como a continuación se indica.
Las guías de mantenimiento localizadas en el PTA Apéndice B. Serán utilizadas para el cumplimiento de las especificadas en nuestras limitaciones sin embargo dichas inspecciones se encuentran en un mismo formato por lo que es necesario explicar los procedimientos para la utilización basados en el servicio a aplicar.
Una vez recibida la aeronave en las instalaciones de MCJETS S.A. DE .C.V. (AVIZOR) y firmada la orden de trabajo. El área de Ingeniería elaborara una carpeta de servicios, esta carpeta deberá contener una portada con los siguientes datos:

- Matricula de la aeronave.
- Número de Serie.
- Nombre del servicio (ejemplo: Inspección A o Inspección A &B)
- Orden de trabajo

El contenido de la carpeta de servicios deberá incluirse: servicios de mantenimiento programado, copia de las directivas de aeronavegabilidad y boletines de servicios aplicables, reportes de bitácoras para análisis de falla.
El área de Ingeniería marcara con amarillo aquellos servicios que no serán aplicados de acuerdo a las horas de utilización de la aeronave y la orden de trabajo ver figura 1.
Ejemplo: **inspección A**.



Hawker Beechcraft Corporation
MODEL 400/400A MAINTENANCE MANUAL

XA-FRO
O.T. 0001

Identificación de la aeronave y orden de trabajo Rotulado

SCHEDULED A, B AND C INSPECTIONS (RK-1 AND AFTER)
PILOT'S COMPARTMENT (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. PILOT'S COMPARTMENT							
260001	1. PORTABLE FIRE EXTINGUISHER - Inspect for normal operating pressure, signs of damage and mount security.	X	X			13-oct-10	JCP	JCT
350001	2. PILOT'S AND COPILOT'S OXYGEN SYSTEM - Inspect components and hoses for damage or wear. Perform the appropriate FLIGHT CREW OXYGEN SYSTEM OPERATIONAL CHECK. Refer to Chapter 35-11-00.			X		N/A		
530004	3. CENTER PEDESTAL - Inspect for cracks, corrosion and evidence of structural damage.			X		N/A		
760001	4. THRUST LEVER QUADRANT - Inspect for security, installation, thrust lever movement and adjustment, friction adjusting control and evidence of damage.				X	N/A		
760006	5. FORWARD THRUST CONTROL CABLE AND BELLCRANK - Inspect for security, installation, routing and evidence of damage.			X		N/A		
270006	6. CONTROL COLUMN - Inspect for wear, condition, clearance, security and operation. Perform CONTROL COLUMN FREE PLAY CHECK if discernible play exists in column bearings. Refer to Chapter 27-30-00.			X		N/A		
270001	7. RUDDER PEDALS - Inspect for condition and freedom of movement.	X	X			13-OCT-10	JCP	JCT
320013	8. MASTER BRAKE CYLINDERS - Clean piston rod surfaces and upper surface of cylinder bodies. Inspect for security and condition.			X		N/A		
250001	9. PILOT'S AND COPILOT'S SEATS - Inspect for damage to upholstery, safety belts and operation of safety belt inertial reels. Inspect seat adjusting mechanisms for proper locking.			X		N/A		

Los columnas de fecha, mecánico e inspector solo deberan ser llenados por el personal tecnico si así corresponde, en el caso de que no apliquen en esta ocasión debera colocar las siglas N/A para identificar que no sera cumplida en este momento Ver figura 1

Las inspecciones marcadas en amarillo no deberan de cumplirse

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Sep 01/08

05-20-02

C19

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

12.2.-GUIAS DE MANTENIMIENTO PROGRAMADO. CONT.

El mecánico e inspector deberán cumplir las tareas indicadas con una "X", firmar en los espacios correspondientes y la fecha de cumplimiento. Adicional el área de Ingeniería rotulara los formatos a utilizar con la matrícula de la aeronave en servicio y la orden de trabajo, con la finalidad de aplicar solo aquellos servicios que correspondan y en la aeronave correcta.

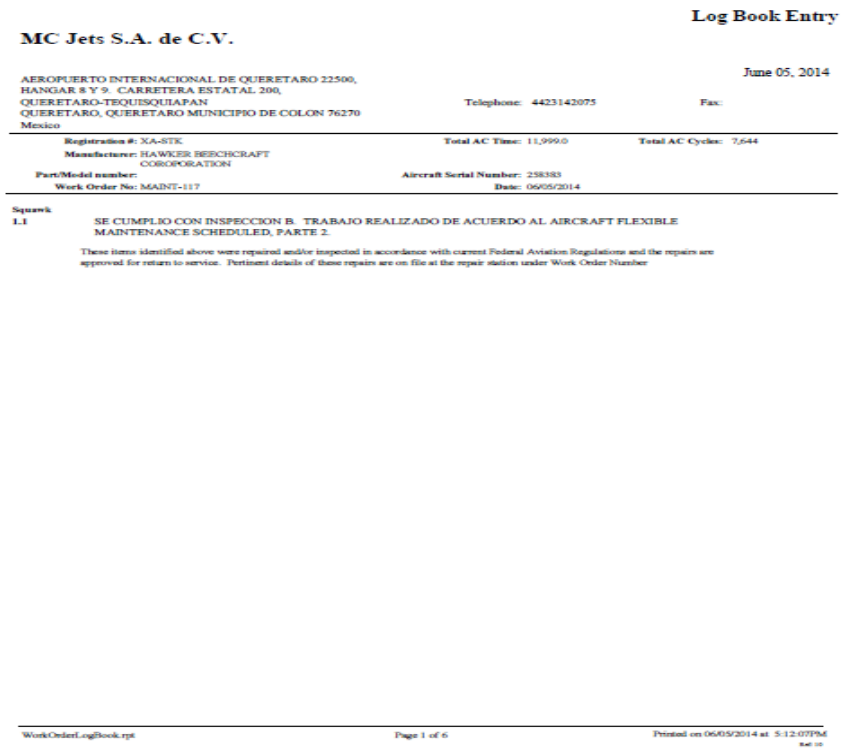
El área de Ingeniería también realizara una búsqueda en los libros de mantenimiento y el control de directivas de aeronavegabilidad y boletines de servicios, para determinar la aplicabilidad de estos para el planeador como los motores y serán agregados a la carpeta de servicio aquellas que apliquen. Estos documentos deberán ser rotulados con la matrícula de la aeronave.

Durante la recepción de la aeronave el cliente deberá entregar la bitácora de vuelo la cual será revisada por la aérea de inspección para aquellos reportes de pilotos que deberán ser atendidas y corregidas durante las inspecciones programadas.

Al finalizar el cumplimiento total de los servicios, la carpeta de servicios deberá ser entregada por el área de inspección al departamento de ingeniería para su revisión y si todo está completo se procederá a realizar la liberación de la aeronave.

12.3.-FORMATO (STICKER) PARA LIBERACION DE MANTENIMIENTO DE UNA AERONAVE

La descripción para la liberación de mantenimiento se encuentra desarrollado en el capítulo 7 página 7.3 por lo a continuación solo se colocara el formato que se utilizara para la liberación de una aeronave en mantenimiento. Siendo el responsable de taller el encargado del llenado correcto de dicho sticker, fundamental para el retorno de la aeronave a su servicio.



Log Book Entry

MC Jets S.A. de C.V.

June 05, 2014

AEROPUERTO INTERNACIONAL DE QUERETARO 22500,
HANGAR 8 Y 9. CARRETERA ESTATAL 200,
QUERETARO-TEQUISQUIAPAN
QUERETARO, QUERETARO MUNICIPIO DE COLON 76270
Mexico

Telephone: 4423142075 Fax:

Registration #: XA-STK
Manufacturer: HAWKER BEECHCRAFT CORPORATION
Part/Model number:
Work Order No: MAINT-117

Total AC Time: 11,999.0 **Total AC Cycles:** 7,644
Aircraft Serial Number: 258383
Date: 06/05/2014

Squawk
1.1 SE CUMPLIO CON INSPECCION B. TRABAJO REALIZADO DE ACUERDO AL AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULED, PARTE 2.

These items identified above were repaired and/or inspected in accordance with current Federal Aviation Regulations and the repairs are approved for return to service. Pertinent details of these repairs are on file at the repair station under Work Order Number

WorkOrderLogBook.rpt Page 1 of 6 Printed on 06/05/2014 at 5:12:07PM

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón
Querétaro, México, C.P. 76270

12.4.-FORMATO PARA ELEBORAR CONTROL DE DIRECTIVAS DE AERONAVEGABILIDAD Y BOLETINES DE SERVICIO

A continuación se muestra un ejemplo del formato para el control de directivas aeronavegabilidad y boletines de servicio la cual es responsabilidad del área de Ingeniería de revisar a través de los medios contratados MCJETS S.A. DE C.V. (AVIZOR) por (internet y/o manuales de mantenimiento del fabricante) para garantizar que se encuentre completos dichos controles y que el operador tenga la documentación necesaria y de cumplimiento a estos. Dicho formato en este momento solo será un ejemplo, la información contenida deberá de tomarse solo de esta forma. El control de directivas y boletines deberá ser personalizado para cada aeronave ya que estos pueden ser afectados de acuerdo a las modificaciones en la aeronave, número de serie, aplicación de otros boletines o directivas, etc. Por último estos deberán ser firmados por la persona que lo elaboro y presentados ante la Dirección de Aviación para su visto bueno. Dicho formato solo cambiara de título cuando se trate del control de boletines de servicio.

Reportado por:	Jefe de Ingenieria	Domicilio:	Carretera Estatal 200 Querétaro - Tequisquiapan Hangar 8 Querétaro,Qto. Aeropuerto Internacional de Querétaro		Telefono:	01 (722) 2 79-1600, ext. 4915	
Control de Directivas de Aeronavegabilidad del Planeador							
Fecha de elaboración:	19-oct-10						
Fabricante:	Modelo: BEECHJET 400A		Tiempo Total del planeador:	1126.9		Número de serie: RK-096	
HAWKER BEECHCRAFT	Matricula: XA-FRO		Ciclos Totales del planeador:	519		Fecha de fabricación: 09-may-06	
Numero de AD CUMPLIMIENTO Revisión	Description	Cumplimiento Fecha horas	Estatus Metodo de cumpliento/aplicabilidad	Por unica ocasión o Recurrente	Prox vencimiento Fecha horas	1. Taller 2.O.T.	3. Num de permiso 4. Aut. Por
AD 74-08-09 R2	AIR CONDITIONING - AVAILABILITY OF FLOW CONTROL VALVE KIT.	20-dic-08	COMPLIED WITH. NEXT DUE 2011.4 HRS	Recurrente	NEXT HRS.	1.	HBSM
MANDATORY		Time			2011.4	2.	WO 140435
		1011.4			HRS. REM.	3.	DGAC #
29-jul-96		Ldgs			884.5	4.	VICTOR CRUZ
39-9214		468					
AD 2006-10-10	TO PREVENT LOOSE ELECTRICAL CONNECTIONS THAT COULD ARC AND OVERHEAT, AND CAUSE WIRING DAMAGE OF THE WINDSHIELD AND SIZE WINDOW ANTI-ICE SYSTEM.	09-may-06	NO APLICA POR NUMERO DE SERIE DE LA AERONAVE.	Por unica ocasión	NOT APPLICABLE.	1.	
MANDATORY		Time				2.	
		0.0				3.	
20-jun-06		Ldgs				4.	
39-14594	ALERT SB A100-30-03 R1	0					
AD CF2005-12 R1	FAILURE OF PROXIMITY-SENSOR ELECTRONIC UNIT	25-mar-09	COMPLIED WITH.	Por unica ocasión	NOT APPLICABLE.	1.	
MANDATORY		Time				2.	
		1126.9				3.	
23-ene-09		519				4.	
CANADA AD		0					
83-07-14		09-may-06		Por unica ocasión	NOT APPLICABLE.	1.	
MANDATORY		Time				2.	
		0.0				3.	
18-abr-83		Ldgs				4.	
39-4628		0					
85-22-05		09-may-06		Recurrente	PROX. HRS.	1.	
OPTIONAL		Time			200.0	2.	
		0.0			REMANENTE HRS.	3.	
11-dic-85		Ldgs			-926.9	4.	
39-5146		0					
87-04-24		09-may-06		Por unica ocasión	PROX. HRS.	1.	
RECOMMENDED		Time			may-07	2.	
		0.0			REMANENTE DIAS	3.	
14-abr-87		Ldgs			-1259.6	4.	
39-5599		0					

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12.5.-CONTRATO TIPO DE MANTENIMIENTO

A continuación anexamos el contrato tipo de mantenimiento que se celebraran entre MCJETS S.A. DE C.V. (AVIZOR). Y los Operadores, los cuales contienes los servicios autorizados por la DGAC de acuerdo a nuestras limitaciones así como el tipo de aeronave autorizada. Misma una vez firmadas y ratificadas por el personal autorizado por ambas compañías serán presentados por separado ante la Dirección de Aviación para su autorización correspondiente.

CONTRATO DE PRESTACIÓN DE SERVICIOS QUE CELEBRAN POR UNA PARTE MCJETS S.A. DE C.V. CON NOMBRE COMERCIA AVIZOR, REPRESENTADA POR EL CAP. BERNARDO MORENO LEON Y POR LA OTRA XXXXXXXXX S.A. DE C.V., A QUIEN EN LO SUCESIVO SE LE DENOMINARÁ "EL CLIENTE", REPRESENTADA EN ESTE ACTO POR EL ING. XXXXXXXXXX DE CONFORMIDAD CON LAS SIGUIENTES CLAUSULAS.

DECLARACIONES

PRIMERA.- Declara MCJETS S.A. DE C.V. que es una sociedad anónima de Capital Variable, constituida conforme a las leyes de Los Estados Unidos Mexicanos, con Escritura Pública Número XXXX de fecha XX de Agosto de XXXX, otorgada ante la fe del Notario Público Número XXX, de México, XXX.

Declara así mismo, que en las instalaciones que tiene en el Aeropuerto Internacional de Querétaro, Estado de Querétaro, que cuenta con personal que posee licencias de personal técnico aeronáutico, en las clases y especialidades requeridas para los trabajos que puede desarrollar; que su personal atiende periódicamente a cursos de capacitación; que se le ha dotado de herramientas de uso común, herramientas especiales y equipo de apoyo, así como publicaciones técnicas y que dispone de materiales consumibles y partes, todo ello para realizar servicios intermedios, mayores y en general, efectuar trabajos en los equipos de vuelo y componentes incluidos en el permiso que para la operación del Taller Aeronáutico, le otorgo la Dirección General de Aeronáutica Civil.

SEGUNDA.- Declara **«EL CLIENTE»** que es una sociedad anónima de capital variable, cuyo objeto social es el de TAXI AEREO NACIONAL E INTERNACIONAL, constituida conforme a las Leyes de los Estados Unidos Mexicanos, lo cual demuestra con Escritura Pública Número XXXXX de fecha XX-XX-XXXX, otorgada ante la fe del Lic. XXXXXX, Notario Público No. XXX de México, XXXXXX.

Con dirección en: XXXXXXX XXXXXXXX

Asimismo, manifiesta su deseo de celebrar con MCJETS S.A. DE C.V., este Contrato para que le proporcione servicios de mantenimiento y programación a la aeronave de su propiedad.

TERCERA.- En atención a las declaraciones anteriores, ambas partes convienen en celebrar este Contrato conforme a las siguientes:

CLAUSULAS

PRIMERA.- En el presente Contrato, MCJETS S.A. DE C.V. se compromete a realizar los trabajos de **MANTENIMIENTO PREVENTIVO** y **CORRECTIVO** de acuerdo al **MANUAL DE MANTENIMIENTO DEL FABRICANTE**, así como de la **APLICACION** de los **BOLETINES DE SERVICIO**, **CARTAS DE SERVICIO**

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12.5.-CONTRATO TIPO DE MANTENIMIENTO. CONT.

CLAUSULAS

MANDATORIOS y **RECOMENDADOS**, **DIRECTIVAS DE AERONAVEGABILIDAD** y los vuelos de prueba que en su caso requiera la Aeronave, en coordinación con el operador, de la aeronave:

Marca: XXXXX
Modelo: XXXXX
No. de Serie: XXX
Año de fabricación: XXXXX
Matrícula: XXXXX

Y por su parte **«EL CLIENTE»** se compromete a realizar cada uno de ellos en las instalaciones de MCJETS S.A. DE C.V.

SEGUNDA.- SERVICIOS Y TRABAJOS A LOS AVIONES Y/O COMPONENTES.

MCJETS S.A. DE C.V. , proporcionará la Mano de Obra, instalaciones, equipo de apoyo, herramienta especial y los materiales, para llevar a cabo los servicios de mantenimiento y en general trabajos a los componentes.

En los servicios y trabajos se observarán los procedimientos establecidos por los fabricantes, se cumplirán los requerimientos de las Autoridades Aeronáuticas Mexicanas y se atenderán las solicitudes que haga **«EL CLIENTE»**.

MCJETS S.A. DE C.V. se compromete a proporcionar los siguientes servicios y trabajos de acuerdo con los procedimientos establecidos por los fabricantes y se cumplirán con apego a los requerimientos de las autoridades aeronáuticas mexicanas y se atenderán las solicitudes que haga **«EL CLIENTE»**.

1. xxxxxx xxxxxxx xxxxxx
2. xxxxxx xxxxxxx xxxxxx

TERCERA.- PROGRAMAS, SERVICIOS Y REPARACIONES.

«EL CLIENTE» proporcionará a MCJETS S.A. DE C.V., mensualmente la utilización de su avión de manera que se puedan conocer con la debida anticipación las fechas estimadas para los servicios, cambios de componentes y/o reparaciones al planeador, motores y otros sistemas de manera que **«EL CLIENTE»** logre la mayor disponibilidad de su aeronave.

Para llevar el control adecuado de mantenimiento **«EL CLIENTE»** proporcionara a MCJETS S.A. DE C.V. toda la información referente al programa de mantenimiento y bitácoras de la aeronave y motores. En lo sucesivo **«EL CLIENTE»** proporcionara una copia al taller de la bitácora de diario.

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12.5.-CONTRATO TIPO DE MANTENIMIENTO. CONT.

CLAUSULAS

CUARTA.- TIEMPO ESTIMADO PARA SERVICIOS Y CORRECCION DE DISCREPANCIAS

MCJETS S.A. DE C.V se compromete a realizar los servicios básicos en los días especificados en cada una de las cotizaciones previamente entregadas. **«EL CLIENTE»** deberá avisar del ingreso del avión a las instalaciones de MCJETS S.A. DE C.V con siete días hábiles previos con el objeto de que MCJETS S.A. DE C.V adquiera los materiales para la atención del servicio. Por lo que hace a la corrección de discrepancias y su costo, se le comunicará a **«EL CLIENTE»** y el tiempo que estime MCJETS S.A. DE C.V para su corrección contará a partir de la fecha que se tenga la aprobación de **«EL CLIENTE»**.

El tiempo para la realización de los servicios o corrección de discrepancias podrá exceder al estimado por MCJETS S.A. DE C.V y no ser de su responsabilidad; por falta de partes cuando el fabricante se encuentre en huelga; problemas laborales en MCJETS S.A. DE C.V modificaciones solicitadas por **«EL CLIENTE»**, directivas de aeronavegabilidad o boletines de servicio, de los que no puedan obtenerse las partes, aun cuando se hubieran hecho oportunamente los pedidos.

En caso de problemas laborales, MCJETS S.A. DE C.V deberá dar aviso con anticipación a **«EL CLIENTE»** de manera que éste pueda tomar las medidas pertinentes.

QUINTA.- COSTOS

«EL CLIENTE» pagará a MCJETS S.A. DE C.V por los servicios y trabajos que realice para él, según lo siguiente:

Costo por hora por Mano de Obra Especializada

TIEMPO ORDINARIO	TIEMPO EXTRA	TIEMPO DÍAS FESTIVOS.
$ 75.00 USD*	**$ 90.00 USD***	**$ 120.00USD***

Costo por hora por Mano de Obra en aviónica

TIEMPO ORDINARIO	TIEMPO EXTRA	TIEMPO DÍAS FESTIVOS.
$ 70.00 USD*	**$ 95.00 USD***	**$ 125.00USD***

*Equivalente en Moneda Nacional al tipo de cambio vigente

Solo se podrá laborar tiempo extraordinario con cargo al **«EL CLIENTE»**, con autorización por escrito de él.

La cuota por Hora/Hombre especializada se refiere a la labor del personal mecánico, inspector, supervisor, y en general el de tipo técnico. Sin incluir el I.V.A. (Impuesto al Valor Agregado).

Tarifas sujetas a cambio sin previo aviso.

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12.5.-CONTRATO TIPO DE MANTENIMIENTO. CONT.

CLAUSULAS

Todas las partes y materiales que use MCJETS S.A. DE C.V en los aviones y/o componentes deberán ser originales y los cargos que haga **«EL CLIENTE»**, serán:

En Dólares, por los juegos de partes que para efectuar los servicios por límite de tiempo, fase o etapa, se requieran de acuerdo a los manuales del fabricante, así como los requeridos para la aplicación de discrepancias. El precio será igual al de lista del fabricante, más los gastos y fletes así como impuestos que originen las partes.

Las cantidades en Dólares las podrá cubrir **«EL CLIENTE»** en moneda nacional, al tipo libre de cambio del día de pago.

SEXTA.- PARTES

Es responsabilidad de ambas partes el suministro de partes y/o componentes o refacciones que requiera la aeronave para conservar su aeronavegabilidad. Con objeto de delimitar la responsabilidad del mantenimiento, es obligación de MCJETS S.A. DE C.V suministrar las partes en primera instancia y a la falla de esta, **«EL CLIENTE»** podrá entregar para su instalación partes y/o componentes de fuente confiable de suministro necesarias para la operación segura de la aeronave.

Todas aquellas partes o elementos removidos del avión y/o componentes de **«EL CLIENTE»**, que no sean aceptados por el Área de Inspección de MCJETS S.A. DE C.V serán propiedad del primero. Después de cada servicio al avión. **«EL CLIENTE»** y MCJETS S.A. DE C.V revisarán las partes o elementos no reparables o fuera de tolerancia y **«EL CLIENTE»** decidirá sobre la disposición del mismo.

SEPTIMA.- DOCUMENTOS

Este contrato tiene vigencia por 12 meses y podrá ser cancelado por cualquiera de las partes con 30 días de anticipación. La cancelación del presente contrato obliga a ambas partes a notificar por escrito a la Dirección de Aviación de la Dirección General de Aeronáutica Civil.

«EL CLIENTE» se compromete a efectuar en MCJETS S.A. DE C.V todos sus servicios de mantenimiento y reparación de anomalías o discrepancias de la Aeronave materia de este Contrato. En caso de incumplimiento de esta Cláusula, se cancela este Contrato avisando de inmediato a la Dirección General de Aeronáutica Civil y las Empresas que representa.

OCTAVA.- GARANTIAS

MCJETS S.A. DE C.V garantiza que los servicios y trabajos que se proporcionen a los aviones y/o componentes de **«EL CLIENTE»**, se harán de acuerdo con los reglamentos y normas establecidos por las autoridades de Aeronáutica Civil de México, así como conforme a las especificaciones de los propios fabricantes.

MCJETS S.A. DE C.V garantiza que corregirá cualquier deficiencia en los servicios o trabajos que lleve a cabo, proporcionando la Mano de Obra requerida, partes y/o materiales:

a) Para el caso de servicios de mantenimiento inferiores a 200 horas de operación, la garantía tendrá una validez de 50 horas de vuelo o 30 días, lo que ocurra primero a partir de la fecha de entrega del trabajo contratado. Para los demás servicios, éstos tendrán una validez de 100 horas de vuelo o 90 días, lo que ocurra primero.

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12.5.-CONTRATO TIPO DE MANTENIMIENTO. CONT.

CLAUSULAS

b) En el caso de los trabajos de fases de ellos, que MCJETS S.A. DE C.V. haya encomendado a talleres de los fabricantes que representa o algún otro taller certificado por las autoridades Aeronáuticas, la garantía será la otorgada por el propio taller, en los mismos términos, condiciones y limitaciones de responsabilidad.

c) La garantía se otorga por los trabajos efectuados y no a la persona física o moral. Esto significa que la garantía conserva su validez, no obstante que la unidad haya cambiado de propietario dentro del período de garantía.

d) Todos los materiales que hayan sido convenidos por MCJETS S.A. DE C.V., durante los trabajos desarrollados estarán garantizados de acuerdo con los términos y políticas de los propios proveedores.

e) Si dentro del período de garantía MCJETS S.A. DE C.V., determina previa notificación por escrito del cliente - que los trabajos realizados no cumplen con los requerimientos de las Autoridades Aeronáuticas o con los lineamientos de los fabricantes, MCJETS S.A. DE C.V. reparará o sustituirá a su elección, la parte o partes que estén dentro del período de garantía aplicable, debiendo el cliente regresar el avión a las instalaciones de MCJETS S.A. DE C.V. o entregar en dichas instalaciones el componente de que se trate. La corrección de los trabajos será garantizada por el tiempo, remanente del período originalmente aplicable.

f) Para el caso de componentes que implican desgaste o deterioro por propio uso de éste, la garantía se establecerá en términos de la vida remanente no utilizada.

g) Las garantías perderán su validez o no se aplicarán, ocurrir lo siguiente:

Si el producto no es operado y/o manejado de acuerdo con los procedimientos establecidos por el fabricante o la autoridad competente.

Si el producto ha sido objeto de trato inexperto, negligente o empleo fuera de límite o en maniobras acrobáticas no permitidas.

Si es violado el armado final del producto por taller o persona que no se encuentre autorizada explícitamente por escrito por MCJETS S.A. DE C.V.

Los antes expresados es la única garantía implícita o de hecho los remedios, reparaciones o sustituciones, que se señalan, son los únicos aplicables. MCJETS S.A. DE C.V. no acepta obligación o responsabilidad alguna de desgaste por uso del producto, pérdida de tiempo, inconvenientes, pérdida comercial o de algún otro tipo especial o por daños incidentales o accidentales.

NOVENA.-FACTURACION Y FORMA DE PAGO

«EL CLIENTE» pagará a MCJETS S.A. DE C.V. los cargos correspondientes por servicio o trabajos, materia de este Contrato, de la siguiente forma:

50% de anticipo y el saldo a la terminación de los trabajos.

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12.5.-CONTRATO TIPO DE MANTENIMIENTO. CONT.

CLAUSULAS

DECIMA.- IMPUESTOS

«EL CLIENTE» pagará el impuesto al Valor Agregado causado por los servicios y trabajos que MCJETS S.A. DE C.V. le preste.

DECIMA PRIMERA.- INDEMNIZACIONES

MCJETS S.A. DE C.V. acepta la responsabilidad por daño o destrucción ocasionados al avión o componentes de **«EL CLIENTE»** mientras dicho equipo de vuelo o unidades estén bajo la custodia o cuidado de MCJETS S.A. DE C.V.

DECIMA SEGUNDA.-NOTIFICACIONES

Las notificaciones correspondientes a este contrato se considerarán debidamente recibidas por las partes, si son entregadas por alguna persona, o bien, enviadas por correo certificado o servicio de mensajería y la fecha en la cual se reciba tal notificación, será considerada la oficial de recepción. Dichas notificaciones serán enviadas a:

MCJETS S.A. DE C.V.
CARRETERA ESTATAL 200 QUERETARO- TEQUISQUIPAN
HANGAR 8 Y 9 AEROPUERTO INT´ DE QUERETARO
C.P. 76270 QUERETARO, QTO.

Este Contrato podrá ser rescindido:

a) Si alguna de las partes es declarada en quiebra, solicita suspensión de pagos, o si hace cesión de bienes que pudieran afectar las obligaciones del presente Contrato.

b) En caso de incumplimiento a los términos del presente contrato. En este caso se notificará a la parte correspondiente surtiendo efecto sesenta días después de tal notificación.

En caso de rescisión, renovado o terminación de contrato, ambas partes se obligan a dar aviso a la Dirección General de Aeronáutica Civil a través de la Dirección de Aviación, indicando la situación actual que guarda la aeronave.

DECIMA CUARTA.- CESION

Este Contrato no podrá ser cedido ni traspasado por MCJETS S.A. DE C.V. sin el consentimiento por escrito de **«EL CLIENTE»**.

DECIMA QUINTA.- JURISDICCION Y COMPETENCIA

Para todo conflicto resultante de la interpretación o incumplimiento del presente Contrato, las partes aceptan como aplicable la legislación vigente en México, Distrito Federal., renunciando a la que pudiera corresponderle con motivo de sus domicilios presentes y futuros.

12.5.-CONTRATO TIPO DE MANTENIMIENTO. CONT.

LEIDO el presente contrato por ambas partes, lo ratificaron y firmaron en todas y cada una de sus páginas en dos ejemplares, quedando un ejemplar en poder de cada una de las partes, en esta Ciudad de México, Distrito Federal a los XX días del mes de XX de XXXX.

MCJETS S.A. DE C.V.	« EL CLIENTE »
_____	_____
TESTIGO	TESTIGO
_____	_____

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12.6.-FORMATO DE ORDEN DE INGENIERIA O ESTUDIO TECNICO.

A continuación se muestra un ejemplo del formato para la hechura de un Estudio Técnico u Orden de Ingeniería es responsabilidad del área de Ingeniería su elaboración en caso de que exista alguna Modificación o Alteración a las aeronaves en base al Capítulo 12 de este manual. Los puntos señalados dentro de este formato no son limitativos y podrán ser aumentados para una mejor descripción de los trabajos. El siguiente formato cuenta con números en rojo que nos servirán para conocer el correcto llenado del formato:

1. Numero de Orden de Ingeniería.
2. Número de Páginas.
3. Fecha de elaboración de la Orden de Ingeniería.
4. Fecha o momento en el cual será aplicable la Orden de Ingeniería.
5. Numero de Revisión de la Orden de Ingeniería.
6. Título.
7. Nombre del Operador de la aeronave a la que se le efectuara el trabajo.
8. Teléfono del Operador.
9. Domicilio del Operador.
10. Fax del Operador.
11. Razón principal por la que se elabora la Orden de Ingeniería.
12. Taller que aplicara la Orden de Ingeniería, en esta caso Avizor.
13. Limitaciones de nuestro taller.
14. Nombre del Ingeniero Responsable del taller.
15. Número del permiso del taller.
16. Capacidad indicada dentro de las Limitaciones del taller.
17. Numero de Responsiva.
18. Técnico involucrado dentro de la aplicación.
19. Inspector involucrado dentro de la aplicación.
20. Licencia y Capacidad del técnico involucrado dentro de la aplicación.
21. Licencia y Capacidad del inspector involucrado dentro de la aplicación.
22. Horas hombre requeridas para la aplicación de la Orden de Ingeniería.
23. Horas totales del avión en tierra requeridas para la aplicación de la Orden de Ingeniería.
24. Recursos herramentales, de equipo, partes y descripción de cada una de ellas necesarias para efectuar la Orden de Ingeniería.
25. Marca de la aeronave a la que se le aplicara el trabajo.
26. Número de Serie de la aeronave a la que se le aplicara el trabajo.
27. Modelo de la aeronave a la que se le aplicara el trabajo.
28. Horas Totales de la aeronave a la que se le aplicara el trabajo.
29. Tiempo desde último servicio mayor u Overhaul de la aeronave a la que se le aplicara el trabajo.
30. Aterrizajes totales de la aeronave a la que se le aplicara el trabajo.
31. Matricula de la aeronave a la que se le aplicara el trabajo.
32. Fecha de las horas y aterrizajes asentados en la Orden de Ingeniería de la aeronave a la que se le aplicara el trabajo.
33. Estudio técnico, estructural, mecánico, eléctrico, electrónico, hidráulico, etc. que avalen los trabajos a efectuar.
34. Descripción detallada del trabajo planeado.
35. Descripción detallada de la modificación a efectuar.
36. Referencias Técnicas, Manuales, Boletines, STC, Directivas etc. a usar.
37. Sección para seguimiento de los pasos para la modificación a efectuar.
38. Espacio para firma del técnico para correcto seguimiento de los pasos efectuados.
39. Espacio para firma del inspector para correcto seguimiento de los pasos inspeccionados.

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12.6.-FORMATO DE ORDEN DE INGENIERIA O ESTUDIO TECNICO. CONT.

40. Descripción del vuelo de prueba en caso de ser necesario.
41. Descripción de la Alteración al Certificado Tipo Original de la aeronave.
42. Enmiendas a los manuales como lo son manuales de vuelo y/o mantenimiento.
43. Espacio para firma del técnico donde avala que se ha efectuado la enmienda correspondiente.
44. Espacio para firma del técnico donde avala que se ha insertado la enmienda correspondiente.
45. Sección para firmas del personal involucrado.

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12.6.-FORMATO DE ORDEN DE INGENIERIA O ESTUDIO TECNICO. CONT.

AVIZOR

ORDEN DE INGENIERIA: 1 TALLER AUTORIZADO D.G.A.C. NO 404 PAGINA 1 DE 2	FECHA: 3 APLICABILIDAD: 4 REVISION: 5

1.- TITULO

6

2.- DATOS DEL SOLICITANTE

OPERADOR AÉREO	7	DOMICILIO	9
TELÉFONO	8	FAX	10

3.- RAZON DE ELABORACION

11

4.- DATOS DEL TALLER

TALLER AUTORIZADO	12	PERMISO DE TALLER	15
LIMITACIÓN	13	CAPACIDAD	16
INGENIERO RESPONSABLE DE TALLER	14	REGISTRO ANTE DGAC	17

5.- DISTRIBUCION DE RECURSOS

TÉCNICO INVOLUCRADO	18	LICENCIA Y CAPACIDAD	20
INSPECTOR INVOLUCRADO	19	LICENCIA Y CAPACIDAD	21
HORAS HOMBRE	22	HRS. AVIÓN EN TIERRA	23

Calle 3 Hangares del 22 al 29, Aeropuerto Internacional de Toluca ♦Toluca Estado de México♦ CP 50200♦Tel. (01 722) 273 1535
www.redwings.aero

12.6.-FORMATO DE ORDEN DE INGENIERIA O ESTUDIO TECNICO. CONT.

ORDEN DE INGENIERIA: 1 TALLER AUTORIZADO D.G.A.C. NO 404 PAGINA 2 DE 2	FECHA: 3 APLICABILIDAD: 4 REVISION: 5

5.- DISTRIBUCION DE RECURSOS CONT.

24

6.- EFECTIVIDAD O APLICABILIDAD

MARCA PLANEADOR	25	MODELO	27	TIEMPO DE OVERHAUL	29	MATRICULA	31
No./SERIE	26	TIEMPOS TOTALES HRS.	28	ATERRIZAJES	30	FECHA	32

7.- ESTUDIO TECNICO

33

8.- DESCRIPCION DE LA MODIFICACION

34

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12.6.-FORMATO DE ORDEN DE INGENIERIA O ESTUDIO TECNICO. CONT.

ORDEN DE INGENIERIA: 1 TALLER AUTORIZADO D.G.A.C. NO 404 PAGINA 3 DE 2	FECHA: 3 APLICABILIDAD: 4 REVISION: 5

9.- MODIFICACION A EFECTUAR

35

10.- REFERENCIAS TECNICAS

36

11.- PROCEDIMIENTOS DE EJECUCION DEL TRABAJO

	TEC.	INSP.
37	38	39

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12.6.-FORMATO DE ORDEN DE INGENIERIA O ESTUDIO TECNICO. CONT.

AVIZOR

ORDEN DE INGENIERIA: 1 TALLER AUTORIZADO D.G.A.C. NO 404 PAGINA 4 DE 2	FECHA: 3 APLICABILIDAD: 4 REVISION: 5

12.- VUELO DE PRUEBA.

40

13.- ALTERACIÓN AL CERTIFICADO TIPO.

41

14.- ENMIENDAS A LOS MANUALES.

	ING.	INSP.
42	43	44

15.- PERSONAL DEL TALLER INVOLUCRADO.

DESCRIPCIÓN	NOMBRE	POSICIÓN	FIRMA
ELABORADO POR:	45		
REVISADO POR:			
APROBADO POR:			
TÉCNICO ENCARGADO DE APLICACIÓN DE O.I.			
INSPECTOR ENCARGADO DE APLICACIÓN DE O.I.			

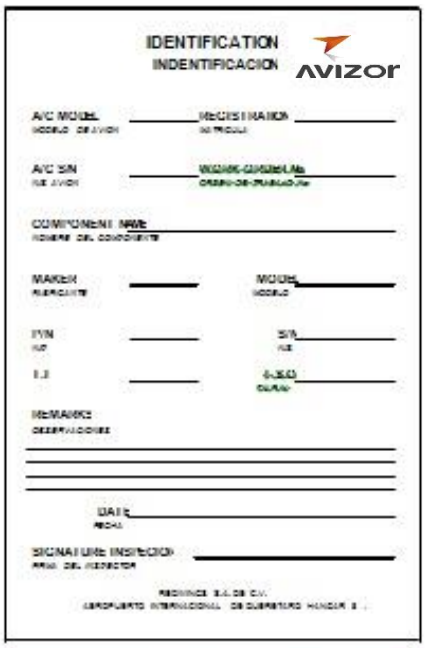
Calle 3 Hangares del 22 al 29, Aeropuerto Internacional de Toluca ♦Toluca Estado de México♦ CP 50200♦Tel. (01 722) 273 1535
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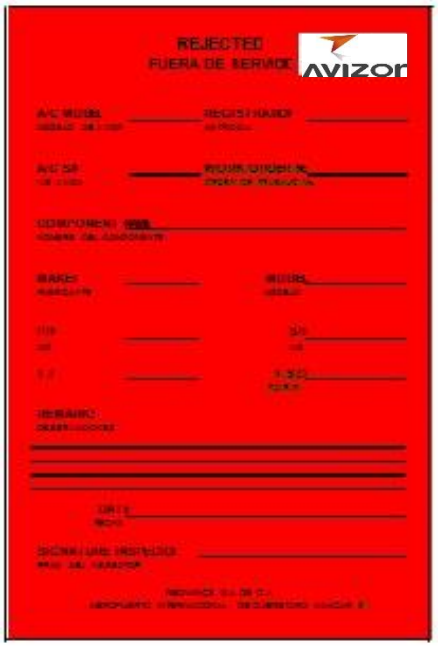
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12.7 TARJETAS DE CONTROL DE PARTES

Estos formatos serán utilizados por el personal de mantenimiento los cuales ayudaran a etiquetar los componentes que se encuentra en el almacén, ayuda identificar la condición de los componentes previa a las inspecciones y revisiones de los mismos.
Deberá anotar el modelo, matricula, número de serie de la aeronave, orden de trabajo a la que corresponda. Referente al componente deberá anotar nombre del componente, numero de parte, número de serie, marca y modelo así como los tiempos totales y tiempos desde su overhaul según aplique. Finalmente observaciones, fecha y firma del inspector.









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12.8.- FORMATO DE OUTGOING E INCOMING DE LA AERONAVE Y EQUIPO ELECTRICO/ELECTRONICO

Utilizado para determinar las condiciones del equipo de aeronave y aviónics en la recepción así como a la entrega del equipo.

1. En el Primer recuadro se deberá anotar la información correspondiente al Cliente, Fecha, Aeronave, Orden de Trabajo y Tiempos totales.
2. En los recuadros posteriores vienen indicados los tipos de equipos eléctrico/electrónico que están instalados dentro de nuestras aeronaves permisionadas, el técnico deberá anotar un **OK** en caso de que el equipo después de una prueba funcional no tenga falla alguna y una **X** en caso de encontrar anomalía alguna.
3. En la última sección (recuadro) el técnico podrá anotar las observaciones o comentarios como resultado de la inspección efectuada.

FORMATOS DE KING AIR

MC JETS

INCOMING-KING AIR INSPECTION

W. O.:	CUSTOMER:	REG. NUMBER:	SERIAL NUMBER:
H. METER:	COMPLETED BY:	INSPECTED BY:	DATE:

FUEL LOAD

LEFT MAIN		LEFT AUX.		RIGHT MAIN		RIGHT AUX.	
PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN

ENGINE INFORMATION

PT6-A_____ O.A.T.C._____ P.A. HG._____

RUN PARAMETERS

	TARGET	LEFT	RIGHT
TORQUE			
ITT			
N-1%			
N-2 RPM			
WF Lbs./hr			

	ON	OFF
BLEED AIR		
GENERATORS		
ICE VANES		
Data Plate Speed		
Trim Stick Seeting		

PARK BRAKE_____ EXTERNAL POWER_____

OPERATIONAL CHECKS

	LEFT	RIGHT
FIREWALL SHUTOFF VALVES		
START TEMP. C		
LOW IDLE		
HIGH IDLE		
REVERSE		
TAKE OFF		
OVER SPEED		
GROUND FINE		
TORQUE		
OIL PRESSURE		
AUTO FEATHER		
AUTO IGNITION		
RUDDER BOOST		
GENERATORS		
INVENTERS		
INSTRUMENT AIR		
PNEUMATIC		

	OK
PORP SYNCH	
ANNUNCIATORS	
CABIN PRESS.	
ENVIRONMENTAL	
PROP HEAT	
WINDSHIELD HEAT	
SURFACE DE-ICE	
BRAKE DE-ICE	
ICE VANES	
FLAPS	
LIGHTS	
ENGINE RIGGING	
SHUTDOWN	
INTERIOR	
EXTERIOR	

COMMENTS

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMATOS DE KING AIR... CONTINUA

MC JETS

OUTGOING-KING AIR INSPECTION

W. O.:	CUSTOMER:	REG. NUMBER:	SERIAL NUMBER:
H. METER:	COMPLETED BY:	INSPECTED BY:	DATE:

FUEL LOAD

LEFT MAIN		LEFT AUX.		RIGHT MAIN		RIGHT AUX.	
PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN

ENGINE INFORMATION

PT6-A_____ O.A.T.C._____ P.A. HG._____

RUN PARAMETERS

	TARGET	LEFT	RIGHT
TORQUE			
ITT			
N-1 %			
N-2 RPM			
WF Lbs./hr			

	ON	OFF
BLEED AIR		
GENERATORS		
ICE VANES		
Data Plate Speed		
Trim Stick Seeting		

PARK BRAKE_____ EXTERNAL POWER_____

OPERATIONAL CHECKS

	LEFT	RIGHT
FIREWALL SHUTOFF VALVES		
START TEMP. C		
LOW IDLE		
HIGH IDLE		
REVERSE		
TAKE OFF		
OVER SPEED		
GROUND FINE		
TORQUE		
OIL PRESSURE		
AUTO FEATHER		
AUTO IGNITION		
RUDDER BOOST		
GENERATORS		
INVENTERS		
INSTRUMENT AIR		
PNEUMATIC		

	OK
PORP SYNCH	
ANNUNCIATORS	
CABIN PRESS.	
ENVIRONMENTAL	
PROP HEAT	
WINDSHIELD HEAT	
SURFACE DE-ICE	
BRAKE DE-ICE	
ICE VANES	
FLAPS	
LIGHTS	
ENGINE RIGGING	
SHUTDOWN	
INTERIOR	
EXTERIOR	

COMMENTS

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FORMATO DE BEECHJET

INCOMING-BEECHJET INSPECTION

W. O.:	CUSTOMER:	REG. NUMBER:	SERIAL NUMBER:
H. METER:	COMPLETED BY:	INSPECTED BY:	DATE:

FUEL LOAD					
LEFT WING		FUSELAGE		RIGHT WING	
PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN

ENGINE INFORMATION

JT15D-5_____ O.A.T.C._____ P.A. HG._____

START CHECK (SEE STARTING ENGINES - EITHER ENGINE FIRST)

ITEM	LIMIT	LH ENGINE	RH ENGINE
LIGHT OFF TIME	10 SEC		
MAXIMUM START ITT	550°C		
OIL PRESSURE (IDLE)	40 PSI MIN		
STARTER CUTOUT N_2	35 - 40%		

RUN CHECK (SEE NORMAL PERFORMANCE CHECK)

ITEM	LIMIT	LH ENGINE		RH ENGINE	
		IDLE	TARGET N_1%	IDLE	TARGET N_1%
FAN RPM (N_1) (%)					
TURBINE RPM (N_2) (%)					
ITT (°C)					
FUEL FLOW (PPH)					
OIL TEMPERATURE (°C)					
OIL PRESSURE (PSI)					
ENGINE VIBRATION					

PARK BRAKE_____ EXTERNAL POWER_____

OPERATIONAL CHECKS

	LEFT	RIGHT
AUTO IGNITION		
RUDDER BOOST		
GENERATORS		
INVENTERS		
INSTRUMENT AIR		

	OK
ANNUNCIATORS	
CABIN PRESS.	
ENVIRONMENTAL	
WINDSHIELD HEAT	
SURFACE DE-ICE	
FLAPS	
LIGHTS	
ENGINE RIGGING	
SHUTDOWN	
INTERIOR	
EXTERIOR	

COMMENTS

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FORMATOS DE BEECHJET... CONTINUA

OUTGOING-BEECHJET INSPECTION

W. O.:	CUSTOMER:	REG. NUMBER:	SERIAL NUMBER:
H. METER:	COMPLETED BY:	INSPECTED BY:	DATE:

FUEL LOAD

LEFT WING		FUSELAGE		RIGHT WING	
PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN

ENGINE INFORMATION

JT15D-5_____ O.A.T.C._____ P.A. HG._____

START CHECK (SEE STARTING ENGINES - EITHER ENGINE FIRST)

ITEM	LIMIT	LH ENGINE	RH ENGINE
LIGHT OFF TIME	10 SEC		
MAXIMUM START ITT	550°C		
OIL PRESSURE (IDLE)	40 PSI MIN		
STARTER CUTOUT N_2	35 - 40%		

RUN CHECK (SEE NORMAL PERFORMANCE CHECK)

ITEM	LIMIT	LH ENGINE		RH ENGINE	
		IDLE	TARGET N_1%	IDLE	TARGET N_1%
FAN RPM (N_1) (%)					
TURBINE RPM (N_2) (%)					
ITT (°C)					
FUEL FLOW (PPH)					
OIL TEMPERATURE (°C)					
OIL PRESSURE (PSI)					
ENGINE VIBRATION					

PARK BRAKE_____ EXTERNAL POWER_____

OPERATIONAL CHECKS

	LEFT	RIGHT
AUTO IGNITION		
RUDDER BOOST		
GENERATORS		
INVENTERS		
INSTRUMENT AIR		

	OK
ANNUNCIATORS	
CABIN PRESS.	
ENVIRONMENTAL	
WINDSHIELD HEAT	
SURFACE DE-ICE	
FLAPS	
LIGHTS	
ENGINE RIGGING	
SHUTDOWN	
INTERIOR	
EXTERIOR	

COMMENTS

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FORMATOS DE HAWKER

INCOMING-HAWKER INSPECTION

W. O.:	CUSTOMER:	REG. NUMBER:	SERIAL NUMBER:
H. METER:	COMPLETED BY:	INSPECTED BY:	DATE:

FUEL LOAD

LEFT WING		FUSELAGE		RIGHT WING	
PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN

ENGINE INFORMATION

JT15D-5_____ O.A.T.C._____ P.A. HG._____

START CHECK (SEE STARTING ENGINES - EITHER ENGINE FIRST)

ITEM	LIMIT	LH ENGINE	RH ENGINE
LIGHT OFF TIME	10 SEC		
MAXIMUM START ITT	550°C		
OIL PRESSURE (IDLE)	40 PSI MIN		
STARTER CUTOUT N_2	35 - 40%		

RUN CHECK (SEE NORMAL PERFORMANCE CHECK)

ITEM	LIMIT	LH ENGINE		RH ENGINE	
		IDLE	TARGET N_1%	IDLE	TARGET N_1%
FAN RPM (N_1) (%)					
TURBINE RPM (N_2) (%)					
ITT (°C)					
FUEL FLOW (PPH)					
OIL TEMPERATURE (°C)					
OIL PRESSURE (PSI)					
ENGINE VIBRATION					

PARK BRAKE_____ EXTERNAL POWER_____

OPERATIONAL CHECKS

	LEFT	RIGHT
AUTO IGNITION		
RUDDER BOOST		
GENERATORS		
INVENTERS		
INSTRUMENT AIR		

	OK
ANNUNCIATORS	
CABIN PRESS.	
ENVIRONMENTAL	
WINDSHIELD HEAT	
SURFACE DE-ICE	
FLAPS	
LIGHTS	
ENGINE RIGGING	
SHUTDOWN	
INTERIOR	
EXTERIOR	

COMMENTS

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMATOS DE HAWKER... CONTINUA

OUTGOING-HAWKER INSPECTION

W. O.:	CUSTOMER:	REG. NUMBER:	SERIAL NUMBER:
H. METER:	COMPLETED BY:	INSPECTED BY:	DATE:

FUEL LOAD

LEFT WING		FUSELAGE		RIGHT WING	
PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN

ENGINE INFORMATION

JT15D-5_____ O.A.T.C._____ P.A. HG._____

START CHECK (SEE STARTING ENGINES - EITHER ENGINE FIRST)

ITEM	LIMIT	LH ENGINE	RH ENGINE
LIGHT OFF TIME	10 SEC		
MAXIMUM START ITT	550°C		
OIL PRESSURE (IDLE)	40 PSI MIN		
STARTER CUTOUT N_2	35 - 40%		

RUN CHECK (SEE NORMAL PERFORMANCE CHECK)

ITEM	LIMIT	LH ENGINE		RH ENGINE	
		IDLE	TARGET N_1%	IDLE	TARGET N_1%
FAN RPM (N_1) (%)					
TURBINE RPM (N_2) (%)					
ITT (°C)					
FUEL FLOW (PPH)					
OIL TEMPERATURE (°C)					
OIL PRESSURE (PSI)					
ENGINE VIBRATION					

PARK BRAKE_____ EXTERNAL POWER_____

OPERATIONAL CHECKS

	LEFT	RIGHT
AUTO IGNITION		
RUDDER BOOST		
GENERATORS		
INVENTERS		
INSTRUMENT AIR		

	OK
ANNUNCIATORS	
CABIN PRESS.	
ENVIRONMENTAL	
WINDSHIELD HEAT	
SURFACE DE-ICE	
FLAPS	
LIGHTS	
ENGINE RIGGING	
SHUTDOWN	
INTERIOR	
EXTERIOR	

COMMENTS

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMATOS EMBRAER EMB-135BJ

INCOMING EMBRAER INSPECTION

W. O.:	CUSTOMER:	REG. NUMBER:	SERIAL NUMBER:
H. METER:	COMPLETED BY:	INSPECTED BY:	DATE:

FUEL LOAD

LEFT WING		FUSELAGE		RIGHT WING	
PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN

ENGINE INFORMATION

AE3007A1E_____ O.A.T.C._____ P.A. HG._____

START CHECK (SEE STARTING ENGINES - EITHER ENGINE FIRST)

ITEM	LIMIT	LH ENGINE	RH ENGINE
LIGHT OFF TIME	10 SEC		
MAXIMUM START ITT	550°C		
OIL PRESSURE (IDLE)	40 PSI MIN		
STARTER CUTOUT N_2	35 - 40%		

RUN CHECK (SEE NORMAL PERFORMANCE CHECK)

ITEM	LIMIT	LH ENGINE		RH ENGINE	
		IDLE	TARGET N_1%	IDLE	TARGET N_1%
FAN RPM (N_1) (%)					
TURBINE RPM (N_2) (%)					
ITT (°C)					
FUEL FLOW (PPH)					
OIL TEMPERATURE (°C)					
OIL PRESSURE (PSI)					
ENGINE VIBRATION					

PARK BRAKE_____ EXTERNAL POWER_____

OPERATIONAL CHECKS

	LEFT	RIGHT
AUTO IGNITION		
RUDDER BOOST		
GENERATORS		
INVENTERS		
INSTRUMENT AIR		

	OK
ANNUNCIATORS	
CABIN PRESS.	
ENVIRONMENTAL	
WINDSHIELD HEAT	
SURFACE DE-ICE	
FLAPS	
LIGHTS	
ENGINE RIGGING	
SHUTDOWN	
INTERIOR	
EXTERIOR	

COMMENTS

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMATOS DE EMBRAER... CONTINUA

OUTGOING EMBRAER INSPECTION

W. O.:	CUSTOMER:	REG. NUMBER:	SERIAL NUMBER:
H. METER:	COMPLETED BY:	INSPECTED BY:	DATE:

FUEL LOAD

LEFT WING		FUSELAGE		RIGHT WING	
PRE RUN	POST RUN	PRE RUN	POST RUN	PRE RUN	POST RUN

ENGINE INFORMATION

AE3007A1E_____ O.A.T.C._____ P.A. HG._____

START CHECK (SEE STARTING ENGINES - EITHER ENGINE FIRST)

ITEM	LIMIT	LH ENGINE	RH ENGINE
LIGHT OFF TIME	10 SEC		
MAXIMUM START ITT	550°C		
OIL PRESSURE (IDLE)	40 PSI MIN		
STARTER CUTOUT N_2	35 - 40%		

RUN CHECK (SEE NORMAL PERFORMANCE CHECK)

ITEM	LIMIT	LH ENGINE		RH ENGINE	
		IDLE	TARGET N_1%	IDLE	TARGET N_1%
FAN RPM (N_1) (%)					
TURBINE RPM (N_2) (%)					
ITT (°C)					
FUEL FLOW (PPH)					
OIL TEMPERATURE (°C)					
OIL PRESSURE (PSI)					
ENGINE VIBRATION					

PARK BRAKE_____ EXTERNAL POWER_____

OPERATIONAL CHECKS

	LEFT	RIGHT
AUTO IGNITION		
RUDDER BOOST		
GENERATORS		
INVENTERS		
INSTRUMENT AIR		

	OK
ANNUNCIATORS	
CABIN PRESS.	
ENVIRONMENTAL	
WINDSHIELD HEAT	
SURFACE DE-ICE	
FLAPS	
LIGHTS	
ENGINE RIGGING	
SHUTDOWN	
INTERIOR	
EXTERIOR	

COMMENTS

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

12.8.- FORMATO DE OUTGOING E INCOMING DEL EQUIPO ELECTRICO/ELECTRONICO CONT.

OUTGOING LEARJET INSPECTION

OUTGOING-AVIONICS INSPECTION

Customer_____ Date_____ W.O.#_____

A/C Type_____ N_____ S/N_____ Tach_____ Repair/Install

GENERATOR	_____	_____	ALTERNATOR	_____	_____	Stall Warning	_____	_____
Wind Shield Test	_____		AOA Heating Test	_____		H Stab De Ice	_____	
Pilot Heating	_____		Engine Anti Ice	_____		Wing Anti Ice	_____	

	1	2
AUTOPILOT		
Yaw Eng	_____	_____
AP Eng	_____	_____
Elevator	_____	_____
Roll	_____	_____
Auto Trim	_____	_____
Man/Elec Trim	_____	_____
Annunciators	_____	_____
RADAR/MFD		
Radar Test	_____	
Nav Mode	_____	
Checklist	_____	
Aux Drive	_____	
ADC/ALT		
Readout	_____	_____
Flag	_____	_____
Xside	_____	_____
RMI	_____	_____
Compass Card	_____	_____
Compass Flag	_____	_____
Nav 1 Needle	_____	_____
Nav 2 Needle	_____	_____
ADF 1 Needle	_____	_____
ADF 2 Needle	_____	_____
DME		
Readout	_____	_____
Nav 1	_____	_____
Nav 2	_____	_____
Hold	_____	_____
ALT ALERT		
Alt Sel	_____	
Flag	_____	

	1	2
HSI		
Compass Card	_____	_____
Compass Flag	_____	_____
NAV Needle	_____	_____
LOC Needle	_____	_____
NAV Flag	_____	_____
LOC Flag	_____	_____
GLS Needle	_____	_____
GLS Flag	_____	_____
BRG Pointer	_____	_____
DME Readout	_____	_____
Composite	_____	_____
Aux. Drive	_____	_____
ADI/EADI		
Gyro Pres	_____	_____
Fit. Dir.	_____	_____
HDG	_____	_____
NAV/LOC	_____	_____
Alt	_____	_____
G.A.	_____	_____
Annunc.	_____	_____
EXP LOC	_____	_____
Glideslope	_____	_____
Rad.Alt.	_____	_____
Composite	_____	_____
Aux.Dr.	_____	_____
RADIO TELEPHONE		
LIGHTS		
Radio	_____	_____
Flight	_____	_____
Engine	_____	_____
Panel	_____	_____
INVERTERS	_____	_____

	1	2
ATC		
Reply Life	_____	_____
Ident	_____	_____
Mode A	_____	_____
Mode C	_____	_____
Mode S	_____	_____
FMS/LRN/RNAV		
Database	_____	
GPS Sensor	_____	
Omega Sensor	_____	
LORAN Sensor	_____	
DME Sensor	_____	
ADC Sensor	_____	
VOR Sensor	_____	
FMS Tuning	_____	
AUDIO		
Cabin Page	_____	_____
Comm Rx	_____	_____
Comm Tx	_____	_____
Nav	_____	_____
ADF	_____	_____
MBT	_____	_____
DME	_____	_____
HF Rx	_____	_____
HF Tx	_____	_____
Speaker	_____	_____
Phone	_____	_____
Emer	_____	_____
STORMSCOPE		
HDG Info	_____	_____
Test	_____	_____
Avionics Status	_____	
Composite Modes	_____	

A/C Appearance_____Paper_____Seat Covers_____Touch-up Paint_____Harness_____

Hand Mics_____Headsets_____Phone_____Prints_____Keys_____Wty Cards_____Log Books

Comments:_____

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12.9.-FORMATO PARA DISCREPANCIAS

El formato de discrepancias no ayuda a identificar y saber de discrepancias ocurridas durante el servicio programado de la aeronave. Es responsabilidad del técnico el llenado correcto de este formato y deberán imprimir tantas hojas necesite para cubrir todas las discrepancias notadas.

1. Anotar modelo, número de serie, matrícula de la aeronave en servicio.
2. Deberá describir la discrepancia numerarla y anotar la fecha.
3. Al final del reporte deberá anotar el número de la orden de trabajo a la que corresponde.

MC JETS

LISTA DE DISCREPANCIAS

FECHA:	
MATRICULA:	
N/S:	
ORDEN DE TRABAJO:	

ITEM	DISCREPANCIA	HRS. ESTIMADAS	TECNICO	VALIDO
NUMEROS DE PARTE Y CANTIDADES				

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

CAP. 13

SISTEMA DE GARANTIA DE CALIDAD

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

13.1.- POLITICA DE CONTROL DE CALIDAD

Es Política de **MCJETS S.A de C.V. (AVIZOR)** mantener la calidad de los Servicios de Mantenimiento ofrecidos durante y después de la entrada a mantenimiento de la Aeronave, manteniendo los niveles de limpieza y seguridad establecidos en la Normas Oficial Mexicana correspondiente y demás documentos.

13.2.- OBJETIVOS DE CALIDAD

1. Comunicar la política de calidad de la empresa, procedimientos y requerimientos.
2. Describir e implementar un efectivo sistema de calidad.
3. Dar mejora a las prácticas de control y facilitar las actividades de seguridad.
4. Dar las bases documentadas para auditar los sistemas de calidad.
5. Dar continuidad a los sistemas de calidad y a sus requerimientos durante circunstancias de cambio.
6. Dar entrenamiento al personal técnico en los requerimientos del sistema de calidad y métodos de cumplimiento.

13.3.- CONTROL DE CALIDAD

MCJETS S.A de C.V. (AVIZOR) a través de su Encargado de Calidad deberá de monitorear y reportar mediante las herramientas y procedimientos establecidos en el presente apartado los índices de calidad obtenidos durante las auditorías realizadas a las diferentes áreas involucradas en el proceso de mantenimiento llevado acabo dentro del Taller Aeronáutico.

Para lo cual se han establecido una o varias herramientas de calidad para el control de calidad en cada una de las áreas, las cuales son responsables de la aplicación y seguimiento continuo de las mismas.

ALMACEN

Esta Área deberá de implementar Gráficos de Control ya que su función es la de evaluar la estabilidad de un proceso, permitiendo distinguir entre las causas de variación, tales como: Causas aleatorias y causas específicas.

Causas Aleatorias: Son causas desconocidas y con poca significación, debidas al azar y presentes en todo el proceso.

Causas Específicas (Imputables o Asignables): Normalmente no deben de estar en el proceso, provocan variaciones significables.

Por lo tanto el objetivo de la implementaron de este tipo de control es debido a que nos permite vigilar la variación de un proceso en el tiempo, probando la efectividad de las acciones de mejora emprendidas, así como también para estimar la capacidad del proceso.

DEPARTAMENTO DE INGENIERIA

Debido a que esta representa una de las áreas más importante dentro del Taller Aeronáutico, deberá de llevar un control eficaz en cada uno los trabajos y procedimientos utilizados para la Programación y Control de Mantenimiento de las Aeronaves.

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13.3.- CONTROL DE CALIDAD. CONT.

DEPARTAMENTO DE INGENIERIA CONT.

Tales es el caso de que esta Área es la Responsable del análisis, verificación y programación de Boletines de Servicio y Directivas de Aeronavegabilidad es de gran ayuda el uso de las Herramientas de Calidad tales como: Hojas de Comprobación, Histogramas, Diagramas de Pareto, Diagramas de Causa y Efecto, Graficas de Control y Diagramas de Dispersión y Estratificación.

Para esta Área se recomienda hacer uso del diagrama de causa y efecto debido a que algunos de los usos y beneficios de estas herramientas son:

1. Ayuda a determinar las causas principales de un problema
2. Estimula la participación de las diferentes áreas involucradas en el procedimiento de trabajo, aprovechando mejor el conocimiento de cada uno de ellos
3. Incrementa el grado de conocimiento sobre el proceso.
4. Identifica las causas-Raíz o causas principales de un problema o efecto.
5. Clasificar y relacionar las interacciones entre factores que están afectando al resultado de un proceso.

JEFATURA DE MANTENIMIENTO

MANTENIMIENTO

La personas encargadas del mantenimiento de las aeronaves son en primera instancia se pueden considerar un primer filtro para que los trabajos efectuados cumplan y sean efectuados conforme a lo establecido en los manuales de mantenimiento del fabricante así como en apego a la calidad y seguridad exigidos por la Autoridad Aeronáutica.

13.4.- AUDITORIAS DE CALIDAD.

OBJETIVOS

1. Para determinar la conformidad o no conformidad de los elementos del sistema de calidad con requerimientos específicos del Taller Aeronáutico así como de los clientes.
2. Para determinar la efectividad de juntas específicas, para obtener un sistema de calidad con objetivos de calidad.
3. Para proveer a las áreas auditadas una oportunidad para mejorar el sistema de calidad.
4. Para conocer los requerimientos regulatorios.
5. Para verificar que el Sistema de Calidad implementado continúe con el conocimiento específico de requerimientos y está siendo mejorado constantemente.
6. Para evaluar el sistema de calidad aplicado contra un sistema estándar

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13.5.- ANALISIS Y REVISION ADMINISTRATIVA

Mensualmente se deberán de efectuar juntas con la finalidad de entregar reportes sobre las condiciones que guardan cada una de las Áreas de Taller, con la finalidad de tomar acciones preventivas y o en su caso correctivas para seguir mantenimiento el estándar de calidad que se busca dentro del Taller.

13.6.- AUDITORIAS DE CALIDAD DEL PROGRAMA DE ADIESTRAMIENTO

Mediante las solicitudes de cotización a las diferentes escuelas existentes y autorizadas por la D.G.A.C y / o en su caso la Autoridad Aeronáutica correspondiente, se verifican y corroboran datos de las mismas:

- Temario
- Instalaciones
- Perfil de los instructores
- Material didáctico
- Permisos

13.7.- PERSONAL DE AUDITORIA DE CALIDAD

1. JUAN BAEZA SANCHEZ- **GRUPO AUDITOR**
2. MARCO PIÑA ISLAS- **GRUPO AUDITOR**

RESPONSABILIDADES DEL AUDITOR

1. Cumplir con los requerimientos aplicables a la auditoria.
2. Comunicación y Claridad en los requerimientos auditados.
3. Documentar las observaciones.
4. Reportar el resultado de la auditoria.
5. Verificar la efectividad de las acciones correctivas tomadas como resultado de la auditoria.
6. Retener y salvaguardar documentos pertinentes a la auditoria.
    a. Proporcionar documentos como se requiera.
    b. Definir cuales documentos son confidenciales.
    c. Tratar información clasificada con discreción.
7. Cooperar con el Jefe Auditor.

RESPONSABILIDADES DEL JEFE AUDITOR

1. Deberá tener la capacidad de director, experiencia y tomara la última decisión de la auditoria.
2. Asistirá a la selección de otros miembros de auditoría.
3. Prepara el plan de auditoría.
4. Representará al equipo de auditoría con el auditado.
5. Presentará el reporte de auditoría.

13.7.- PERSONAL DE AUDITORIA DE CALIDAD. CONT.

FUNCIONES DEL AUDITOR

1. Definir los requerimientos de cada Auditoria.
2. Cumplir con los requerimientos aplicables a la auditoria así como otras directivas apropiadas.
3. Planear la Auditoria.
4. Revisar la documentación existente del sistema de calidad y determinar si son adecuados.
5. Reportar los resultados de la auditoria de una manera clara y concisa.

El auditor deberá de:

1. Ejercer la auditoria objetivamente.
2. Recolectar y analizar evidencia que sea relevante para la auditoria para obtener una conclusión del sistema de calidad auditado.
3. Permanecer alerta en cualquier indicación de evidencia que pueda influenciar el resultado de la auditoria y si es necesario hacer más extensa la auditoria.
4. Actuar de una manera ética todo el tiempo que dure la auditoria.

13.8.- CALIFIACION DE INSPECTORES Y MECANICOS

El personal de inspección y mecánicos deberá estar completamente familiarizado con todos los métodos de inspección, técnicas y equipo usado en su área de responsabilidad para determinar la calidad y Aeronavegabilidad del artículo que está recibiendo mantenimiento y reparaciones.
Todo el personal de inspección debe también tener destreza en el uso de los varios tipos de ayuda de inspección en los puntos particulares de la inspección que se esté realizando. Además, se encontrarán, las especificaciones actualizadas que involucren tolerancias de inspección, límites, y procedimientos como está establecido por el fabricante del producto y otras formas de información de inspección tales como: Directivas de Aeronavegabilidad de las Autoridades, fabricantes, boletines, etc.
Se requiere que todo el personal, se encuentre familiarizado con los requerimientos de este manual, las especificaciones y limitaciones de operación del taller, las habilitaciones que poseen, las Regulaciones, Directivas de Aeronavegabilidad, circulares informativas, cartas de servicio, boletines de los fabricantes, etc.
De tal forma que el Director General será el responsable de evaluar el desempeño laborar, aptitud y resultados los cuales se mantendrá un registro electrónico (con respaldo en disco duro) de las de actividades del personal técnico. En el reporte se indicará, el apellido del personal, el trabajo colocando su inicial a la par del registro de trabajo. Todos los rechazos serán registrados en el mismo para futura referencia.
Para los periodos de evaluación en todos los casos se requiere de la participación directa del Jefe de Inspección para evitar un procedimiento fuera de lo indicado en los manuales, tendrá la facultad de objetar el retorno de la aeronave a servicio hasta que se satisfagan los requerimientos de la los manuales correspondientes. En este caso cualquier omisión de lo anteriormente expuesto será reportada a la Dirección General para tomar las acciones correspondientes ya sea de capacitación o inducción a los procedimientos.

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13.9.- SOLICITUD DE EXCEPCIONES A LA AUTORIDAD AERONÁUTICA.

En el caso que el Taller Aeronáutico requiera una excepción ante la autoridad aeronáutica relacionada con las limitaciones y/o sobre el mismo Taller. Es obligación del Responsable de Taller realizar dicha solicitud anexando la documentación técnica que respalde cualquier actividad dentro de la empresa. A fin de que la DGAC pueda evaluar y en su caso otorgar la autorización correspondiente.

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CAP. 14 ALTERACIONES Y MODIFICACIONES

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14.1.- INTRODUCCION

MCJETS S.A de C.V. (AVIZOR) cuenta con personal técnico de la más alta calidad capaz de analizar, elaborar y efectuar Alteraciones y/o Modificaciones a las aeronaves permisionadas dentro de nuestras Limitaciones expuestas en la sección LTP.

Este capítulo tiene como objetivo el describir un procedimiento estandarizado para solicitar la aprobación de un estudio técnico para las modificaciones o alteraciones que afecten el diseño original de una aeronave o sus características de aeronavegabilidad que no se encuentre consideradas dentro de la información técnica emitida por la entidad responsable del diseño de tipo de la misma (Manual de Reparaciones Estructurales, Manual de Overhaul, Manual de Servicios o Mantenimiento, Boletines de Servicio, entre otros)

Entiéndase por Alteración o Modificación mayor lo siguiente Alteración no indicada en las especificaciones del certificado de tipo de una aeronave, planeador, motor, hélice, componente o accesorio, que puede afectar significativamente su peso, equilibrio, resistencia estructural, rendimientos, funcionamiento de la planta motopropulsora, características de vuelo u otras cualidades que afecten su aeronavegabilidad, o aquella que no se efectúa de acuerdo con prácticas recomendadas o que no puede realizarse mediante operaciones básicas.

Este Capítulo tiene como base la norma **NOM -021/3-SCT3-2010 Que establece los requerimientos que deben de cumplir los estudios técnicos para las modificaciones o alteraciones que afecten el diseño original de la aeronave** y **Articulo 145 del RLAC**.

Existen dos vías primarias para poder efectuar Alteraciones y Modificaciones a las aeronaves permisionadas dentro de nuestro taller aeronáutico que cuenten con marcas de nacionalidad y matriculas mexicanas.

1. A través de la compra de un "Suplemmental Type Certificate" S.T.C. ó "Certificado Tipo Suplementario" que es un documento anexo al Type Certificate ó Certificado Tipo que expresa la certificación adicional para la instalación de cualquier equipamiento ó alteración mayor que quiera realizarse a la aeronave.
2. En caso de no existir algún S.T.C. en el mercado se dispondrá a efectuar la Orden de Ingeniería correspondiente, la cual se presentara ante la autoridad DGAC para obtener la autorización correspondiente.

14.2.- "SUPLEMMENTAL TYPE CERTIFICATE" S.T.C. Ó "CERTIFICADO TIPO SUPLEMENTARIO"

Esta sección describe el procedimiento necesario para efectuar una Alteración o Modificación mayor a través de la compra de un Certificado Tipo Suplementario STC.

En caso de que alguna aeronave permisionadas dentro de las Especificaciones de Operación de nuestro Taller tenga en mente el efectuar alguna Alteración o Modificación Mayor que mejore en cualquier aspecto la eficiencia de la aeronave, se deberá seguir lo siguiente:

1. El Jefe de Ingeniería buscara en el mercado actual los STC disponibles y en caso de existir alguno que satisfaga los requerimientos necesarios del cliente, se dispondrá a ponerse en contacto con el poseedor de dicho documento para tramitar los términos de compra correspondientes.
2. Se dará aviso al departamento de Exportaciones e Importaciones el cual será el encargado de la compra, importación del kit de partes en caso de que así sea, así como del documento STC.
3. Al arribo del STC a nuestro taller el Jefe de Inspección dará entrada de las partes y documentos dando Inspección como se describe en la sección **7.6.1 Inspección Preliminar a Partes.**

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14.2.- "SUPLEMMENTAL TYPE CERTIFICATE" S.T.C. Ó "CERTIFICADO TIPO SUPLEMENTARIO". CONT.

4. El Jefe de Ingeniería efectuara un análisis del documento y partes arribadas, efectuando un Estudio Técnico (Orden de Ingeniería) describiendo y haciendo referencias cruzadas con el STC del procedimiento a seguir para la modificación o alteración a efectuar.
5. El Jefe de Ingeniería en conjunto con el Jefe de Mantenimiento decidirán en base a la experiencia y capacidades los técnicos que desarrollaran el trabajo de aplicación del STC.
6. Se presentara ante DGAC el estudio técnico (Orden de Ingeniería) con toda la documentación técnica, copia del STC, copia de las Formas 8130 FAA de las partes, etc. Lo anterior para obtener la aprobación correspondiente.
7. Al momento de obtener la Autorización correspondiente por DGAC se dispondrá a programar la aeronave en cuestión para efectuar el STC correspondiente, avisando al cliente los tiempos en tierra, costos de partes, mano de obra y demás datos importantes inmiscuidos para la aplicación. Adiciona el Responsable de Taller hará la requisición a la autoridad DGAC de una Forma 46 para la Certificación de los trabajos.
8. Se efectuara los trabajos correspondientes siguiendo al pie de la letra el Estudio Técnico Autorizado (Orden de Ingeniería) y el STC a través de una Orden de Trabajo.
9. El Jefe de Inspección dará Inspección en base a las secciones **7.6.3 INSPECCION PROGRESIVA, 7.6.4 INSPECCION DE MANTENIMIENTO Y 7.6.7 INSPECCION FINAL Y RETORNO DE SERVICIO.**
10. El Responsable de taller al finalizar los trabajos recabara toda la documentación necesaria y efectuara la Liberación de Mantenimiento en base a la sección **7.6.8 LIBERACION DE MANTENIMIENTO POR EL TALLER AERONAUTICO.** Adicional llenara como corresponda la Forma 46 DGAC, y se presentara en la Comandancia del Aeropuerto en cuestión para presentar la forma y la documentación antes recabada con el objetivo de obtener la certificación a los trabajos efectuados.
11. Se entregara al operador o dueño de la aeronave la documentación de los trabajos efectuados en original (Orden de Trabajo), Forma DGAC 46 original y demás documentos como lo pueden ser Suplementos al Manual de Vuelo, Suplementos al Manual de Mantenimiento, etc.
12. El Responsable de Taller presentara ante la autoridad DGAC la Forma 46 debidamente certificada por Comandancia del Aeropuerto en cuestión y guardara una copia correspondiente dentro los archivos del taller.

14.3.- ESTUDIO TECNICO (ORDEN DE INGENIERIA)

Esta sección describe el procedimiento necesario para efectuar una Alteración o Modificación mayor a través un Estudio Técnico (Orden de Ingeniería) en caso de no existir algún STC para su compra en el medio.

En caso de que alguna aeronave per misionadas dentro de las Especificaciones de Operación de nuestro Taller tenga en mente el efectuar alguna Alteración o Modificación Mayor que mejore en cualquier aspecto la eficiencia de la aeronave, se deberá seguir lo siguiente:

1. Conocida la alteración requerida el Jefe de Ingeniería realizara el proyecto a través de un Estudio Técnico Orden de Ingeniería donde se seleccionaran los elementos a instalarse o modificarse, se analizaran los modos de sujeción de componentes estructurales y se confeccionaran los planos de fabricación e instalación de los componentes. En esta etapa también se realizaran verificaciones analíticas de las estructuras, así también como análisis eléctricos, hidráulicos y mecánicos que pudieran corresponder. Así mismo se propone para su estudio y aprobación el Suplemento al Manual de Vuelo que es el documento operativo aplicable a la alteración y un programa de ensayos de verificación ya sean en tierra como en vuelo.

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14.3.- ESTUDIO TECNICO (ORDEN DE INGENIERIA) CONT.

2. El Jefe de Ingeniería deberá prestar principal atención en cumplir con la Información requerida en base al punto **5.3 INFORMACION QUE DEBE CONTENER EL ESTUDIO TECNICO de la NOM -021/3-SCT3-2010.**
3. El Jefe de Ingeniería, deberá someter a Revisión la Orden de Ingeniería al Jefe de Mantenimiento, posterior la Autorización del Responsable de Taller.
4. Se presentara ante DGAC el estudio técnico (Orden de Ingeniería) con toda la documentación técnica, , copia de las Formas 8130 FAA de las partes, análisis eléctricos, estructurales, mecánicos etc. Lo anterior para obtener la aprobación correspondiente.
5. Al momento de obtener la Autorización correspondiente por DGAC se dispondrá a programar la aeronave en cuestión para efectuar la Orden de Ingeniería correspondiente, avisando al cliente los tiempos en tierra, costos de partes, mano de obra y demás datos importantes inmiscuidos para la aplicación. Adicional el Responsable de Taller hará la requisición a la autoridad DGAC de una Forma 46 para la Certificación de los trabajos.
6. El Jefe de Ingeniería en conjunto con el Jefe de Mantenimiento decidirán en base a la experiencia y capacidades los técnicos que desarrollaran el trabajo de aplicación del STC.
7. Se dará aviso al departamento de Exportaciones e Importaciones el cual será el encargado de la compra de las partes o documentos requeridos dentro de la Orden de Ingeniera.
8. Al arribo de las partes o documentos a nuestro taller el Jefe de Inspección dará entrada dando Inspección como se describe en la sección **7.6.1 Inspección Preliminar a Partes.**
9. Se efectuara los trabajos correspondientes siguiendo al pie de la letra el Estudio Técnico Autorizado (Orden de Ingeniería) a través de una Orden de Trabajo.
10. El Jefe de Inspección dará Inspección en base a las secciones **7.6.3 INSPECCION PROGRESIVA, 7.6.4 INSPECCION DE MANTENIMIENTO Y 7.6.7 INSPECCION FINAL Y RETORNO DE SERVICIO.**
11. El Responsable de taller al finalizar los trabajos recabara toda la documentación necesaria y efectuara la Liberación de Mantenimiento en base a la sección **7.6.8 LIBERACION DE MANTENIMIENTO POR EL TALLER AERONAUTICO.** Adicional llenara como corresponda la Forma 46 DGAC, y se presentara en la Comandancia del Aeropuerto en cuestión para presentar la forma y la documentación antes recabada con el objetivo de obtener la certificación a los trabajos efectuados
12. Se entregara al operador o dueño de la aeronave la documentación de los trabajos efectuados en original (Orden de Trabajo), Forma DGAC 46 original y demás documentos como lo pueden ser Suplementos al Manual de Vuelo, Suplementos al Manual de Mantenimiento, etc.
13. El Responsable de Taller presentara ante la autoridad DGAC la Forma 46 debidamente certificada por Comandancia del Aeropuerto en cuestión. y guardara una copia correspondiente dentro los archivos del taller.

14.4.- FORMATO DE ORDEN DE INGENIERIA.

A continuación se ejemplifica un formato de Orden de Ingeniera, con las secciones requeridas por Norma. Donde también se deberán adjuntar al documento cada una de las Referencias Técnicas y enmiendas a los manuales correspondientes por los trabajos a efectuar. Ver Capitulo referente a Formas.

Las secciones básicas son las siguientes:

1. TITULO
2. DATOS DEL SOLICITANTE
3. RAZON DE ELEBORACION
4. DATOS DEL TALLER
5. DISTRIBUCION DE LOS RECURSOS
6. EFECTIVIDAD O APLICABILIDAD
7. ESTUDIOS TECNICOS
8. DESCRIPCION DE LA MODIFICACION
9. MODIFICACION A EFECTUAR
10. REFERENCIAS TECNICAS
11. PROCEDIMIENTOS DE EJECUCION DEL TRABAJO
12. VUELO DE PRUEBA
13. ALTERACION AL CERTIFICADO TIPO
14. ENIMIENDAS A LOS MANUALES
15. PERSONAL INVOLUCRADO

14.4.- FORMATO DE ORDEN DE INGENIERIA. CONT.

ORDEN DE INGENIERIA: RDW 03-2012 TALLER AUTORIZADO D.G.A.C. NO 404 PAGINA 1 DE 9	FECHA: 23 DE ABRIL DEL 2012 APLICABILIDAD: INMEDIATA REVISION: ORIGINAL

1.- TITULO

INSTALACIÓN DE TRANSMISOR DE LOCALIZACIÓN DE EMERGENCIA ELT 406Mhz MODELO ARTEX C406-2.

2.- DATOS DEL SOLICITANTE

OPERADOR AÉREO	Constructora Grupo de Oro S.A. de C.V.	**DOMICILIO**	Julio Verne # 56 Piso 4 Polanco México D.F. C.P. 11560
TELÉFONO	52-4433153962	**FAX**	N/T

3.- RAZON DE ELABORACION

Cumplir con la Norma Oficial Mexicana NOM-012-SCT3-2001 (sección 4.1.14).

h) A partir de la fecha de entrada en vigor de la presente Norma, los transmisores de localización de emergencia funcionarán en 406 y 121.5 MHz o en 121.5 MHz. Para estos últimos la emisión incluirá una frecuencia portadora claramente definida, distinta de los componentes de banda lateral de modulación; en particular, por lo menos el 30% de la potencia estará en todo momento dentro de la gama de ± 30 Hz de la frecuencia portadora en 121.5 MHz.

4.- DATOS DEL TALLER

TALLER AUTORIZADO	REDWINGS S.A. DE C.V.	**PERMISO DE TALLER**	Autorización DGAC #404
LIMITACIÓN	Servicio al Público y Privado Clase 3	**CAPACIDAD**	Planeadores y Motores Clase 3, Servicios Especializados y otros.
INGENIERO RESPONSABLE DE TALLER	Ing. Saúl Maravilla Vargas.	**REGISTRO ANTE DGAC**	404-SMV-555/2011

5.- DISTRIBUCION DE RECURSOS

INSPECTOR INVOLUCRADO	Tec. Marco Antonio Piña Islas	**LICENCIA Y CAPACIDAD**	200101999 / Aeronaves Ala Fija, Sis. Eléctricos de Aeronaves y Sis. Electrónicos de Aeronaves.
HORAS HOMBRE	44 HRS.	**HRS. AVIÓN EN TIERRA**	124 HRS.

Calle 3 Hangares del 22 al 29, Aeropuerto Internacional de Toluca ♦Toluca Estado de México♦ CP 50200♦Tel. (01 722) 273 1535
www.redwings.aero

14.4.- FORMATO DE ORDEN DE INGENIERIA. CONT.

AVIZOR

ORDEN DE INGENIERIA: RDW 03-2012 TALLER AUTORIZADO D.G.A.C. NO 404 PAGINA 2 DE 9	FECHA: 23 DE ABRIL DEL 2012 APLICABILIDAD: INMEDIATA REVISION: ORIGINAL

5.- DISTRIBUCION DE RECURSOS CONT.

Material requerido:

- Equipo Transmisor Localizador de emergencia (ELT).
- Marca: ARTEX
- Modelo: C406-2
- N/P: 453-5000
- Kit 128-4034-X ELT INSTALLATION DUAL MODE.

ESPECIFICACIONES DEL ELT C406-2.

Frecuencias de operación - 406.025 Mhz - 121.5, 243.0 Mhz	Auto-pruebas - Habilitación del G-switch - Potencia en 406 Mhz - Conexión antena /coaxial - Datos de posición actual - Batería baja
Potencia de salida - 406 MHZ: 5W @-20°C a 55°C - 121.5 & 243.0 Mhz: 200mW por 50 hrs. @-20°C a 55°C	Antenas - Tipo rod (110-320), para velocidades <350 KTS Peso: 0.45lb (204g)
Conectores de salida 121.5, 243.0 Mhz & 406 Mhz - BNC Hembra - TPS Hembra	Pesos - Transmisor ELT: 3lb 5.8 oz (1.53kg) - Bandeja de montaje: 7 oz (200g) - Cubierta protectora superior: 6.7 oz (190g) - Tapa: 3.8 oz (108g) - Peso total: 4.46 lb (2.02kg)
Activación - Manual - Automática, por impacto	Dimensiones ELT con sus accesorios de montaje instalados: 11.74"(298mm) L x 3.90" (99mm) H x 3.82" (97mm)W
Batería - 5 años, Litio ($LiMNO_2$)	Temperatura - Operación: -20°C a 55°C - Almacenamiento -55°C a 85°C
Interruptor remoto: ON/ARM/RESET	

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14.4.- FORMATO DE ORDEN DE INGENIERIA. CONT.

AVIZOR

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5.- DISTRIBUCION DE RECURSOS CONT.

TABLA 1.- Artículos incluidos con el equipo ELT ARTEX Mod. C406-2 (N/P 453-5000) y Kit 128-4034.

Numero de Parte	Descripción	Cantidad
453-5000	Transmisor C406-2	1
452-5050	Bandeja de Montaje C406-2	1
452-3052	Cubierta Protectora	1
452-5052	Cap	1
110-32X	Antena tipo road	1
452-0133	Batería litio	1
345-6196-04	Interruptor remoto	1
611-6013-04	Cable Coaxial BNC-BNC, 6 ft	1
452-002X	Panel	1
611-6052	Cable coaxial TNC-TPS, 6 ft	1
130-4004	Indicador audible	1
455-6196	Kit de instalación, Interruptor Remoto	1
570-5000	Manual de Instalación, Operación y Mantenimiento	1

HERRAMIENTA:

HERRAMIENTA NECESARIA O EQUIVALENTE	
CANTIDAD	**DESCRIPCIÓN**
1	CONTACT/TERMINAL N/P MS25036-102
1	CRIMPING TOOL N/P M22520/10-101
1	INSERTION TOOL N/P 11-02-0001
1	EXTRACTION TOOL N/P 11-03-0002
1	RAMPA PARA VOR/ILS Y COMUNICACION
1	RAMPA PARA ELT (ELT TEST) N/P 453-1000
EL TALLER CUENTA CON DISPONIBILIDAD INMEDIATA	

6.- EFECTIVIDAD O APLICABILIDAD

MARCA PLANEADOR	RAYTHEON	**MODELO**	400A	**TIEMPO DE OVERHAUL**	N/A	**MATRICULA**	XB-UNO
No./SERIE	RJ-32	**TIEMPOS TOTALES HRS.**	4870.2	**ATERRIZAJES**	UNK	**FECHA**	9-ABR-12

14.4.- FORMATO DE ORDEN DE INGENIERIA. CONT.

AVIZOR

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7.- ESTUDIO TECNICO

La Modificación/Instalación del equipo **Transmisor de Localización de Emergencia ELT 406Mhz Modelo ARTEX C406-2** está basado en el estudio de ingeniería realizado por Hawker Beechcraft Corporation plasmado en el kit con número de parte **128-4034 denominado KIT- ELT INSTALLATION DUAL MODE** editado en el año 2005 y autorizado por la FAA, dicho kit denota los diagramas eléctricos, estructurales e instalaciones y a su vez toma como referencia en ciertos puntos el manual del fabricante del equipo **ELT** en su documento **570-5000 Rev.C** "Abbreviated Component Maintenance Manual". Se anexan copias de estos documentos.
Debido a que el nuevo ELT a instalar será puesto en la misma posición del ELT a remover, es decir entre las estaciones 437 y 447, esta no cambiara su estación y la diferencia de pesos entre el instalado y el removido es despreciable, por lo tanto no es necesario efectuar un nuevo peso y balance. Ver Sección Notas Generales del kit 128-4034 **No.3 Weight and Balance Information.**
Según las instrucciones del manual de instalación del ELT C406-2, el equipo será energizado directamente desde la batería de la aeronave a través de un circuit breacker de 1 amper, como protección del sistema. El consumo máximo del equipo es de 100 microampers, que resulta despreciable para la capacidad tanto de la batería, como de los alternadores con que cuenta la aeronave.

8.- DESCRIPCION DE LA MODIFICACION

El **ARTEX C406-2 Emergency Locator Transmitter** por sus siglas **ELT** es un equipo de última tecnología, transmitiendo en frecuencias de 121.5, 243.0 y 406.025 Mhz. Está diseñado para cumplir o en su caso exceder los requerimientos establecidos en el reglamento de la Ley de Aviación Civil, norma oficial mexicana NOM-012-SCT3-2001 (respecto al funcionamiento del transmisor de localización de emergencia ELT en las frecuencias de 406 y 121.5 Mhz simultáneamente), TSO C91a, TSO C126 y FAR parte 91 de FAA.
Este **ELT** cuenta con las siguientes características:

- Nuevo transmisor con salidas de poder más altas y un mejor diseño integrado.
- La sección de frecuencias **121.5/243.0 Mhz** del transmisor está contenida en un módulo con el transmisor de **406.025 Mhz**.
- El tablero de circuitos contiene el microprocesador que controla el modulo y todas las funciones del equipo.
- Salida dual.
- Cuenta con una carcasa resistente a altos impactos e incendios, manufacturada en policarbonato. siendo resistente a climas extremos y fue sometida a distintos tipos de test destructivos manteniéndose continuamente operativa.

El **ELT** se activa automáticamente durante un siniestro de choque y transmite un tono de barrido estándar en las frecuencias de 121.5 y 243.0 Mhz, la frecuencia de 406.025 Mhz transmite en un intervalo de 50 segundos por 520 milisegundos. Durante este tiempo un mensaje digital codificado es enviado a un satélite, el cual incluye entre otras el número de serie del ELT o el id de la aeronave y el código de la región al cual se registró el ELT. una vez que el ELT es activado y que la señal de 406.025 Mhz es detectada vía satélite , la frecuencia de 121.5/243.0 Mhz se encargara de ubicar con más exactitud la zona del siniestro

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14.4.- FORMATO DE ORDEN DE INGENIERIA. CONT.

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8.- DESCRIPCION DE LA MODIFICACION CONT.

El transmisor de 406.025 Mhz operara por 24 horas y después se apagara a diferencia del transmisor de 121.5/243.0 Mhz el cual se mantendrá operando hasta que la batería del equipo se consuma, normalmente esto sucede a las 72 hrs. Cabe hacer mención que la aeronave ya cuenta con las previsiones de instalación generadas por el fabricante de la aeronave Hawker Beechcraft. Los **datos técnicos** referentes a este equipo ELT se encuentran establecidos dentro de la Sección 5 **ESPECIFICACIONES DEL ELT C406-2.**

9.- MODIFICACION A EFECTUAR

La modificación de la unidad ELT a instalar contiene entre otros: (ver Sección 5 **Tabla 1** para números de parte y/o tabla LIST OF MATERIALS OR PART LIST DEL KIT 128-4034)

- G-switch
- Transmisor
- Microprocesador
- Componentes misceláneos
- Indicaciones de encendido
- Modulo Transmisor

Además un paquete de baterías, antena, cables coaxiales, bandeja montante, cubierta protectora, switch para cabina de pilotos, chicharra y kit de instalación.
La Modificación/Instalación a efectuar y sus instrucciones se encuentran descritas en el Kit de instalación 128-4034 denominado "Kit ELT Installation Dual Mode", en el Documento 570-5000 Rev.C denominado Abbreviated Component Maintenance Manual y el Manual de Mantenimiento de la Aeronave **(AMM)** Número de parte 128-590001-9 Capitulo 25 sección 25-61-00-001. Este último manual ya contempla el equipo **ELT ARTEX C406-2** instalado en ciertos números de serie de aeronaves.
La modificación/ la instalación del **ELT ARTEX C406-2** estipula la instalación de un panel nuevo que contiene el switch remoto en la aeronave, como se muestra en el kit de instalación 128-4034 vista G-G.

10.- REFERENCIAS TECNICAS

Todas las modificaciones de instalación serán aplicadas usando Prácticas Estándar de acuerdo con el Manual de Mantenimiento de la aeronave Número de Parte 128-590001-9 Capitulo 20.
FAA ADVISORY CIRCULAR Numero AC-43.13-2A "Aceptable Methods, Techniques and Practices- Aircraft Alterations" específicamente los capítulos 1, 2 párrafo 28, 3 párrafo 36 al 38, 11 y 13.
Documento 570-5000 Rev. C "Abbreviated Component Maintenance Manual"
Manual de Mantenimiento de la aeronave AMM del modelo 400A Número de Parte 128-590001-9
Dibujo Kit Instalación 128-4034 "Kit ELT Installation Dual Mode".

AVIZOR

ORDEN DE INGENIERIA: RDW 03-2012 TALLER AUTORIZADO D.G.A.C. NO 404 PAGINA 6 DE 9	FECHA: 23 DE ABRIL DEL 2012 APLICABILIDAD: INMEDIATA REVISION: ORIGINAL

11.- PROCEDIMIENTOS DE EJECUCION DEL TRABAJO

		TEC.	INSP.
PROCEDIMIENTO DE PROGRAMACIÓN DEL CÓDIGO HEXADECIMAL DEL ELT	1. Se proporciona al proveedor del equipo ELT los datos de la aeronave donde será instalado dicho equipo, como son: marca, modelo, número de serie, matrícula y estado donde operara. 2. Con estos datos el proveedor configura el código hexadecimal de reconocimiento al equipo ELT ARTEX 406. 3. El proveedor envía ELT codificado y personalizado a este taller.		
PROCEDIMIENTOS DE REMOCIÓN E INSTALACIÓN.	**A. GENERALES** • Asegúrese de que la aeronave no cuente con alimentación eléctrica (ni baterías de la aeronave ni planta externa). • Remueva los asientos de la tripulación y los paneles de acceso necesarios. • Obtenga accesos al lugar donde se encuentra instalado el ELT anterior, en el área del cono de cola de la aeronave, • Revise la instalación del ELT anterior, para ubicar, identificar y remover el equipo junto con todos sus accesorios como pueden ser antena, interruptor remoto en la cabina de pilotos, circuito breaker, cableado, etc. • Verifique que dispone de todos los artículos descritos en la tabla no. 1 de esta orden, además, suministros y herramientas de uso común en instalaciones de equipo de aviónica. • Verificar la Sección de Gen Notes del Kit 128-4034. Cualquier otra discrepancia, problema, contratiempo, falta de partes, etc. que pudiera presentarse no incluido en los puntos anteriores favor de repórtala al departamento de inspección. **B. REMOCION E INSTALACION DE COMPONENTES DEL SISTEMA.** El procedimiento de remoción del equipo ELT instalado en la aeronave se llevara a cabo por medio de las instrucciones del kit 128-4034 editado en 2005 en base a los puntos 1, 2, 3 y 4 de la sección "Installation Instructions" En lo referente a la instalación del equipo nuevo se llevara a cabo por medio de las instrucciones del kit 128-4034 editado en 2005 en base a los puntos 5, 6, 7, 8 y 9 de la sección "Installation Instructions" así como del documento 570-5000 REV. C en su Sección "Installation". De las cuales se anexa copia		

14.4.- FORMATO DE ORDEN DE INGENIERIA. CONT.

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11.- PROCEDIMIENTOS DE EJECUCION DEL TRABAJO CONT

PROCEDIMIENTOS DE REMOCIÓN E INSTALACIÓN. CONT.	El **AMM** no establece procedimientos de instalación ni remoción de este equipo.	**TEC.**	**INSP.**
TEST DE PRUEBA FUNCIONAL	**ATENCIÓN:** ANTES DE EFECTUAR LA PRUEBA DEL ELT, LEA COMPLETAMENTE Y CUIDADOSAMENTE TODAS Y CADA UNA DE LAS INSTRUCCIONES PARA EVITAR ERRORES QUE PUEDAN CAUSAR UNA FALSA ALARMA DE EMERGENCIA. **AVISO:** SIEMPRE EFECTUÉ LA PRUEBA DENTRO DE LOS PRIMEROS 5 MINUTOS DE CADA HORA (UTC). ASEGÚRESE DE NOTIFICAR A LA TORRE DE CONTROL DE LA REALIZACIÓN DE ESTAS PRUEBAS. **PRECAUCIÓN:** NO PERMITA QUE LA DURACIÓN DE LA PRUEBA DE TRANSMISIÓN EXCEDA DE 5 SEGUNDOS, YA QUE SE ACTIVARÍA EL PROCEDIMIENTO DE EMERGENCIA. **NOTA:** CON ESTE PUNTO SE CUBRE LO ESTIPULADO EN EL KIT 128-4034 EDITADO EN 2005 EN SU PUNTO 10 DE LA SECCIÓN "INSTALLATION INSTRUCTIONS" - Energicé eléctricamente la aeronave y coloque el "Battery Swicht" en la posición "ON". - En la cabina de pilotos, sintonice la frecuencia 121.5 Mhz en uno de los sistemas VHF COM, utilizando el panel de control respectivo. - Cambie el interruptor remoto de la posición "ARM" a la de "ON" y espere escuchar en el VHF CON sintonizado en 121.5 Mhz, tres pulsos audibles los cuales tomaran aproximadamente un segundo; al termino de los mismos regrese el interruptor remota la posición de "ARM" (OFF), poniendo especial atención en los indicadores de estado del equipo (LED e indicador audible) observando el cambio de condición en estos. - Si el ELT está trabajando apropiadamente al regresar el interruptor a la condición de "ARM" (OFF), el LED del panel y el indicador audible emitirán un pulso aproximadamente un segundo y entonces se apagaran; indicando así, que el sistema está operativo y que no se encontraron condiciones de error. - Con el equipo de prueba de ELT test set n/p: 453-1000, verifique el código de la frecuencia de 406 Mhz que corresponde al asignado por la autoridad correspondiente.		

14.4.- FORMATO DE ORDEN DE INGENIERIA. CONT.

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11.- PROCEDIMIENTOS DE EJECUCION DEL TRABAJO CONT

		TEC.	INSP.
TEST DE PRUEBA FUNCIONAL CONT.	1. Sellar los conectores del ELT en base a las instrucciones descritas en el documento 570-5000 Rev. B Sección 3.8 Sealing the ELT connectors, pág. 3-19		
TAREAS FINALES	- Registre los datos de la aeronave, después de completar las pruebas del equipo. - Coloque y asegure todos los paneles removidos en la cabina de pasajeros. - Coloque y asegure el panel de circuit-breakers removido. - Remueva todo el equipo de prueba que se encuentre instalado y conectado a la aeronave. - Cierre el acceso al equipo ELT. - Verifique que la antena este sellada ergonómicamente.		
REGISTRO Y CERTIFICACION	Remita el formato debidamente llenado al departamento de inspección/ingeniería, para su registro en bitácora y anexa al historial de la aeronave. Solicite el suplemento, diagramas y documentos relacionados y anéxelos al manual de vuelo de la aeronave.		
OBSERVACIONES	En caso de encontrar discrepancias y/o anomalías en cualquiera de las áreas a trabajar describalas detalladamente y reporte al departamento de inspección/ingeniería.		
ESPACIO PARA OBSERVACIONES			

12.- VUELO DE PRUEBA.

No se requiere vuelo de prueba ya que los equipos se prueban en tierra para su operación.(no requerido en las instrucciones del documento ni del kit)

13.- ALTERACIÓN AL CERTIFICADO TIPO.

No existe alteración al certificado tipo de la aeronave por la instalación del equipo.

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14.4.- FORMATO DE ORDEN DE INGENIERIA. CONT.

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14.- ENMIENDAS A LOS MANUALES.

	ING.	INSP.
La enmienda al manual de vuelo es generada por el fabricante de la aeronave debido a la instalación de este equipo y es la siguiente la cual deberá ser anexada la manual correspondiente: No existe una enmienda al manual de vuelo generada por el fabricante de la aeronave debido a la instalación de este equipo por lo cual se deberá poner abordo una copia del Documento 570-5000 última revisión emitido por COBHAM. Con lo que respecta al manual de mantenimiento de la aeronave (AMM), este ya establece los periodos de mantenimiento requeridos por el fabricante del equipo ELT, por lo cual no hay alteraciones o revisiones a efectuar.		

15.- PERSONAL DEL TALLER INVOLUCRADO.

DESCRIPCIÓN	NOMBRE	POSICIÓN	FIRMA
ELABORADO POR:	Ing. David A. Sánchez Ramos	Jefe de Ingeniería	
REVISADO POR:	Ing. Rodrigo Alfonso Montero Cortez.	Jefe de Mantenimiento	
APROBADO POR:	Ing. Saúl Maravilla Vargas	Responsable de Taller	
TÉCNICO ENCARGADO DE APLICACIÓN DE O.I.	Tec. Marco Antonio Piña Islas	Técnico de Eléctrico/Electrónico	
INSPECTOR ENCARGADO DE APLICACIÓN DE O.I.	Tec. José Jorge Cazares Téllez	Jefe de Inspección	

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14.5.- FORMATO DGAC 46 DGAC.

A continuación se ejemplifica una forma DGAC 46, la cual será responsabilidad del Responsable de Taller el correcto llenado y presentarla ante las autoridades correspondientes. Cada una de estas formas son foliadas previamente por la autoridad DGAC por lo cual se deberán manejar y llenar con cuidado en demasía.

FRONTAL

S. C. T.

DIRECCION GENERAL DE AERONAUTICA CIVIL

DIRECCION DE AVIACION

CERTIFICADO DE REVISION, REPARACION O ALTERACION MAJOR DE PLANEADOR, MOTOR O HELICE

1.- AERONAVE MARCA	MODELO	SERIE NUM.	MATRICULA
BOEING	B – 727 - 200	21637	XA – HOV

2.- PROPIEDAD DE:	DOMICILIO:
ESIME TICOMAN	Av. San José Ticoman No. 600 Delegación Gustavo a. madero México D.F. C.P 07340

3.- UNIDAD	MARCA	MODELO	SERIE NUM.
AERONAVE	BOEING	B 727-200	21637

NATURALEZA DEL TRABAJO REPN. MAJOR [x] REPARACION POR ACCIDENTE [ ] ALTERACION MAJOR [X] SERVICIO DE:

4.- TIEMPOS DE OPERACION	TIEMPO TOTAL	TIEMPO DE ÚLTIMA REV. MAJOR	MATRICULA
UNIDAD			XA – HOV
	16, 742	15, 536	

5.- NOMBRE Y DOMICILIO DEL RESPONSABLE	RESPONSABLE	NUM. DE CEDULA PROFESIONAL CERTIFICADO O LICENCIA
ING. ARMANDO FURIO CARBALLO SUBDIRECTOR DE INGENIERIA Y MANTENIMIENTO ING. MIGUEL ALVAREZ MONTALVO DIRECTOR DE ESIME TICOMAN	[X] INGENIERO AERONAUTICO [X] TALLER AUTORIZADO [X] FABRICANTE [X]	

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

14.5.- FORMATO DGAC 46 DGAC. CONT.

POSTERIOR

	MECANICO AUTORIZADO	

5A.- HAGO CONSTAR QUE EL TRABAJO A LA UNIDAD MENCIONADA EN EL INCISO (3) Y DESCRITO AL REVERSO Y ANEXOS, HA SIDO EFECTUADO DE ACUERDO AL MANUAL DEL FABRICANTE Y DIRECTIVAS APLICABLES, QUE LA INFORMACION AQUÍ PROPORCIONADA ES REAL Y CORRECTA Y QUE ME HAGO RESPONSABLE DEL TRABAJO REALIZADO

19 DE MAYO DE 2008 _____

FECHA DE TERMINACION DEL TRABAJO FIRMA DEL RESPONSABLE

6.- CERTIFICACION REQUERIDA POR AUTORIDADES DE LA D. G. A. C.

LA UNIDAD IDENTIFICADA EN EL INCISO (3) FUE INSPECCIONADA EN LA FORMA PRESCRITA POR LA DIRECCION GENERAL DE AERONAUTICA CIVIL:

APROBADO POR:

[X] SUPERVISOR DE INGENIERIA AERONAUTICA

[X] INSPECTOR AERONAUTICO

FECHA: _____

NOMBRE: _____

_____

FIRMA DE LA PERSONA AUTORIZADA

7.- EN CASO DE PLANEADOR, ADJUNTAR CERTIFICADO DE PESO Y EQUILIBRIO FORMA D.G.A.C. 43 EXCEPTO SERVICIO DE 1000 HRS.

APE. A PREVUELOS Y POSTVUELOS

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELO AVIZOR
MODELO: *KING AIR 90 SERIES*

INSTRUCCIONES: El técnico deberá anotar su rúbrica a lado de cada punto requerido dentro de este prevuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

PROCEDURES BY FLIGHT PHASE

NOTE

Refer to all applicable Supplements for flight phase procedures and for optional equipment installed in the airplane.

PREFLIGHT INSPECTION

NOTE

After the first flight of each day, the Preflight Inspection may be omitted except for items marked with a "+" (Fuel Tank Caps and Engine Oil Quantity/Filler Cap need not be checked unless system(s) were serviced.) External inspections with flaps down may be conducted at intervals deemed appropriate by the pilot.

COCKPIT

1. Lighting for Night Operations:
   a. To obtain lighting for cabin entry: Use the switch located next to cabin floor at left side of entry door.
   b. For Cockpit Lighting with the battery off: Use the INSTRUMENT EMERGENCY Lights switch located on overhead panel.
   c. For Cockpit Lighting and Cabin Lighting with the battery on: Use the INSTRUMENT INDIRECT lights switch located on the overhead panel and the CABIN BRIGHT-DIM switch located on the copilot's left subpanel.
   d. All external and internal lighting is available with the Battery switch on and the GEN TIES switch in the MAN CLOSE position.
2. Monogram Electric Toilet . . . . . KNIFE VALVE OPEN
+ 3. Baggage . . . . . SECURE
4. Emergency Exit . . . . . LATCHED
+ 5. Control Locks . . . . . REMOVE AND STOW
6. Elevator Tabs . . . . . SET TO "0" UNITS

CAUTION

The elevator trim system must not be forced past the limits which are indicated on the elevator trim indicator scale, either manually, electrically, or by action of the autopilot.

7. Condition Levers . . . . . FUEL CUTOFF
8. Landing Gear Control . . . . . DN
9. Ignition and Engine Start . . . . . ENSURE OFF

PREVUELO AVIZOR
MODELO: *KING AIR 90 SERIES*

+10. Parking Brake . . . . . SET
11. Voltmeter
    a. BAT Position . . . . . 23 VOLTS MINIMUM
    b. All other Positions . . . . . 0 VOLTS
+12. Battery . . . . . ON
13. Voltmeter
    a. TPL FED . . . . . 22 VOLTS MINIMUM
    b. R GEN and L GEN . . . . . 0 VOLTS
    c. CTR . . . . . 23 VOLTS
    d. EXT PWR . . . . . 0 VOLTS
14. Gen Ties . . . . . MAN CLOSE
15. Voltmeter . . . . . R GEN AND L GEN - 23 VOLTS MINIMUM
+16. Fuel Quantity . . . . . CHECK
17. Gear Down Annunciators . . . . . ILLUMINATED
18. Flap Control (if desired) . . . . . APPROACH, THEN DOWN (check indicator)
19. Airstair Door Circuitry . . . . . CHECK
    a. Airstair Door Closed and Locked. [CABIN DOOR] . . . . . EXTINGUISHED
    b. Airstair Door Closed and Latched, but not Locked. [CABIN DOOR] . . . . . ILLUMINATED
    c. Airstair Door Open and Mechanism in Locked Position. [CABIN DOOR] . . . . . ILLUMINATED
20. Oxygen System Preflight Inspection . . . . . COMPLETE
    a. Passenger Oxygen Masks . . . . . CHECK CONDITION AND STOW (plug must be color-coded red)
    b. Oxygen System Control . . . . . PULL ON
    c. Crew . . . . . DON MASKS, CHECK FIT AND OPERATION. SET MASKS AT 100% POSITION, THEN STOW
    d. Oxygen Duration . . . . . DETERMINE (see OTHER PROCEDURES)
+21. Battery . . . . . OFF
22. Flashlight . . . . . CHECK
23. Fire Extinguisher (Under Copilot's Chair) . . . . . CHECK

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PREVUELO AVIZOR
MODELO: *KING AIR 90 SERIES*

LEFT WING AND NACELLE

1. Cabin Door Seal, Step Extension Cable, Light Wire, Damper, and Handrails . . . . . CHECK
2. Cabin Windows . . . . . CHECK
3. Flaps . . . . . CHECK
4. Aileron and Tab . . . . . CHECK
5. Wing Tip and Lights . . . . . CHECK
6. Stall Warning . . . . . CHECK
7. Deice Boot . . . . . CHECK

+ 8. Tie-down and Chocks . . . . . REMOVE

+ 9. Wing Fuel Tank . . . . . CHECK QUANTITY; CAP SECURE

10. Outboard Wing Sump . . . . . DRAIN
11. Wheel Well Sump . . . . . DRAIN

+12. Landing Gear, Strut, Brake, Wheel Well, and Landing Gear Doors . . . . . CHECK

13. Fire Extinguisher (if installed) . . . . . CHECK PRESSURE

FIRE EXTINGUISHER PRESSURE VS. TEMPERATURE

°F °C	-40 -40	-20 -29	0 -18	20 -7	40 4	60 16	80 27	100 38	120 49
PSI Range	190 to 240	220 to 275	250 to 315	290 to 365	340 to 420	390 to 480	455 to 550	525 to 635	605 to 730

14. Boost Pump Sump . . . . . DRAIN
15. Prop . . . . . CHECK
16. Engine Air Intakes . . . . . CLEAR

+17. Engine Oil . . . . . CHECK QUANTITY; CAP SECURE

18. Fuel Strainer (Firewall) . . . . . DRAIN
19. Cowling, Doors, and Panels . . . . . SECURE

+20. Nacelle Fuel Tank . . . . . CHECK; CAP SECURE

21. Heat Exchanger Inlet . . . . . CLEAR
22. Transfer Pump Sump . . . . . DRAIN
23. Lower Antennas and Beacon . . . . . CHECK

NOSE

1. OAT Probe . . . . . CHECK
2. Brake Reservoir Vent . . . . . CLEAR
3. Ram Air Inlet . . . . . CLEAR
4. Left Avionics Access Panel/Baggage Door . . . . . SECURE

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5.	Air Conditioner Condenser Exhaust Duct	CLEAR
6.	Windshield and Wipers.	CHECK
7.	Radome	CHECK
8.	Pitot Masts	CLEAR
9.	Landing and Taxi Lights	CHECK
+10.	Nose Gear (shimmy damper, stop block, torque knee, strut, tire)	CHECK
+11.	Chocks	REMOVE
12.	Nose Gear Doors and Wheel Well	CHECK
13.	Air Conditioner Condenser Intake Duct	CLEAR
14.	Right Avionics Access Panel	SECURE

RIGHT WING AND NACELLE

1.	Transfer Pump Sump	DRAIN
2.	Heat Exchanger Inlet	CLEAR
+ 3.	Nacelle Fuel Tank	CHECK; CAP SECURE
4.	Prop	CHECK
5.	Engine Air Intakes	CLEAR
+ 6.	Engine Oil	CHECK QUANTITY; CAP SECURE
7.	Fuel Strainer (Firewall)	DRAIN
8.	Cowling, Doors, and Panels	SECURE
9.	Fire Extinguisher (if installed)	CHECK PRESSURE
10.	Boost Pump Sump	DRAIN
+11.	Landing Gear, Strut, Brake, Wheel Well, and Landing Gear Doors	CHECK
12.	Wheel Well Sump	DRAIN
13.	Outboard Wing Sump	DRAIN
+14.	Wing Fuel Tank	CHECK QUANTITY; CAP SECURE
+15.	Tie-down and Chocks	REMOVE
16.	Deice Boot	CHECK
17.	Wing Tip and Lights	CHECK
18.	Aileron	CHECK
19.	Flaps	CHECK
20.	Cabin Windows	CHECK

RIGHT AFT FUSELAGE

1.	Oxygen Door	SECURE
2.	Static Ports	CLEAR
3.	Access Panels	SECURE

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TAIL

+ 1. Tie-down . . . . . REMOVE
2. Deice Boots . . . . . CHECK
3. Control Surfaces and Tabs . . . . . CHECK
4. Light(s) . . . . . CHECK
5. Top Antennas and Beacon . . . . . CHECK
6. Elevator Trim Tab . . . . . VERIFY "0" (NEUTRAL) POSITION

NOTE

The elevator trim tab "0" (neutral) position is determined by observing that the alignment marks on the elevator trim tab push rods align with the alignment marks on the elevator when the elevator is resting against the downstops.

LEFT AFT FUSELAGE

1. Access Panels . . . . . SECURE
2. Static Ports . . . . . CLEAR

BEFORE ENGINE STARTING

NOTE

Items marked with an "*" may be omitted at pilot's discretion after the first flight of each day.

WARNING

Only a crew member or properly trained ground personnel should close and lock the cabin door.

1. Airstair Door . . . . . LOCKED
   a. Close and lock the door.
   b. Ensure that the door handle will not move out of the locked position without depressing the release button.
   c. Lift the top door step and ensure that the red safety arm is around the plunger.
   d. Ensure that the green index mark on each of the 4 locking bolts aligns with the black pointer in the observation port.
2. Monogram Electric Toilet . . . . . KNIFE VALVE CONFIRM OPEN
3. Load and Baggage . . . . . CONFIRM SECURE
4. Weight and CG . . . . . CHECKED

* 5. Emergency Exit . . . . . CONFIRMED LATCHED

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6. Seats and Tables . . . . . POSITIONED
   a. All Seats - Seatbacks Upright, Headrests fully extended
   b. Lateral-tracking Seats - Outboard position
   c. Tables - Stowed
7. Passenger Briefing . . . . . COMPLETE
8. Control Locks . . . . . CONFIRM REMOVED AND STOWED
9. Seats and Rudder Pedals . . . . . ADJUSTED
10. Seat Belts and Shoulder Harnesses . . . . . FASTENED
* 11. Oxygen System Preflight Inspection . . . . . CONFIRM COMPLETE
12. Oxygen System Control . . . . . CONFIRM ON
13. ELT . . . . . CONFIRM ARM
    [XMT] - EXTINGUISHED
14. Fuel System . . . . . CHECK
    a. Circuit Breakers . . . . . IN
* b. Battery . . . . . ON
* c. Fuel FW Shutoff Valves . . . . . CLOSE
* d. Battery . . . . . OFF
* e. Crossfeed . . . . . OPEN, THEN CLOSE
    [FUEL CROSSFEED] - ILLUMINATED WHEN OPEN
* f. Boost Pumps . . . . . ON, LISTEN FOR OPERATION
    g. Battery . . . . . ON
    [L FUEL PRESS] & [R FUEL PRESS] - ILLUMINATED
* h. Fuel FW Shutoff Valves . . . . . OPEN
    [L FUEL PRESS] & [R FUEL PRESS] - EXTINGUISHED
* i. Boost Pumps . . . . . OFF
    j. Fuel Quantity . . . . . CHECK
* k. Transfer Pumps (Full Nacelle Tanks) . . . . . TEST
    1) Transfer Pumps . . . . . AUTO
    2) Transfer Test Switch . . . . . LEFT, THEN RIGHT
    [L NO FUEL XPER], then [R NO FUEL XFER] - BLINK
    3) Transfer Pumps . . . . . OFF

If nacelle tanks are not full, transfer pumps will begin operating when AUTO *is selected, and annunciators will not blink. Use the following procedure.*

* l. Transfer Pumps (Partial Nacelle Tanks) . . . . . TEST
    1) Transfer Pumps . . . . . CONFIRM OFF
    2) Transfer Test Switch . . . . . HOLD TO LEFT SIDE
    3) Left Transfer Pump . . . . . AUTO, THEN OFF
    [L NO FUEL XFER] - BLINKS

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4) Transfer Test Switch ..... HOLD TO RIGHT SIDE
5) Right Transfer Pump ..... AUTO, THEN OFF
[R NO FUEL XFER] - BLINKS
6) Transfer Test Switch ..... RELEASE

* 15. Pilot's Clock (Control Wheel) ..... CHECK AND SET
16. Pilot's Instrument Panel and Subpanel ..... CHECK
a. SFDS Power ..... TEST (Green Light ILLUMINATED)
b. SFDS Power ..... ON (Amber Light ILLUMINATED)
c. Park Brake ..... CONFIRM SET
d. Engine Anti-Ice Switches ..... ON

CAUTION

To minimize ingestion of ground debris, the engine anti-ice system should be ON for all ground operations.

e. Pilot Air Control ..... AS REQUIRED
f. Defrost Air Control ..... AS REQUIRED
g. Landing Gear Control ..... DOWN
* h. Landing Gear Control Lights ..... TEST
i. Gear Down Annunciators ..... CHECK
* j. Hyd Fluid Sensor ..... TEST
[HYD FLUID LO] - ILLUMINATED
k. Beacon ..... ON
(Beacon will not illuminate until a generator, or external power is on line or GEN TIES are manually closed.)
l. All Other Switches ..... OFF

▌ 17. Pilot's Audio ..... SET
18. Power Console ..... CHECK
a. Power Levers ..... IDLE, FRICTION SET
b. Prop Levers ..... FULL FORWARD, FRICTION SET
c. Condition Levers ..... FUEL CUTOFF, FRICTION SET
d. Landing Gear Alternate Extension Handle ..... STOWED
19. Pedestal ..... CHECK
a. Cabin Pressure Switch ..... PRESS
▌ b. Rudder Boost Switch ..... RUDDER BOOST
20. Reversionary Switch Panel ..... CHECK
a. DG FREE/NORM ..... NORM
▌ b. SLEW +/- ..... CENTER

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c. ATC . . . . . STBY
d. PILOT DISPLAY . . . . . NORM
e. AHRS . . . . . NORM
f. ADC . . . . . NORM
g. TUNE . . . . . NORM
h. EMER FREQ . . . . . EXTINGUISHED
i. RMT TUNE . . . . . NORM
j. SLEW +/- . . . . . CENTER
k. DG FREE/NORM . . . . . NORM
l. GND COM . . . . . EXTINGUISHED

* 21. Copilot's Clock (Control Wheel) . . . . . CHECK AND SET
22. Copilot's Audio . . . . . SET
23. Copilot's Instrument Panel . . . . . CHECK
24. Copilot's Subpanel . . . . . CHECK

a. Cabin Sign . . . . . FSB or NO SMOKE & FSB
b. VENT BLOWER Switch . . . . . AUTO
c. Bleed Air Valves . . . . . AS REQUIRED
d. CABIN TEMP MODE Control . . . . . OFF

* e. Fire Detectors (if installed) and Fire Extinguishers (if installed) . . TEST

1) Rotate test switch through the three detector test positions and verify the following:

a) Corresponding Red [R ENG FIRE] and [L ENG FIRE] illuminate on the Master Warning panel and a red annunciation of FIRE is visible in the ITT/TORQUE indicator for either engine on the MFD.

b) The Master Warning annunciator flashes.

If a fire extinguisher system is installed:

c) The corresponding L/R ENG FIRE PUSH TO EXT red annunciators illuminate on the fire extinguisher activation switches.

2) Rotate test switch to the EXT LEFT and EXT RIGHT position and verify the following:

a) Corresponding amber D and green OK annunciators illuminate on the fire extinguisher activation switches.

f. Cabin/Cockpit Air Control . . . . . AS REQUIRED
g. Copilot Air Control . . . . . AS REQUIRED
h. Oxygen Pressure . . . . . CONFIRM
i. All Other Switches . . . . . OFF

25. Copilot's Circuit Breaker Panel . . . . . CHECK

* 26. Pilot's Static Air Source . . . . . NORMAL
27. Overhead Panel . . . . . CHECK
a. Cockpit Lighting . . . . . AS REQUIRED
b. Voltmeter . . . . . CONFIRMED CHECKED
1) BAT and CTR . . . . . 23 VOLTS MIN
2) TPL FED . . . . . 22 VOLTS MIN
3) LEFT & RIGHT GENERATOR, EXT PWR . . . . . 0 VOLTS
* 28. Annunciators . . . . . TEST
29. Avionics Panel Switches . . . . . AS REQUIRED
30. Cockpit Voice Recorder . . . . . CHECK
* a. Headset . . . . . PLUG INTO CVR JACK
b. CVR Test Button . . . . . PRESS AND HOLD (5 seconds minimum)
* 1) Listen for test tone in headset.
2) Observe a green light on the control panel.
* c. Speak into area mic. Voice should be heard in the headset.

ENGINE STARTING (BATTERY)

1. Boost Pumps . . . . . ON
2. GEN TIES . . . . . MAN CLOSE
[MAN TIES CLOSE] - ILLUMINATED
[R GEN TIE OPEN] & [L GEN TIE OPEN] - EXTINGUISHED
3. Right Ignition and Engine Start . . . . . ON
[R IGNITION ON] - ILLUMINATED
4. Right Condition Lever (12% N_1 minimum) . . . . . LOW IDLE
5. Right ITT and N_1 . . . . . MONITOR (1090°C maximum)

CAUTION

If no ITT rise is observed within 10 seconds after moving the Condition Lever to LOW IDLE, move the Condition Lever to FUEL CUTOFF and Start Switch to OFF. Allow 30 seconds for fuel to drain and starter to cool; then follow ENGINE CLEARING procedures. If starting attempt is discontinued, the entire starting sequence must be repeated after allowing the engine to come to a complete stop.

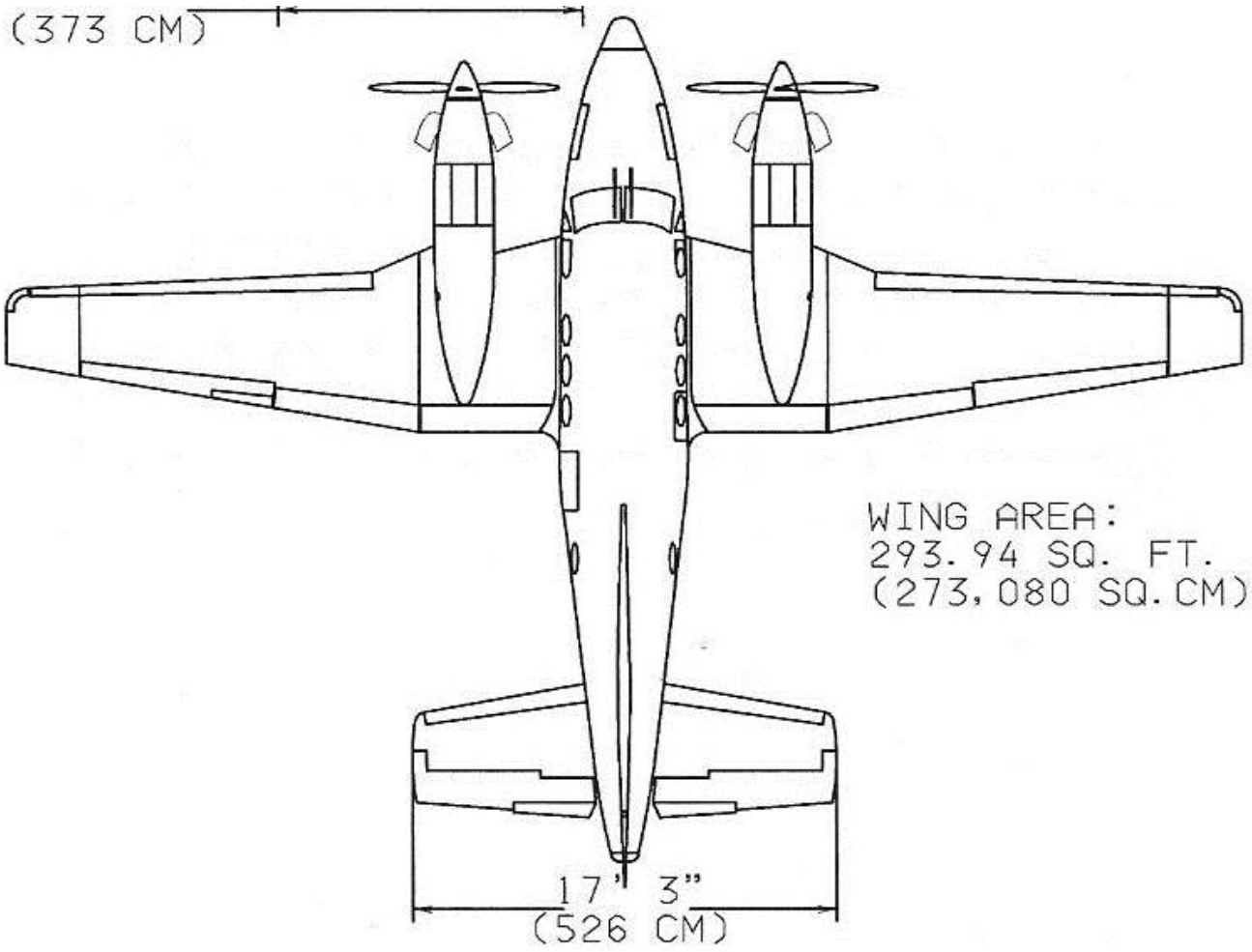
6. Right Oil Pressure . . . . . CHECK
7. Right Ignition and Engine Start (51% N_1 or above) . . . . . OFF
8. Right Generator . . . . . RESET, THEN ON
[R DC GEN], [MAN TIES CLOSE], [L GEN TIE OPEN],
& [R GEN TIE OPEN] - EXTINGUISHED

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9. Battery . . . . . CHARGE
(until loadmeter reads approximately 50% or less)
10. Left Ignition and Engine Start . . . . . ON
[L IGNITION ON] - ILLUMINATED
11. Left Condition Lever (12% N_1 minimum) . . . . . LOW IDLE
12. Left ITT and N_1 . . . . . MONITOR (1090°C maximum)
13. Left Oil Pressure . . . . . CHECK
14. Left Ignition and Engine Start (51% N_1 or above) . . . . . OFF
15. Left and Right Prop RPM . . . . . 1100 MINIMUM
16. Voltmeter (L GEN) . . . . . 27.5 TO 29.0 VOLTS
17. Left Generator . . . . . RESET, then ON
[L DC GEN] - EXTINGUISHED
18. Right Generator . . . . . RESET, THEN ON
[L GEN TIE OPEN] & [R GEN TIE OPEN]
(remain extinguished with switch in the reset position)
19. Condition Levers . . . . . AS REQUIRED

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MARCA:	*MATRICULA:*
MODELO:	FECHA:
N/S:	MODELO:

TECNICO:_____ **LICENCIA:**_____ **FIRMA:**_____

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INSTRUCCIONES: El técnico deberá anotar su rubrica a lado de cada punto requerido dentro de este prevuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

PROCEDURES BY FLIGHT PHASE

NOTE

Refer to all applicable Supplements for flight phase procedures for optional equipment installed in the airplane.

PREFLIGHT INSPECTION

After the first flight of each day, the Preflight Inspection may be omitted except for items marked with a "+". (Fuel Tank Caps and Engine Oil Quantity/Filler Cap need not be checked unless system(s) were serviced.) External inspections with flaps down may be conducted at intervals deemed appropriate by the pilot.

CABIN/COCKPIT

1. Monogram Electric Toilet (if installed) ..... KNIFE VALVE OPEN
2. + Baggage ..... SECURE
3. Emergency Exit ..... SECURE AND UNLOCKED
4. Control Locks ..... REMOVE AND STOWED
5. Trim Tabs ..... SET TO "0" UNITS

CAUTION

The elevator trim system must not be forced past the limits which are indicated on the elevator trim indicator scale, either manually, electrically, or by action of the autopilot.

6. Condition Levers ..... FUEL CUTOFF
7. Landing Gear Control ..... DN
8. Parking Brake ..... SET
9. Ignition and Engine Start ..... ENSURE OFF
10. Battery ..... ON, CHECK 23 VOLTS MINIMUM
11. Fuel Quantity (main & auxiliary) ..... CHECK
12. ELT (cockpit installations) ..... ARM
    [XMT] - EXTINGUISHED
13. Gear Down Annunciators ..... ILLUMINATED
14. Flap Control (if desired) ..... APPROACH, THEN DOWN
    (check indicator)

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Raytheon Aircraft

Beech Super King Air B200/B200C
Section IV - Normal Procedures

15. Airstair Door (B200) Circuitry ..... CHECK
    a. Airstair Door Closed and Locked.
       [DOOR UNLOCKED] ..... EXTINGUISHED
    b. Airstair Door Closed and Latched, but Not Locked.
       [DOOR UNLOCKED] ..... ILLUMINATED
    c. Airstair Door Open and Mechanism in Locked Position.
       [DOOR UNLOCKED] ..... ILLUMINATED
16. Airstair Door (B200C) Circuitry ..... CHECK
    a. Cargo Door ..... CONFIRM CLOSED AND LOCKED
    b. Airstair Door Open.
       [DOOR UNLOCKED] ..... ILLUMINATED
    c. Airstair Door Closed and Locked.
       [DOOR UNLOCKED] ..... EXTINGUISHED
    d. Battery ..... OFF
    e. Airstair Door Closed, but Not Locked.
       [DOOR UNLOCKED] ..... ILLUMINATED
    f. Airstair Door Open.
       [DOOR UNLOCKED] ..... EXTINGUISHED
    g. Battery ..... ON
17. Oxygen System Preflight Inspection ..... COMPLETE
    a. Passenger Manual Drop-Out ..... PUSH OFF
    b. System Ready ..... PULL ON
    c. Oxygen Mask(s) ..... DON, CHECK FIT & OPERATION, THEN STOW
    d. Oxygen Duration ..... DETERMINE
       (See OTHER PROCEDURES.)

+ 18. Battery ..... OFF

LEFT WING AND NACELLE

1. Cabin Door Seal, Step Extension Cable, Light Wire, Damper, and Handrails ..... CHECK
2. Cabin Windows ..... CHECK
+ 3. Auxiliary Fuel Tank Cap ..... SECURE
4. Flaps (condition, asymmetry protection, flap tracks, limit switches, and position transmitter) ..... CHECK
5. Oil Breather Vent ..... CLEAR
+ 6. Brake Lines, Brake Wear, Brake Deice Lines (if installed) ..... CHECK

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7. Fire Extinguisher (if installed) ..... CHECK PRESSURE

FIRE EXTINGUISHER PRESSURE VS. TEMPERATURE

°F °C	-40 -40	-20 -29	0 -18	20 -7	40 4	60 16	80 27	100 38	120 49
PSI Range	190 to 240	220 to 275	250 to 315	290 to 365	340 to 420	390 to 480	455 to 550	525 to 635	605 to 730

8. Inverter Cooling Louver ..... CLEAR
9. Aileron and Tab ..... CHECK
10. Flush Outboard Wing Fuel Tank Sump ..... DRAIN
11. Static Wicks (4) ..... CHECK
12. Navigation, Recognition, & Strobe Lights ..... CHECK
+ 13. Main Fuel Tank Cap ..... SECURE
14. Stall Warning Vane ..... CHECK
+ 15. Tiedown ..... REMOVED
16. Outboard Deice Boot and Stall Strip ..... CHECKED
17. Ice Light ..... CHECK
18. Heated Fuel Vent ..... CLEAR
19. Ram Scoop Fuel Vent ..... CLEAR
20. Gravity Line Drain ..... DRAIN
21. Inverter Cooling Louvers ..... CLEAR
22. Wing Leading Edge Tank Sump ..... DRAIN
+ 23. Landing Gear (doors, wheel well, strut, tires, brakes) ..... CHECK
+ 24. Chock ..... REMOVE
25. Fuel Filter and Fuel Strainer Drains ..... DRAIN
+ 26. Engine Oil ..... CHECK QUANTITY, CAP SECURE
27. Engine Compartment Door (outbd) ..... SECURE, BLEED VALVE EXHAUST CLEAR
28. Exhaust Stack (outbd) ..... CHECK FOR CRACKS
29. Top Cowling Locks (outbd) ..... SECURE
30. Nacelle Cooling Ram Air Inlets ..... CLEAR
+ 31. Prop ..... CHECK FOR NICKS, DEICE BOOT SECURE
32. Engine Intake ..... CLEAR
33. Top Cowling Locks (inbd) ..... SECURE
34. Exhaust Stack (inbd) ..... CHECK FOR CRACKS
35. Generator Cooling Inlet ..... CLEAR
36. Engine Compartment Door (inbd) ..... SECURE, BLEED VALVE EXHAUST CLEAR

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37. Heat Exchanger Inlet ..... CLEAR
38. Hydraulic Landing Gear Service Door ..... SECURE
39. Inboard Deice Boot ..... CHECK
40. Heat Exchanger Outlet ..... CLEAR
41. Hydraulic Landing Gear Vent Lines ..... CLEAR
42. Auxiliary Fuel Tank Sump ..... DRAIN
43. Lower Antennas and Beacon ..... CHECK

NOSE

1. OAT Probe/Relief Tube Vent ..... CHECK
2. Brake Reservoir Vent ..... CLEAR
3. Left Avionics Access Panel ..... SECURE
4. Air Conditioner Condenser Exhaust Duct ..... CLEAR
5. Windshield and Wipers ..... CHECK
6. Radome ..... CHECK
7. Pitot Masts ..... CLEAR
8. Landing and Taxi Lights ..... CHECK
+ 9. Nose Gear (shimmy damper, stop block, torque knee, strut, tire) ..... CHECK
+ 10. Chocks ..... REMOVE
11. Nose Gear Doors and Wheel Well ..... CHECK
12. Air Conditioner Condenser Intake Duct ..... CLEAR
13. Right Avionics Access Panel ..... SECURE

RIGHT WING AND NACELLE

1. Ejector Exhaust ..... CLEAR
2. Auxiliary Fuel Tank Sump ..... DRAIN
3. Battery Drain ..... CLEAR
4. Battery Air Inlet (Airplanes Prior To BB-1632, BL-141, and BW-30) ..... CLEAR, VALVE FREE
5. Heat Exchanger Outlet ..... CLEAR
6. Inboard Deice Boot ..... CHECK
7. Battery Exhaust (Airplanes Prior To BB-1632, BL-141, and BW-30) ..... CLEAR
8. Heat Exchanger Inlet ..... CLEAR
+ 9. Engine Oil ..... CHECK QUANTITY, CAP SECURE
10. Engine Compartment Door (inbd) ..... SECURE, BLEED VALVE EXHAUST CLEAR

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	11. Exhaust Stack (inbd)	CHECK FOR CRACKS
	12. Top Cowling Locks (inbd)	SECURE
	13. Nacelle Cooling Ram Air Inlets	CLEAR
+	14. Prop	CHECK FOR NICKS, DEICE BOOT SECURE
	15. Engine Intake	CLEAR
	16. Top Cowling Locks (outbd)	SECURE
	17. Exhaust Stack (outbd)	CHECK FOR CRACKS
	18. Generator Cooling Inlet	CLEAR
	19. Engine Compartment Door (outbd)	SECURE, BLEED VALVE EXHAUST CLEAR
	20. Fuel Filter and Fuel Strainer Drains	DRAIN
+	21. Landing Gear (doors, strut, tires, wheel well)	CHECK
	22. Fire Extinguisher (if installed)	CHECK PRESSURE
+	23. Chock	REMOVE
	24. Heated Fuel Vent	CLEAR
	25. Ram Scoop Fuel Vent	CLEAR
	26. Gravity Line Drain	DRAIN
	27. Inverter Cooling Louvers	CLEAR
	28. Wing Leading Edge Tank Sump	DRAIN
+	29. External Power Door	CLOSED
	30. Ice Light	CHECK
	31. Outboard Deice Boot and Stall Strip	CHECK
+	32. Tiedown	REMOVE
	33. Flush Outboard Wing Fuel Tank Sump	DRAIN
+	34. Main Fuel Tank Cap	SECURE
	35. Navigation, Recognition, and Strobe Lights	CHECK
	36. Static Wicks (4)	CHECK
	37. Aileron and Bendable Tab	CHECK
	38. Flaps (condition, asymmetry protection, flap tracks, limit switches, and position transmitter)	CHECK
	39. Inverter Cooling Louver	CLEAR
+	40. Brake Lines, Brake Wear, Brake Deice Lines (if installed)	CHECK
	41. Oil Breather Vent	CLEAR
+	42. Auxiliary Fuel Tank Cap	SECURE
	43. Cabin Windows	CHECK

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RIGHT AFT FUSELAGE

1. Lower Antennas ..... CHECK
2. Ventral Fin Drain Holes ..... CLEAR
3. Lower Aft Cabin Access Door ..... SECURE
4. Tiedown ..... REMOVED
5. Oxygen Service Access Door ..... SECURE
6. Static Ports ..... CLEAR
7. ELT (aft fuselage installations) ..... ARMED
8. Cabin Air Exhaust ..... CLEAR
9. Access Panel ..... SECURE

TAIL

1. Ventral Fin and Static Wick (1) ..... CHECK
2. VOR antennas (right and left) ..... CHECK
3. Rudder, Rudder Tab, Stinger and Static Wicks (4) ..... CHECK
4. Horizontal Stabilizer, Boots and Static Wicks (right and left) ..... CHECK
5. Elevator, Tab, and Static Wicks (3 each side) ..... CHECK
   Verify Tabs are in "0" (Neutral) Position.

NOTE

The elevator trim tab "0" (neutral) position is determined by observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator when the elevator is resting against the down stops.

6. Position Light, Tail Floodlights (if installed) (left and right) ..... CHECK

LEFT AFT FUSELAGE

1. Access Panel ..... SECURE
2. Static Ports ..... CLEAR
3. Oxygen Overpressure Discharge and Aft Compartment Drain Tubes ..... CLEAR
4. Relief Tube ..... CLEAR

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BEFORE ENGINE STARTING

NOTE

Items marked with an "*" may be omitted at pilot's discretion after the first flight of each day.

WARNING

Only a crew member or properly trained ground personnel should close and lock the airstair door and cargo door (if installed).

1. Airstair Door (B200) ..... LOCKED
   a. Close and lock the door.
   b. Ensure that the door handle will not move out of the locked position without depressing the release button.
   c. Lift the top door step and ensure that the red safety arm is around the plunger.
   d. Ensure that the green index mark on each of the 4 locking bolts aligns with the black pointer in the observation port.
2. Cargo Door (B200C) ..... LOCKED
   a. Check upper handle position ..... CLOSED AND LOCKED
      (Open access panel on upper left side of door and attempt to open cargo door latches without releasing safety lock.)
   b. Ensure that the orange index mark on each of the four rotary cam locks aligns with the notch in the plate on the door frame
   c. Check Lower Pin Lock Handle Position ..... CLOSED AND LOCKED
      (Open access panel on lower forward area of door and attempt to rotate the handle without lifting the orange lock hook.)
   d. Ensure that the orange stripe on the latch pin linkage is aligned with the orange pointer. (Observe through window at lower aft corner.)
3. Airstair Door (B200C) ..... LOCKED
   a. Close and lock the door.
   b. Ensure that the door handle will not move out of the locked position without depressing the release button.
   c. Lift the door step and ensure that the red safety arm is around the plunger.
   d. Ensure that the orange index mark on each of the six rotary cam locks aligns with the notch in the plate on the door frame.
4. * Monogram Electric Toilet (if installed) ..... KNIFE VALVE CONFIRM OPEN
5. Load and Baggage ..... CONFIRM SECURE
6. Weight and C.G. ..... CHECKED
7. Seats and Tables ..... POSITIONED

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PREVUELO AVIZOR
MODELO: *KING AIR B200 SERIES*

a. All Seats - Seatbacks Upright; Headrests fully extended
b. Lateral-tracking seats - Outboard position
c. Tables - Stowed

8. Emergency Exit ..... CONFIRM SECURE AND UNLOCKED
9. Passenger Briefing ..... COMPLETE
10. Control Locks ..... CONFIRM REMOVED
11. Seats and Rudder Pedals ..... ADJUSTED
12. Seatbelts and Shoulder Harnesses ..... FASTENED
* 13. Oxygen System Preflight Inspection ..... CONFIRM COMPLETE
14. Fuel Panel Circuit Breakers ..... IN
15. Pilot's Instrument Panel ..... CHECK
    a. Compass Control ..... SLAVED (Mode Switch Out)
    b. EFIS Aux Power ..... CHECK
        1) Test Switch ... HOLD TO TEST FOR A MAXIMUM OF 5 SECONDS (check for momentary illumination of green TEST annunciator)
        2) Test Switch ..... RELEASE TO OFF
    c. Prop Sync Switch ..... ON
* 16. Pilot's Clock (control wheel) ..... CHECK AND SET
17. Pilot's Subpanel ..... CHECK
    a. Mic Selector Switch ..... NORMAL
    b. Parking Brake ..... CONFIRM SET
    c. Engine Anti-ice Switches ..... ON

NOTE

The engine anti-ice system should be ON for all ground operations to minimize ingestion of ground debris. Turn engine anti-ice off, when required, to maintain oil temperature within limits.

    d. Pilot Air Control ..... AS REQUIRED
    e. Defrost Air Control ..... AS REQUIRED
    f. Landing Gear Control ..... DN
    g. Landing Gear Relay Circuit Breaker ..... IN
    h. All Other Switches ..... OFF
18. Avionics Panel Switches ..... AS REQUIRED
    • Radar ..... OFF OR STANDBY
19. Power Console ..... CHECK
    a. Power Levers ..... IDLE, FRICTION SET
    b. Prop Levers ..... FULL FORWARD, FRICTION SET
    c. Condition Levers ..... FUEL CUTOFF, FRICTION SET

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PREVUELO AVIZOR
MODELO: *KING AIR B200 SERIES*

d. Elevator, Aileron, and Rudder Trim Controls ..... SET
e. Oxygen System Ready ..... CONFIRM ON
* f. Flashlight ..... CHECK
g. Landing Gear Alternate Extension Handle ..... STOWED
20. Pedestal ..... CHECK
a. EFIS Power Switches ..... OFF
b. EFIS Reversionary Switches ..... NORMAL
c. Cabin Pressure Switch ..... PRESS
d. Rudder Boost Switch ..... ON
e. Elevator Trim Switch ..... ON
f. Pressurization Controller ..... SET
21. Copilot's Instrument Panel ..... CHECK
• Compass Control ..... SLAVED (Mode Switch Out)
* 22. Copilot's Clock (control wheel) ..... CHECK AND SET
23. Copilot's Subpanel ..... CHECK
a. Cabin Sign ..... NO SMOKE & FSB
b. Vent Blower Switch ..... AUTO
c. Bleed Air Valve Switches ..... ENVIR OFF
d. Cabin Temp Mode Control ..... OFF
e. Cabin/Cockpit Air Control ..... AS REQUIRED
f. Copilot Air Control ..... AS REQUIRED
g. Mic Selector Switch ..... NORMAL
h. Oxygen Pressure ..... CONFIRM
i. All Other Switches ..... OFF
24. Copilot's Circuit Breaker Panel ..... CHECK
* 25. Pilot's Static Air Source ..... NORMAL
* 26. Fire Extinguisher (under copilot's chair) ..... CHECK
27. Battery ..... ON
* 28. Fuel System ..... CHECK
a. Firewall Shutoff Valves ..... CLOSE
b. Standby Pumps ..... ON
Listen For Operation, [L FUEL PRESS] & [R FUEL PRESS]- ILLUMINATED
c. Firewall Shutoff Valves ..... OPEN
[L FUEL PRESS] & [R FUEL PRESS] - EXTINGUISHED
d. Standby Pumps ..... OFF
[L FUEL PRESS] & [R FUEL PRESS] - ILLUMINATED

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PREVUELO AVIZOR
MODELO: *KING AIR B200 SERIES*

e. Crossfeed ..... ALTERNATELY LEFT AND RIGHT
[FUEL CROSSFEED] - ILLUMINATED,
[L FUEL PRESS] & [R FUEL PRESS] - EXTINGUISHED

f. Crossfeed ..... OFF

g. Auxiliary Tank Transfer ..... AUTO

h. No Transfer Light ..... PRESS TO TEST (if extinguished)

29. Fuel Quantity (Main and Auxiliary) ..... CHECK

* 30. Landing Gear Handle Lights ..... PRESS TO TEST

* 31. Hydraulic Fluid Sensor ..... TEST
[HYD FLUID LOW] - ILLUMINATED

32. Beacon ..... ON

33. DC Volt/Loadmeters ..... PRESS TO CHECK VOLTAGE
(23 volts minimum)

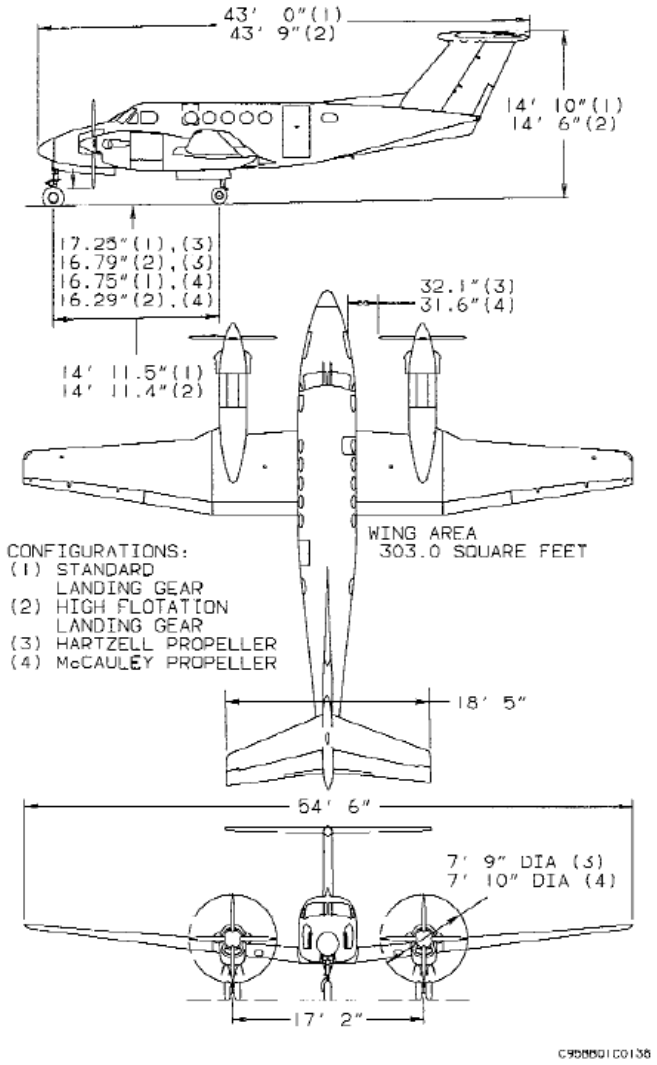
* 34. Annunciators ..... TEST

* 35. Stall Warning ..... TEST

* 36. Fire Detectors and Fire Extinguishers (if installed) ..... TEST

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PREVUELO AVIZOR
MODELO: *KING AIR B200 SERIES*



B200 THREE VIEW

MARCA:	*MATRICULA:*
MODELO:	FECHA:
N/S:	MODELO:

TECNICO:_____ **LICENCIA:**_____ **FIRMA:**_____

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PREVUELO AVIZOR
MODELO: *KING AIR B300*

INSTRUCCIONES: El técnico deberá anotar su rúbrica a lado de cada punto requerido dentro de este prevuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

Left Wing and Nacelle *King Air B300.*

No.	Description	Status	Yes	No
1.-	Cabin door seal, step extension cable, light wire, damper and handrails	Check		
2.-	Left side windows	Check		
3.-	Flaps (condition, asymmetry protection, and flap tracks)	Check		
4.-	Aileron and tab	Check		
5.-	Static wicks (aileron and winglet)	Check		
7.-	Llghts	CHECK		
8.-	Main Fuel Tank Cap	SECURE		
9.-	Stall Warning Vane	CHECK		
10.-	Tie·down	REMOVE		
11.-	Flush Outboard Fuel Drain	DRAIN		
12.-	Outboard Deice Boot and Stall Strip	CHECK		
13.-	Wing Panels	SECURE		
14.-	Leading-Edge Fuel Tank and Gravíty-Line Orains	DRAIN		
15.-	Inverter Cooling Louvers	CLEAR		
16.-	Flush Fuel Vent and Heated Fuel Ven	CLEAR		
17.-	Landing Gear (doors, tires, slruI, wheel well)	CHECK		
18.-	Engine Oil Vent	CLEAR		
19.-	Brake Une and Brake Deice Plumbing (11 Installed)	CHECK		
20.-	Torque Knee Assembly and Safety Switch	CHECK		
21.-	Brakes	CHECK		
22.-	Fire Extingulsher Pressure	CHECK		
23.-	Chock	REMOVE		
24.-	Fuel Strainer and Fuel Filler Dralns	ORAIN		
25.-	CoIleclor Drain	CLEAR		

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PREVUELO AVIZOR
MODELO: *KING AIR B300*
Left Wing and Nacelle (cont.) ***King Air B300.***

26.-	Ice Vane and Oil Radiator Exhaust	CLEAR		
27.-	Ice Light	CHECK		
28.-	Engine Oil	CHECK QUANTITY, CAP SECURE		
29.-	Cowling Air Exhaust	CLEAR		
30.-	Engine Cowling, Ooors. and Panels (Ieft side)	SECURE		
31.-	Exhaust Stack and Falring (if installed) (Ieft sida)	CHECK FOR CRACKS		
32.-	Top Cowling Camlocks (Ieft slde)	SECURE		
33.-	Propeller	CHECK & ROTATE		
34.-	Forward Airlntakee on Top Cowling	CLEAR		
35.-	Englne and Oíl RadiBtor Alr Intake&	CHECK		
36.-	Top Cowling Camlocks (rlght side)	SECURE		
37.-	Exhaust Stack and Fairing (if installed) (right side)	CHECK FOR CRACKS		
38.-	Swlng Check Valve Exhausl	CLEAR		
39.-	Generator Alr Intake	CLEAR		
40.-	Engine Cowllng. Ooors. Panels. and VGs (right si de)	SECURE		
41.-	Auxiliary Fuel Tank Cap	SECURE		
42.-	Hydraulic Gear Service Ooor	SECURE		
43.-	Inboard Deica Bool	CHECK		
44.-	Heat Exchanger Alr Intake and Exhaus!	CLEAR		
45.-	Hydraulic Gesr Overflll and Ven! Unes	CLEAR		
46.-	Auxlllary Fuel Tank Oraln	ORAIN		
47.-	Lower Antennas and Panels	SECURE		

PREVUELO AVIZOR
MODELO: *KING AIR B300*
Nose *King Air B300.*

No.	Description	Status	Yes	No
1.-	OAl Probe/Relief Tuba Vent	CHECK		
2.-	Brake Reservoir Vent	CLEAR		
3.-	Left Avionics Access Panel	SECURE		
4.-	Alr Condilloner Condenser Exhaus! Ouct.	CLEAR		
5.-	Wlndshisld and Wlpers	CHECK		
6.-	Radome Condition	CHECK		
7.-	Pitot Mas!6	CLEAR		
8.-	Landing and Taxi Llghts	CHECK		
a)	Nose Gear (shimmy damper. stop block. torque kne8. strut, tire)	CHECK		
b)	Chocks	REMOVE		
c)	Nose Gear Door and Wheel Well	CHECK		
9.-	Air Conditioner Condenser Intake Duct	CLEAR		
10.-	Right Avionlcs Access Panel	SECURE		

Right Wing and Nacelle *King Air B300.*

No.	Description	Status	Yes	No
1.-	Ejeclor Exhaust	ClEAR		
2.-	Auxiliary Fuel Tenk Orain	ORAIN		
3.-	Battery Box Oraln	ClEAR		
4.-	Lower Panel s	SECURE		
5.-	Heat Exchsnger Air lntake and Exhaust	CLEAR		
6.-	Inboard Deice Bool	CHECK		
7.-	Battery Access Panel	SECURE		
8.-	Auxiliary Fuel Tank Cap	SECURE		
9.-	Englne Oi	CHECK QUANTITY		
10.-	Cowllng Air Exhausl	CLEAR		
11.-	Engine Cowling, Ooors, and Panels (left side)	SECURE		
12.-	Collector Orain	CLEAR		
13.-	Exhaust stack and Fairing (if installed)(left side)	CHECK FOR CRACKS		

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PREVUELO AVIZOR
MODELO: *KING AIR B300*
Right Wing and Nacelle (cont.) ***King Air B300.***

14.-	Top Cowling Camlocks (left sida)	SECURE		
15.-	Propeller	CHECK & ROT ATE		
16.-	Forward Air Intakes on Top Cowllng	ClEAA		
17.-	Englne and Oil Radialor Airfntakes	CHECK		
18.-	Top Cowling Camlocks (right side)	SECURE		
19.-	Exhaust Stack and Fairing (ir installed) (right side)	CHECK FOR CRACKS		
20.-	Swing Check Valve Exhaust	CLEAN		
21.-	Generalor Air Intake	CLEAN		
22.-	Engine Cowllng, Doors. and Panels (right 6ide)	SECURE		
23.-	Ice Light	CHECK		
24.-	Oil Radiator and les Vane Exhausl	CLEAR		
25.-	Fuel Filler and Fuel Strainer Drains	DRAIN		
26.-	Landing Gaar (doors. tires, strut, wheel well)	CHECK		
27.-	Fire Extlnguisher Pressure	CHECK		
28.-	Englne Oil Ven!	CLEAR		
29.-	Brake Line and Brake Deiee Plumbing *(il* installed)	CHECK		
30.-	Torque Knee Assembly and Safety Switch	CHECK		
31.-	Brakes	CHECK		
32.-	Chocks	REMOVE		
33.-	Heated Fuel Vent and Flush Fuel Venl	CLEAR		
34.-	Inverter Cooting Louvers	CLEAR		
35.-	Gravity-Une and Leading-Edge Fuel Tank Drains	ORAIN		
36.-	External Power Ooor	SECUAE		
37.-	Outboard Delce Boot and Stal! Strip	CHECK		
38.-	Tle·down	REMOVE		
39.-	Flush Outboard Fuel Orain	DAAtN		
40.-	Wing Panels	SECURE		
41.-	Main Fue! Tank Cap	SECURE		

PREVUELO AVIZOR
MODELO: *KING AIR B300*
Right Wing and Nacelle (cont.) ***King Air B300.***

42.-	Lighls	CHECK		
43.-	Static Wicka (winglel and aileron)	CHECK		
44.-	Phon Break Vent	CHECK		
45.-	Aileron	CHECK		
46.-	Flaps (condition. asymmetry protection, flap tracks, "mil switches. position transmitter)	CHECK		
47.-	Rlght Slde Wlndows	CHECK		

Right Aft Fuselage ***King Air B300.***

No.	Description	Status	Yes	No
1.-	Lower An!ennas and BeaC<ln	CHECK		
2.-	Oxygen Service Access Ooor	SECURE		
3.-	Slatic Por1s	CLEAR		
4.-	EL T Anlenna	CHECK		
5.-	All Compartment Bollom Access Door	SECURE		
6.-	Tie-down	REMOVE		
7.-	Ventral Fin Orain Holes	CLEAR		
8.-	Cabln Alr Exhausl	CLEAR		
9.-	Aocas6 Panel	SECURE		

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PREVUELO AVIZOR
MODELO: *KING AIR B300*
Tail *King Air B300.*

No.	Description	Status	Yes	No
1.-	Ventral Fin and Static Wick	CHECK		
2.-	VOR Antennas (right and left)	CHECK		
3.-	Rudder. RudderTab. Slinger and Static Wlcks	CHECK		
4.-	Horizontal Stabilizer. Boots. and Static Wicks (right and Ieft)	CHECK		
5.-	Elevator, Tab, and Static Wlcks	CHECK		
6.-	Tabs In Neutral Position	VERIFY		

Left Aft Fuselage *King Air B300.*

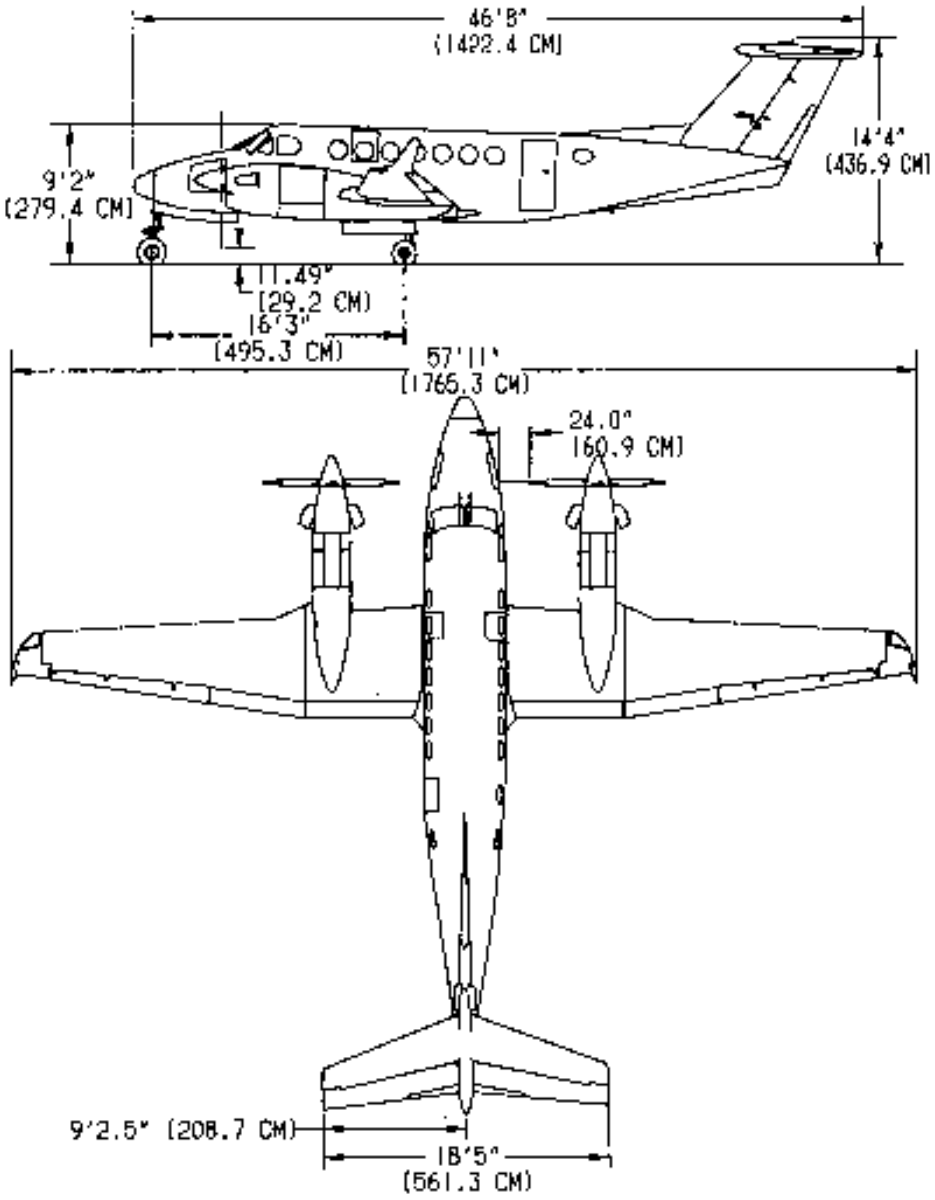
No.	Description	Status	Yes	No
1.-	Access Panels	SECURE		
2.-	Stalic Ports	CLEAR		
3.-	Oxygen Overpressure Discharge Doors Aft Compartment Drain Tube	CLEAR		
4.-	Relief Tuba	CLEAR		

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PREVUELO AVIZOR
MODELO: *KING AIR B300*

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neral

Raytheon Aircraft Compa
Model B300/B3



MARCA:	*MATRICULA:*
MODELO:	FECHA:
N/S:	MODELO:

TECNICO:_____ **LICENCIA:**_____ **FIRMA:**_____

PREVUELO AVIZOR
MODELO: *BEECHJET 400A/400XP*

INSTRUCCIONES: El técnico deberá anotar su rúbrica a lado de cada punto requerido dentro de este prevuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

The operating procedures in this section are recommended by the manufacturer and approved by the FAA for use in the operation of this airplane. These procedures are for guidance only in identifying acceptable, normal operating procedures and are not to be considered mandatory or in any way construed to prohibit an operator from developing equivalent FAA approved procedures.

PREFLIGHT INSPECTION

COCKPIT/CABIN INSPECTION

1. Parking Brake . . . . . SET

NOTE

When the engines are not running, the parking brake must be set from the pilot's side only.

2. Battery . . . . . ON
3. Fuel Quantity and Balance . . . . . CHECK
4. Battery . . . . . OFF
5. Oxygen/Nitrogen Pressure . . . . . CHECK
6. Microphones and Headsets . . . . . ABOARD
7. Airplane Flight Manual/Pilot's Operating Manual . . . . . ABOARD
8. Flashlight . . . . . ABOARD
9. Emergency Exit . . . . . CLEAR AND SECURE
10. Lock Pin . . . . . REMOVE AND STOW
11. First Aid Kit . . . . . ABOARD
12. Portable Fire Extinguishers (cabin/cockpit) . . . . . SERVICED
13. Weight and CG . . . . . CHECK

EXTERIOR INSPECTION

Carry out a normal preflight inspection. During inspection, make a general check for security, condition, and cleanliness of the airplane and components. Check particularly for damage, condition of tires, flight controls, fuel, oil, hydraulic fluid leakage, security of access panels, and blockage of ventilation inlets and drain ports. Ensure all ground safety pins, control locks, covers, tie-downs, and chocks are removed and stowed.

CABIN DOOR

1. Door Seal . . . . . CONDITION
2. Exterior Handle . . . . . STOWED

LEFT NOSE

1. Ice Detector . . . . . CHECK
2. Static Ports (2) . . . . . CLEAR

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3.	Angle-of-Attack Sensor	CLEAR, ROTATES
4.	Windshield Wiper (if installed)	CONDITION, SECURE
5.	Avionic Compartment Door	SECURE
6.	Pitot and Static Drain Ports (2)	CLOSED
7.	Nose Gear, Doors, Tire, Torque Link	CONDITION, SECURE
8.	Cabin Air Discharge Duct	CLEAR
9.	Landing Light Door	SECURE
10.	Pitot Mast	CLEAR

RIGHT NOSE

1.	Pitot Mast	CLEAR
2.	Landing Light Door	SECURE
3.	Cabin Air Discharge Duct	CLEAR
4.	Pitot and Static Drain Ports (2)	CLOSED
5.	Oxygen Blowout Disc	GREEN
6.	Avionic Compartment Door	SECURE
7.	Windshield Wiper (if installed)	CONDITION, SECURE
8.	Angle-of-Attack Sensor	CLEAR, ROTATES
9.	Static Ports (2)	CLEAR

RIGHT WING

1.	Emergency Exit	SECURE
2.	Dorsal Fin Inlet	CLEAR
3.	Wing Inspection Light	CONDITION
4.	Wing Leading Edge Inlet	CLEAR
5.	Center Fuselage Tank Drain (daily)	DRAIN, SECURE
6.	Fuel Quick Drains (3) (daily)	DRAIN, SECURE
7.	Wing Leading Edge and Upper Surface	CHECK, FREE OF FROST OR OTHER CONTAMINANTS.
8.	Fuel Filler Cap	SECURE
9.	Fuel Tank Vent Inlet	CLEAR
10.	Sniffle Valves (2) (daily)	PUSH, PULL, CHECK FOR LEAKS
11.	Wing Tip Vent Inlet	CLEAR
12.	Navigation and Strobe Lights	CONDITION
13.	Wing Anti-Ice Exhaust Port	CLEAR
14.	Roll Trim Tab, Static Wicks (3), Spoilers, Flaps	CONDITION
15.	Main Gear, Doors, Tire, Brake	CONDITION
16.	Center Tank Vent Outlet	CLEAR
17.	Mixer Bay Vent Outlet	CLEAR

PREVUELO AVIZOR
MODELO: *BEECHJET 400A/400XP*

18. Fuel Filter Drain (daily)
    RK-1 thru RK-507 **NOT MODIFIED** by Kit 128-9008 . . . . DRAIN, SECURE
19. Lower Fuselage Vent Outlets (2) . . . . . CLEAR

RIGHT NACELLE

1. Cowling Fasteners . . . . . CHECK, SECURE
2. Engine Fan Duct and Fan . . . . . CONDITION
3. Engine Inlet . . . . . CHECK FOR MISSING FASTENERS
4. Generator Inlet . . . . . CLEAR
5. Oil Level and Filler Door . . . . . CHECK, SECURE
6. Drain Lines . . . . . CLEAR
7. Thrust Reverser . . . . . CONDITION
8. Engine Exhaust and Bypass Duct . . . . . CONDITION

EMPENNAGE

1. Fuselage Fuel Filler Sniffle Valve (daily) . . . . . PUSH, PULL, CHECK FOR LEAKS.
2. Fuselage Fuel Filler Door . . . . . SECURE
3. Upper Aft Fuselage Vent Outlet (right) . . . . . CLEAR
4. Cooling Air Discharge Duct . . . . . CLEAR
5. Aft Fuselage Vent Inlet (right) . . . . . CLEAR
6. Fuel Vent Ports (2) . . . . . CLEAR
7. Stabilizer Trim, Elevator, Static Wicks (4) . . . . . CONDITION
8. Rudder, Trim Tab, Static Wicks (2) . . . . . CONDITION
9. Navigation and Strobe Lights . . . . . CONDITION
10. Temperature Sensor . . . . . CHECK
11. Aft Fuselage Vent Inlet (left) . . . . . CLEAR
12. Fire Extinguisher Relief Indicator . . . . . RED
13. Upper Aft Fuselage Vent Outlet (left) . . . . . CLEAR

AFT BAGGAGE COMPARTMENT

1. Hydraulic Fluid Reservoir Sight Gage . . . . . FLUID VISIBLE
2. Fire Bottle Pressure Gages (2) . . . . . CHECK
3. Aft Compartment Light . . . . . OFF
4. Access Door . . . . . SECURE
5. External Power Service Door (GPU not used) . . . . . SECURE

LEFT NACELLE

1. Cowling Fasteners . . . . . CHECK, SECURE
2. Engine Exhaust and Bypass Duct . . . . . CONDITION

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3. Thrust Reverser . . . . . CONDITION
4. Drain Lines . . . . . CLEAR
5. Oil Level and Filler Door . . . . . CHECK, SECURE
6. Generator Inlet . . . . . CLEAR
7. Engine Inlet . . . . . CHECK FOR MISSING FASTENERS
8. Engine Fan Duct and Fan . . . . . CONDITION

LEFT WING

1. Brake System Accumulator Pressure . . . . . CHECK
2. Fuel Filter Drain (daily)
   RK-1 thru RK-507 **NOT MODIFIED** by Kit 128-9008 . . . DRAIN, SECURE
3. Main Gear, Doors, Tire, Brake . . . . . CONDITION
4. Flaps, Spoilers, Static Wicks (3), Roll Trim Tab . . . . . CONDITION
5. Wing Anti-Ice Exhaust Port . . . . . CLEAR
6. Navigation and Strobe Lights . . . . . CONDITION
7. Wing Tip Vent Inlet . . . . . CLEAR
8. Sniffle Valves (2) (daily) . . . . . PUSH, PULL, CHECK FOR LEAKS
9. Fuel Tank Vent Inlet . . . . . CLEAR
10. Fuel Filler Cap . . . . . SECURE
11. Wing Leading Edge and Upper Surface . . . . . CHECK, FREE OF FROST OR OTHER CONTAMINANTS.
12. Fuel Quick Drains (3) (daily) . . . . . DRAIN, SECURE
13. Center Fuselage Tank Drain (daily) . . . . . DRAIN, SECURE
14. Wing Leading Edge Inlet . . . . . CLEAR
15. Wing Inspection Light . . . . . CONDITION
16. Dorsal Fin Inlet . . . . . CLEAR

BEFORE STARTING ENGINES

The BEFORE STARTING ENGINES procedures may be accomplished somewhat prior to the planned departure time.

CAUTION

If operation of the vent blower fan is desired prior to starting engines, do not attempt to open cabin door or emergency exit until vent blower has been turned off for at least 45 seconds.

1. Oxygen System Ready Control . . . . . PULL ON
2. Oxygen Mask (pilot and copilot) . . . . . CHECK, SELECT 100%

PREVUELO AVIZOR
MODELO: *BEECHJET 400A/400XP*

WARNING

Beards and mustaches should be carefully trimmed so that they will not interfere with the proper sealing of an oxygen mask. The fit of the oxygen mask around the beard and mustache should be checked on the ground for proper sealing. Studies conducted by the military and FAA conclude that oxygen masks do not seal over beards and mustaches.

3. Circuit Breakers and Guarded Switch (C.B. panels) . . . . . SET
4. Nonessential Bus Switches . . . . . ON
5. Radio Master Switches. . . . . OFF
6. Defog Blower (pilot and copilot) . . . . . OFF
7. AHRS Battery Test Switch . . . . . PUSH
   HOLD FOR 5 SECONDS. CHECK FOR ANY ILLUMINATION OF AHRS BAT TEST ANNUNCIATOR WITHIN THE 5 SECONDS.
8. Hydraulic Pressure Switch . . . . . GUARD DOWN (NORM)
9. Emergency Landing Gear Door Close Handle . . . . . SAFETIED
10. Emergency Landing Gear Down Handle . . . . . SAFETIED
11. Engine Start Select . . . . . OFF
12. Thrust Levers . . . . . FREE MOVEMENT, THEN CUTOFF
13. Roll Trim Select Switch . . . . . BOTH
14. Roll and Rudder Trim Disconnect Switch. . . . . NORM
15. Pitch Trim Switch . . . . . NORM
16. Engine Synchronizer Switch. . . . . OFF
17. Flap Handle . . . . . 0°
18. Landing Select Switch . . . . . GUARD DOWN (FLAP 30°)
19. Emergency Brake Handle . . . . . SAFETIED
20. Landing Gear Handle . . . . . DOWN
21. Cabin Dump Valve . . . . . SAFETIED
22. Cabin Pressure Source Selector . . . . . OFF
23. Cockpit Temperature Controls . . . . . SET
24. Manual Pressurization Control Knob . . . . . FULL INC
25. Cabin Temperature Control . . . . . SET
26. Refrigeration Air Conditioning . . . . . OFF
27. Fuel Counter . . . . . ZERO
28. Master Generator Switches . . . . . GUARD DOWN (NORM)
29. Indicator Lights Switch . . . . . AS DESIRED

30. Instrument Light Switches . . . . . AS DESIRED
31. Exterior Light Switches . . . . . OFF
32. Landing Light Switches . . . . . RET/OFF

33. Anti-Ice/Deice Switches . . . . . OFF
34. Heater Switches . . . . . OFF
35. Wiper Switches (if installed) . . . . . OFF
36. Inverter Switches. . . . . ON
37. Ignition Switches . . . . . STBY
38. Jet Pump Switches . . . . . NORM
39. Fuel Crossfeed Switch . . . . . NORM
40. Standby Power . . . . . ON
(STBY PWR ILLUMINATES ON).
41. Battery. . . . . ON
(STBY PWR ANNUNCIATION MAY BE EITHER ON OR ARM).
42. Battery Feed Test . . . . . PUSH
(STBY PWR ILLUMINATES ON, FDR FAIL LIGHT ILLUMINATES).
43. Battery. . . . . EMER, THEN ON
(FDR FAIL LIGHT EXTINGUISHES)
(STBY PWR ANNUNCIATION MAY BE EITHER ON OR ARM).
44. SPKR Switches . . . . . ON OR DON HEADSET
45. INTPH Switch . . . . . ON
46. Emergency Lights . . . . . GUARD UP (TEST/OFF)
47. Master Test . . . . . TEST

NOTE

When checking the stall warning systems, the master test switch must remain in the L or R STALL position until the column shaker and stall annunciator lights/horn actuate twice to check the altitude compensator. The second shaker actuation will occur at a higher AOA indication than the first actuation due to the high altitude bias. The stall annunciator lights/horn will actuate when the AOA indicator approaches full travel. Observation of the two different shaker actuations and illumination of the green pass test light identify a successful test of the stall warning system.

It is permissible to recheck the STBY PWR during the TAXI procedures if the No-Go light illuminates during the initial standby power check. It will be necessary to reset a generator if the master test switch is rotated out of the OFF position subsequent to engine starting.

48. Airspeed/Landing Gear Aural Warnings . . . . . TEST

PREVUELO AVIZOR
MODELO: *BEECHJET 400A/400XP*

49. Indicator Lights . . . . . TEST
50. Fuel System . . . . . CHECK
    a. FUEL PRESS LO Annunciators . . . . . ILLUMINATED
    b. Left Fuel/Hydraulic Valve . . . . . CLOSE
    CLOSE LIGHT ILLUMINATES.
    c. Left Boost Pump . . . . . ON
    L AND R FUEL PRESS LO ANNUNCIATORS
    REMAIN ILLUMINATED, L BOOST PUMP LIGHT ILLUMINATES.
    d. Left Fuel/Hydraulic Valve . . . . . OPEN
    OPEN LIGHT ILLUMINATES. L FUEL
    PRESS LO ANNUNCIATOR EXTINGUISHES.
    R FUEL PRESS LO ANNUNCIATOR
    REMAINS ILLUMINATED.
    e. Left Boost Pump . . . . . AUTO
    L AND R FUEL PRESS LO ANNUNCIATORS
    ILLUMINATE. L BOOST PUMP LIGHT EXTINGUISHES.
    f. Repeat Steps b through e for right engine.
51. Boost Pumps . . . . . AUTO
52. Fuel Transfer . . . . . ON MOMENTARILY,
    CHECK THAT BOTH PUMPS OPERATE
    AND THEN POSITION SWITCHES TO AUTO.
53. Fuel Crossfeed . . . . . CHECK

    Delay 3-5 seconds between changing fuel crossfeed modes.

    a. Fuel Crossfeed . . . . . L TANK
    b. Check the following:
    - L BOOST PUMP light illuminates
    - R JET PUMP light illuminates momentarily
    - XFEED light illuminates momentarily
    - FUEL XFEED light illuminates

    c. FUEL PRESS LO Annunciators . . . . . EXTINGUISHED
    d. Fuel Crossfeed . . . . . NORM
    e. Check the following:
    - FUEL XFEED light extinguishes
    - XFEED light illuminates momentarily
    - R JET PUMP light illuminates momentarily
    - L BOOST PUMP light extinguishes

    f. FUEL PRESS LO Annunciators . . . . . ILLUMINATED
    g. Repeat Steps a through f for right tank.

54. Trim System . . . . . CHECK

Pitch Trim

a. Copilot depress Trim Arming Button for 5 seconds . . . . . CHECK FOR NO MOTION AND CHECK AURAL TONE SOUNDS.

b. Pilot repeats Step a on pilot's side.

c. Copilot not depressing Trim Arming Button, move Trim Switch to NOSE UP for 5 seconds. . . . . CHECK FOR NO MOTION AND CHECK AURAL TONE SOUNDS.

d. Pilot repeats Step c on pilot's side.

e. Copilot not depressing Trim Arming Button, move Trim Switch to LWD and RWD . . . . . CHECK FOR NO MOTION

f. Pilot repeats Step e on pilot's side.

g. Copilot move Trim to NOSE UP and hold . . . . . CHECK NOSE UP MOVEMENT.

- Pilot push TRIM INT/AP DISENG Switch. . . . . CHECK FOR NO MOTION.

h. Pilot move Trim to NOSE DOWN and hold . . . . CHECK NOSE DOWN MOVEMENT.

- Copilot push TRIM INT/AP DISENG Switch. . . . . CHECK FOR NO MOTION.

- Copilot release TRIM INT/AP DISENG Switch, then pilot select PITCH TRIM EMER . . . . . CHECK FOR NO MOTION.

i. EMER PITCH TRIM Switch . . . . . N. DN & N. UP, CHECK FOR MOTION.

j. PITCH TRIM Selector. . . . . NORM

k. PITCH TRIM SPEED TEST . . . . . TEST

l. PITCH TRIM. . . . . SET FOR TAKEOFF

Roll Trim

m. Copilot move Trim to RWD. . . . . CHECK FOR MOTION

- Pilot push TRIM INT/AP DISENG Switch. . . . . CHECK FOR NO MOTION

n. Pilot move TRIM to LWD . . . . . CHECK FOR MOTION

- Copilot push TRIM INT/AP DISENG Switch. . . . . CHECK FOR NO MOTION

o. Pilot move Trim to RWD and copilot select ROLL & RUD TRIM DISC . . . . . CHECK FOR NO MOTION

p. ROLL & RUD TRIM DISC Switch . . . . . NORM
q. ROLL TRIM . . . . . .SET NEUTRAL

Rudder Trim

r. RUD TRIM Knob Centered . . . . . DEPRESS, CHECK FOR NO MOTION.

s. Without depressing, turn RUD TRIM Knob . . . . . NOSE L AND R, CHECK FOR NO TRIM MOTION.

t. Depress and turn RUD TRIM Knob . . . . . .NOSE L AND R, CHECK TRIM MOTION.

u. Push TRIM INT/AP DISENG Switch when Trim is in-transit . . . . . CHECK INTERRUPTION OF TRIM MOTION.

v. Place ROLL & RUD TRIM DISC Switch to DISC while Rudder Trim is in-transit . . . . . CHECK INTERRUPTION OF TRIM MOTION.

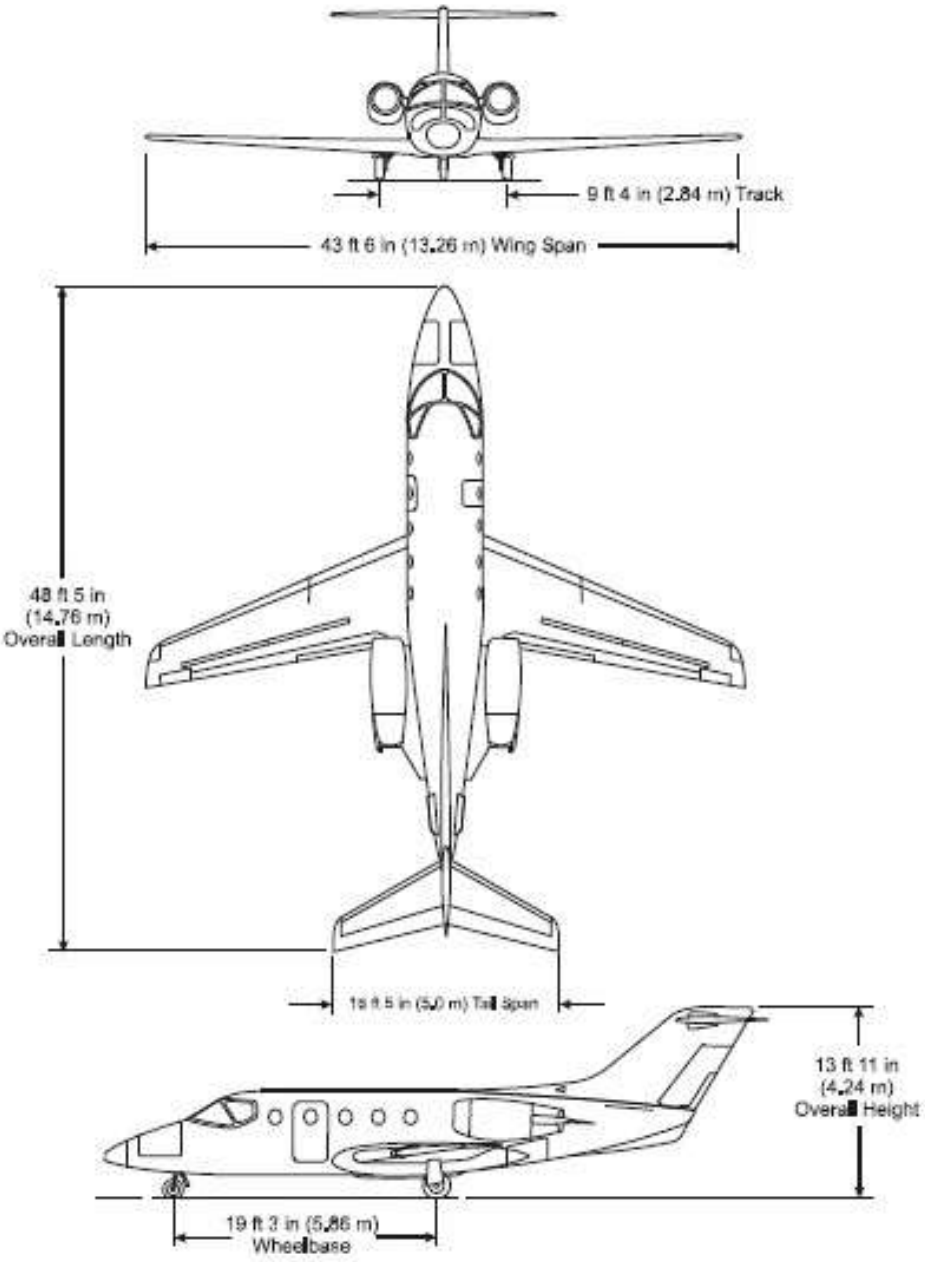
w. ROLL & RUD TRIM DISC Switch . . . . . NORM
x. RUD TRIM . . . . . .SET NEUTRAL

55. Cockpit Voice Recorder . . . . . TEST

If BEFORE STARTING ENGINES procedures are not to be immediately followed by STARTING ENGINES:

56. Standby Power . . . . . OFF
57. Battery . . . . . OFF

PREVUELO AVIZOR
MODELO: *BEECHJET 400A/400XP*



MARCA:	*MATRICULA:*
MODELO:	FECHA:
N/S:	MODELO:

TECNICO:_____ **LICENCIA:**_____ **FIRMA:**_____

PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

INSTRUCCIONES: El técnico deberá anotar su rubrica a lado de cada punto requerido dentro de este prevuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

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Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

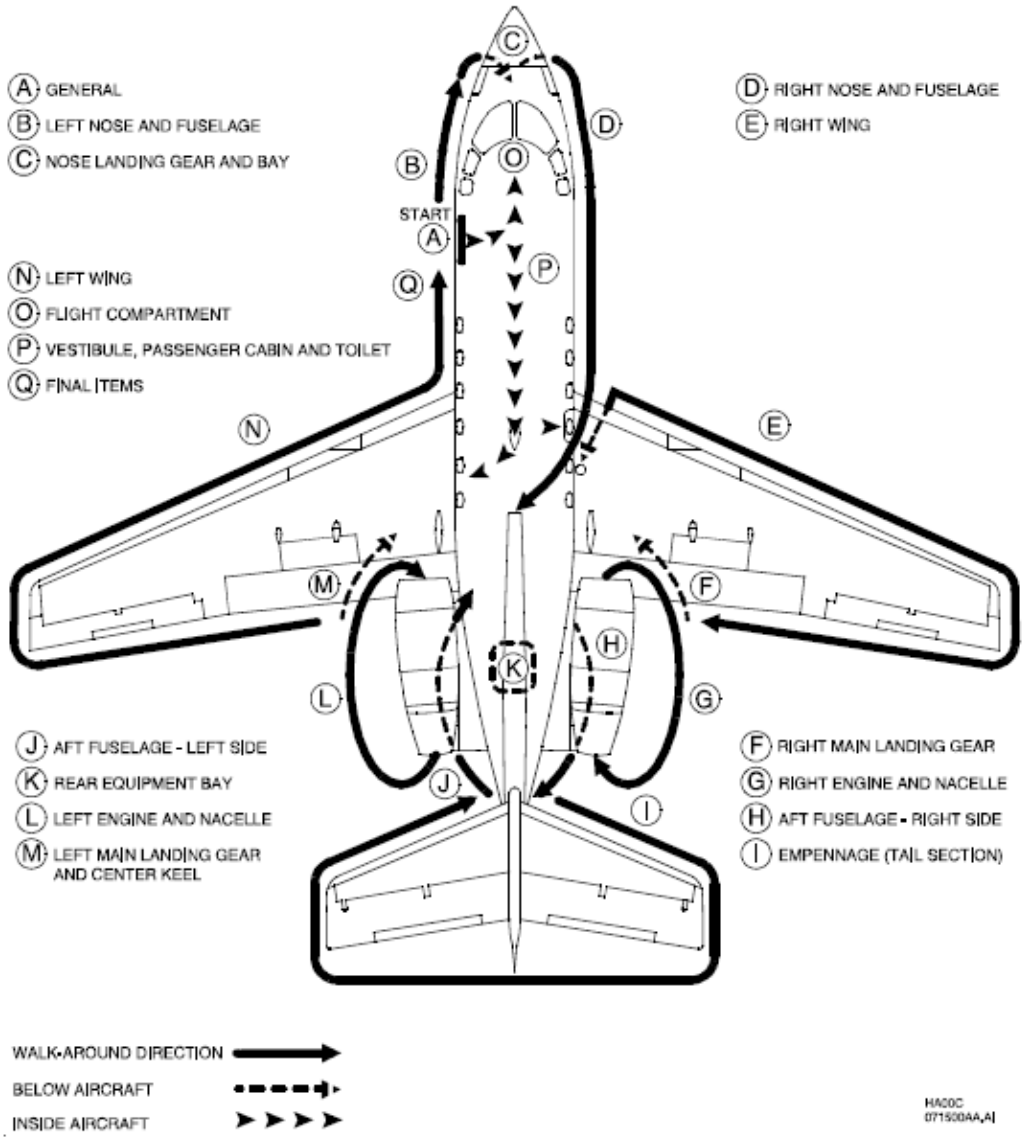


Figure 1
Recommended Walk-Around Sequence
Airplanes Without Winglets

PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

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Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

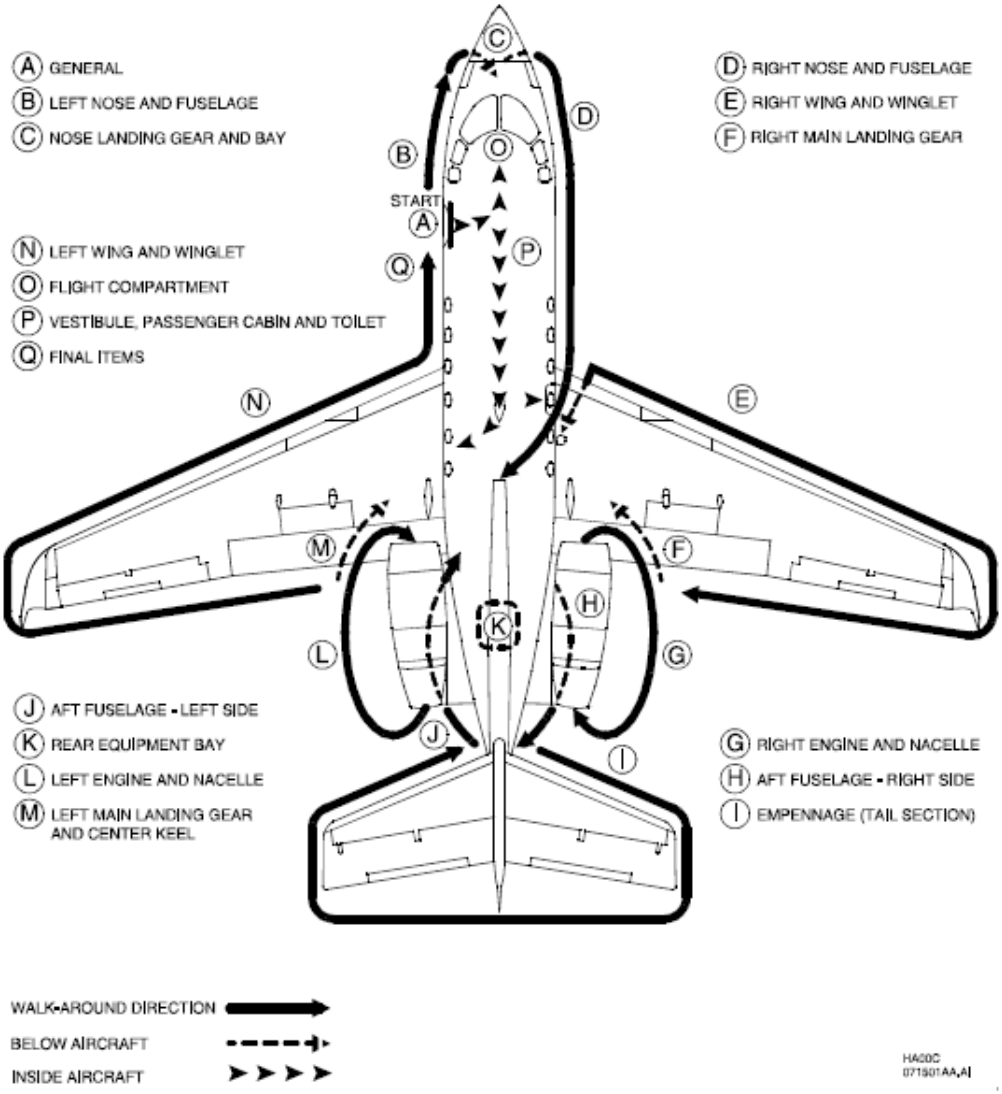


Figure 2
Recommended Walk-Around Sequence
Airplanes With Winglets

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

Part I

PRE-FLIGHT CHECKS

Before proceeding with these checks, make sure that you have read and understood the Preamble and the notes that follow the Preamble.

Preamble

The PRE-FLIGHT CHECKS supersede and replace the PRE-FLIGHT INSPECTION which was previously listed in the Hawker 800XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE.

It is the responsibility of the Flight Crew and Pilot-in-Command to ensure the items contained within are accomplished before flight. The Flight Crew or appropriately rated maintenance personnel may accomplish all items. It is recommended that these pages be photocopied and used as a check-off sheet prior to each flight.

NOTE: Requirements marked with ✈ (preceding the check) need only be completed once daily, before the first flight.

NOTE: These checks should be done prior to and in conjunction with the External Checks and Internal Checks listed in the Normal Procedures section of the FAA Approved Airplane Flight Manual.

NOTE: Refer to Figure 1 or Figure 2 (as applicable) — Recommended Walk-Around Sequence.

		Check Box when Complete
A. General		
	(1) Make sure that any defects reported in the technical log or Pilot's Report have been cleared or cleared for flight in accordance with the Minimum Equipment List.	☐
	(2) Assure that Post Flight Checks have been accomplished.	☐
	NOTE: Do not remove gear pins.	
	(3) Remove external covers, plugs, guards, internal control locks (if installed) and stow correctly (Part III, Para. C).	☐
B. Left Nose and Fuselage		
	(1) Make sure the stall detector vane moves freely through the full range of travel. Vane movement must be smooth and damped.	☐
✈	(2) Check pitot tube condition, cover removed and hole clear.	☐
	(3) Check static plate and static ports for condition; free from dents, corrosion, contaminants and obstructions.	☐
	(4) Check OAT sensor probe for condition.	☐
	(5) Check ice detector for condition and rotor movement.	☐
	(6) Check external fuselage and flight compartment windows for damage.	☐
	(7) Check nose skin, forward of static plate, free from dents, paint bubbles and sealant bulges.	☐
	(8) Make sure avionics access door (if installed) is correctly seated and secure.	☐

PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

		Check Box when Complete
	(9) Check radome for condition and security.	☐
	(10) Check condition of nose taxi light lens and bulbs (L and R).	☐
	C. Nose Landing Gear and Bay	
	(1) Make sure the nose landing gear ground lock is installed in the nose landing gear and is secure.	☐
	(2) Make sure there is no visible damage to doors, nose gear assembly or wheels.	☐
	(3) Check the nose gear bay to make sure there is no fluid leakage.	☐
	(4) Check condition of wiring and hoses.	☐
✈	(5) Make sure that the auxiliary hydraulic system reservoir has been checked.	☐
	(6) Check nose landing gear doors are closed and manual release is secure.	☐
✈	(7) Visually check the strut for normal condition.	☐
✈	(8) Check tires for condition.	☐
	D. Right Nose and Fuselage	
	(1) Check radome for condition and security.	☐
	(2) Make sure avionics access door (if installed) is correctly seated and secure.	☐
	(3) Check nose skin, forward of static plate, free from dents, paint bubbles and sealant bulges.	☐
	(4) Check static plate and static ports for condition; free from dents, corrosion, contaminants and obstructions.	☐
	(5) Check external fuselage and flight compartment windows for damage.	☐
✈	(6) Check pitot tube condition, cover removed and hole clear.	☐
	(7) Make sure the stall detector vane moves freely through the full range of travel. Vane movement must be smooth and damped.	☐
	(8) Make sure venturi outlet is clear.	☐
	(9) Check SAT sensor for condition.	☐
	(10) Check external fuselage and windows for damage; overwing emergency exit closed and flush with fuselage and dorsal air intake cover removed and intake clear.	☐
	E. Right Wing	
	(1) Make sure that all water has been drained from the center section fuel tank sumps (Part III, Para. D).	☐
	(2) Check condition of the wing ice light lens and bulb.	☐
	(3) Check condition of overwing fillet fairing.	☐

PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

Check Box when Complete

(4) Check the condition of the external structure of the wing to make sure it is clean and undamaged; upper and lower surface (no fuel leaks), leading edge, stall strip, landing and taxi lights (condition of lens and bulbs) and vortilon. ☐

(5) Make sure the vortex generators are secure and not deformed. ☐

(6) Check the overwing fuel cap for security. ☐

(7) Make sure the stall warning system vent (if installed) is clear. ☐

(8) Make sure the NACA vent is clear. ☐

(9) Check drain vent surge tank drain. ☐

(10) Check condition of strobe and navigation light lens and bulbs/LEDs (if installed). ☐

(11) Check condition of wing tip. Check winglet (if installed). ☐

(12) Check condition of aileron and aileron trim tab. ☐

(13) Make sure there are no foreign objects or debris in the aileron shrouds. ☐

(14) Make sure the aileron moves freely through the full range of travel. ☐

(15) Check condition of flap and air brakes. ☐

(16) Check for damaged or missing static wicks. ☐

F. Right Main Landing Gear

(1) Make sure main landing gear ground lock is installed in the main landing gear and is secure. ☐

(2) Visually inspect the side stay components and attach points for security and make sure there is no visible damage. ☐

✈ (3) Visually check the strut for normal condition. ☐

✈ (4) Check tires for condition. ☐

(5) Make sure there is no visible damage to the fairing and main landing gear doors. ☐

(6) Check the main gear and inside the main gear bay to make sure there is no fluid leakage. ☐

(7) Check condition of wiring and hoses. ☐

G. Right Engine and Nacelle

(1) Check right engine, remove engine cover and make sure there are no visible oil leaks in the engine intake and cowling and free from foreign objects. ☐

WARNING: DO NOT ATTEMPT TO STOP THE FAN BY HOLDING THE BLADES IF THE FAN IS WINDMILLING. THE BLADES ARE SHARP. STOP THE FAN BY PUSHING ON THE SPINNER.

(2) Make sure there is no damage to the fan blades when viewed through the engine intake. ☐

(3) Check P_2T_2 sensor clean, undamaged and secure. ☐

(4) Make sure the starter generator cooling intake and outlet are unobstructed. ☐

PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

		Check Box when Complete
	(5) Check general condition of cowling and latches for damage, vents and drain holes should be clear.	☐
	(6) Check engine oil tank quantity (Part III, Para. L) and engine oil filter bypass pin (if installed).	☐
	(7) Make sure there is no damage to the turbine blades when viewed through the exhaust.	☐
	(8) Make sure there are no visible oil leaks in the engine cowling and engine exhaust areas.	☐
	(9) Check engine exhaust drain mast clear, no leaks.	☐
✈	(10) Make sure the pin is removed from the thrust reverser and the TR is stowed and is secure.	☐
	H. Aft Fuselage — Right Side	
✈	(1) Check the APU (if installed) exhaust is unobstructed/undamaged.	☐
	(2) Check condition of pressure refuelling cap and make sure it is secure. Make sure the pressure refuelling door is closed and secured.	☐
	(3) Make sure the ground power unit access door is secure.	☐
	(4) Make sure the oxygen charging port access panel is secure.	☐
	I. Empennage (Tail Section)	
	(1) Check condition of tailcone and make sure it is secured and locked and the vents are unobstructed.	☐
	(2) Check condition of tailcone strobe and navigation light lenses and bulbs.	☐
	(3) Make sure there is no visible damage to the vertical stabilizer and rudder.	☐
	(4) Make sure there is no visible damage to the horizontal stabilizer and elevator.	☐
	(5) Visually check that vortex generators are present and undamaged (airplanes with winglets only).	☐
	(6) Check condition of the upper anti-collision light.	☐
	(7) Check condition of static wicks, present and undamaged.	☐
	J. Aft Fuselage — Left Side	
	(1) Check ventral tank (if installed) filler cap for security and make sure the ventral tank access door is closed and secure.	☐
	(2) Check ventral tank (if installed) fairing installed and secure.	☐
	(3) Make sure the fire extinguisher pressure relief indication disc for each engine is intact and the APU (if installed) fire extinguisher pressure relief indication disc is intact (for Hawker 800XP airplanes only).	☐
	(4) Make sure the APU (if installed) inlet is clear and unobstructed.	☐

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PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

Check Box when Complete

(5) Check the External Baggage Compartment (EBC) fire bottle for the correct pressure for the existing temperature, which is found on the attached placard (Hawker 750 only). ☐

(6) Check that the EBC forward and aft fire detectors are not damaged (Hawker 750 only). ☐

(7) Make sure the EBC and baggage compartment door are undamaged and latched (Hawker 750 only). ☐

K. Rear Equipment Bay

(1) Open hatch to rear equipment bay and check condition of hatch. ☐

(2) Open upper hatch and check condition of upper hatch (Hawker 750 only). ☐

(3) Check general condition of rear equipment bay. ☐

(4) Check the maintenance panel (if installed), located next to the hydraulic accumulators. ☐

(5) Assure that hydraulic accumulator pressures have been checked, Check for minimum pressure. ☐

(6) Assure that the main hydraulic reservoir contents (dependant on accumulator pressure) have been checked and there are no leaks. ☐

(7) Check battery connectors for security. ☐

(8) Check computers, connected and secure. ☐

(9) Check APU (if installed) general condition, no leaks. ☐

(10) Make sure the fire extinguisher pressure relief indication disc, located in the rear bay adjacent to the APU (if installed) is intact (Hawker 750, 850XP and 900XP airplanes only). ☐

(11) Check stick pusher assembly, general condition/no leaks. ☐

(12) Make sure equipment bay light is off and the hatch is closed and latched securely. ☐

(13) Make sure the lower hatch is closed and latched securely (Hawker 750 only). ☐

L. Left Engine and Nacelle

(1) Remove engine cover and check exhaust and make sure it is free from foreign objects. ☐

(2) Make sure there is no damage to the turbine blades when viewed through the exhaust. ☐

(3) Make sure there are no visible oil leaks in the engine cowling and engine exhaust areas. ☐

✈ (4) Make sure the pin is removed from the thrust reverser and the TR is stowed and secure. ☐

(5) Check general condition of cowling and latches for damage, vents and drain holes should be clear. ☐

(6) Check engine oil tank quantity (Part III, Para. L) and engine oil filter bypass pin (if installed). ☐

(7) Check engine exhaust drain mast clear, no leaks. ☐

Check Box when Complete

(8) Make sure there are no visible oil leaks in the engine intake and cowling. ☐

WARNING: DO NOT ATTEMPT TO STOP THE FAN BY HOLDING THE BLADES IF THE FAN IS WINDMILLING. THE BLADES ARE SHARP. STOP THE FAN BY PUSHING ON THE SPINNER.

(9) Make sure there is no damage to the fan blades when viewed through the engine intake. ☐

(10) Check P_2T_2 sensor clean, undamaged and secure. ☐

(11) Make sure the starter generator cooling intake and outlet are unobstructed. ☐

M. Left Main Landing Gear and Center Keel

(1) Make sure the main landing gear ground lock is installed in the main landing gear and is secure. ☐

(2) Visually inspect the side stay components and attach points for security and make sure there is no visible damage. ☐

✈ (3) Visually check the strut for normal condition. ☐

✈ (4) Check tires for condition. ☐

(5) Make sure there is no visible damage to the main landing gear doors and fairing. ☐

(6) Check the main gear and inside the main gear bay to make sure there is no fluid leakage. ☐

(7) Check condition of wiring and hoses. ☐

(8) Check condition of anticollision light lens and bulb, located on the center keel. ☐

(9) Check all antennas attached to keel are secure and undamaged. ☐

(10) Make sure that all water has been drained from ventral fuel tank (if installed; Part III, Para. D). ☐

N. Left Wing

(1) Check condition of flap and air brakes. ☐

(2) Check for damaged or missing static wicks. ☐

(3) Check condition of aileron and aileron trim tab. ☐

(4) Make sure there are no foreign objects or debris in the aileron shrouds. ☐

(5) Make sure the aileron moves freely through the full range of travel. ☐

(6) Check condition of wing tip. Check condition of winglet (if installed). ☐

(7) Check condition of strobe and navigation light lens and bulbs/LEDs (if installed). ☐

(8) Check drain vent surge tank drain. ☐

(9) Make sure the NACA vent is clear. ☐

(10) Make sure the vortex generators are secure and not deformed. ☐

PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

Check Box when Complete

(11) Check the overwing fuel cap for security. ☐

(12) Make sure the stall warning system vent (if installed) is clear. ☐

(13) Check the condition of the external structure of the wing to make sure it is clean and undamaged; upper and lower surface (no fuel leaks), leading edge, stall strip, landing and taxi lights (condition of lens and bulbs) and vortilon. ☐

(14) Check condition of wing ice light lens and bulb. ☐

(15) Check condition of overwing fillet fairing seal. ☐

(16) Check condition of the boarding light lens and bulb. ☐

(17) Check condition of the main entry door seal/frame, external fuselage and windows. ☐

(18) Make sure that all water has been drained from the center section fuel tank sumps (Part II, Para. D). ☐

O. Flight Compartment

(1) Make sure all flashlights function correctly. ☐

(2) Make sure the auxiliary hydraulic system handpump handle/rudder gust lock is properly stowed. ☐

(3) Make sure the dump valve lever is set to SHUT. ☐

(4) Make sure there is full and free movement of the aileron, elevator and rudder primary controls. ☐

(5) Make sure the oxygen system contents are adequate and the valves are ON (Part II, Para H). ☐

✈ (6) With the landing gear ground locks installed, make sure that the emergency dump valve is properly exercised by operating the auxiliary hydraulic system selector handle several times. Investigate any undue stiffness in operation. On completion of the check, make sure the selector handle is reset to the fully-in position. ☐

(7) Check protective breathing equipment and portable breathing equipment (if installed). ☐

(8) Check the airframe anti-icing system tank contents. ☐

(9) Check the fuel tanks for required fuel quantities. ☐

NOTE: If the airplane will be operated in an area where microbiological contamination of fuel is likely to exist, it is strongly recommended that regular use is made of fuel treated with an approved biocidal additive. Refer to Section 2 (Limitations) in the FAA Approved Airplane Flight Manual.

P. Vestibule, Passenger Cabin and Toilet Compartment

(1) Make sure all emergency equipment is on board and properly stowed. ☐

(2) Make sure the emergency exit door is secure. ☐

(3) Remove the emergency exit internal locking pin (if installed) and stow securely. ☐

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PREVUELO AVIZOR
MODELO: *HAWKER 800XP*

Hawker 750/800XP/850XP/900XP
Ground Handling Checklist

Hawker Beechcraft Corporation

	Check Box when Complete
Q. Final Items	
(1) Make sure that all access doors and servicing panels are secure.	☐
(2) Make sure that any frost, snow or ice is removed, refer to AFM Section 2 for limitations, Make sure that any accumulation of snow or ice is removed from the air conditioning system cooling turbine exhaust duct before starting the APU or the main engines.	☐
(3) Make sure steering disconnect pin, located between the nose gear torque link sleeve and the steering sleeve, is secured in place with the quick-release pin locked. Quick-release pin is locked when indicator groove is exposed and level with the head.	☐
(4) Remove the gear pins and stow (Part III, Para C).	☐

Completion Record

Airplane Registration:.....

Time completed at:..... Date:.....

Completed by:.....

POSTVUELO AVIZOR
MODELO: *HAWKER 800XP*

INSTRUCCIONES: El técnico deberá anotar su rubrica a lado de cada punto requerido dentro de este postvuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

Part II - Post Flight Checks

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Figure 1 - Recommended Walk-Around Sequence Airplanes Without Winglets 2
Figure 2 - Recommended Walk-Around Sequence Airplanes With Winglets 4

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

POSTVUELO AVIZOR
MODELO: *HAWKER 800XP*

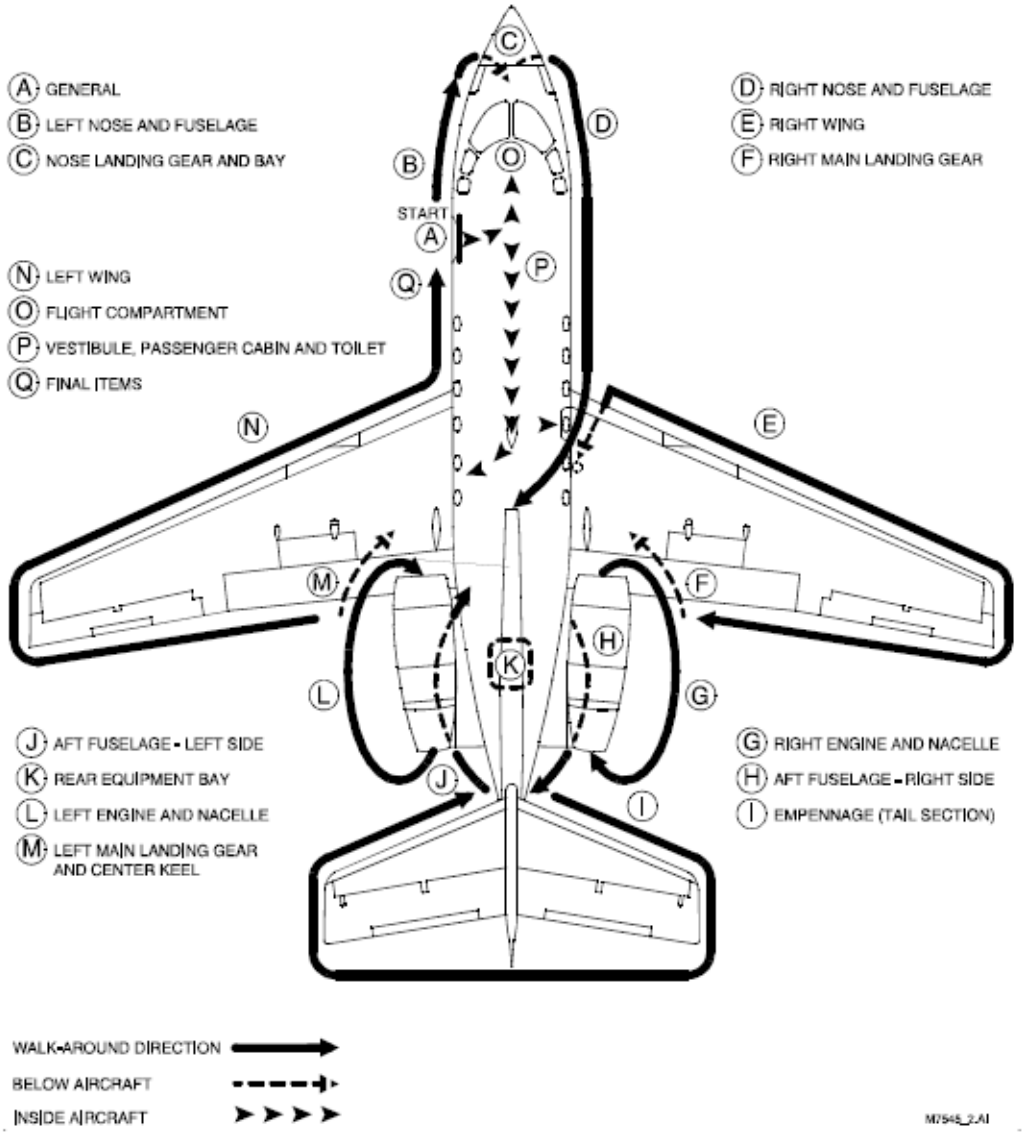


Figure 1
Recommended Walk-Around Sequence
Airplanes Without Winglets

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POSTVUELO AVIZOR
MODELO: *HAWKER 800XP*

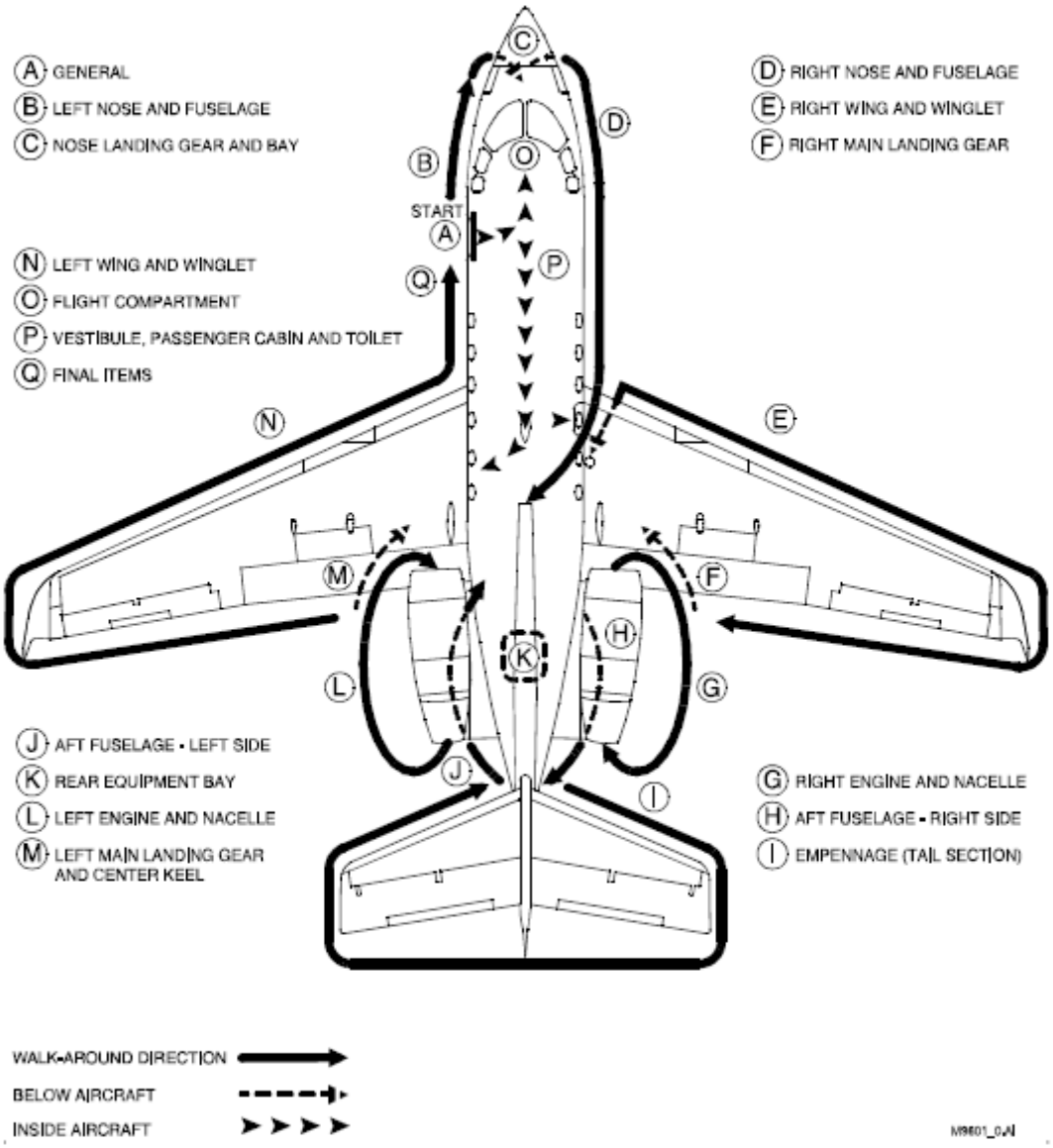


Figure 2
Recommended Walk-Around Sequence
Airplanes With Winglets

POSTVUELO AVIZOR
MODELO: *HAWKER 800XP*

Part II

POST FLIGHT CHECKS

Before proceeding with these checks, make sure that you have read and understood the Preamble and the notes that follow the Preamble.

Preamble

The POST FLIGHT CHECKS supersede and replace the POST FLIGHT INSPECTION which was previously listed in the Hawker 800XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE.

It is the responsibility of the Pilot-in-Command and Flight Crew to make sure the items contained within are accomplished after the last flight of the day. The Flight Crew or appropriately rated maintenance personnel may accomplish all items. It is recommended these pages be photocopied and used as a check-off sheet after the last flight of the day.

NOTE: Requirements marked with ✈✈ preceding the check indicate items which have the potential to cause delays if not corrected promptly. These items should be rectified immediately after the last flight of the day in order to avoid any operational delays which could occur before the next flight.

NOTE: These checks should be accomplished after the completion of the Leaving Airplane (Terminating Flight) Checks listed in the Normal Procedures section of the FAA Approved Airplane Flight Manual.

NOTE: Refer to Figure 1 or Figure 2 (as applicable) — Recommended Walk-Around Sequence.

		Check Box when Complete
A. General		
	(1) Install the landing gear ground locking pins (Part III, Para. C).	☐
	(2) Install the thrust reverser locking pins, if applicable (Part III, Para C).	☐
B. Left Nose and Fuselage		
✈✈	(1) Check external fuselage and flight compartment windows for damage.	☐
✈✈	(2) Check nose skin, forward of static plate, free from dents, paint bubbles and sealant bulges.	☐
✈✈	(3) Check radome for condition and security.	☐
C. Nose Landing Gear and Bay		
	(1) Make sure the landing gear ground locking pin is installed and secure.	☐
✈✈	(2) Make sure there is no visible damage to the doors, nose gear assembly, wheels or tires.	☐
✈✈	(3) Check the nose gear and inside the nose gear bay to make sure there is no fluid leakage.	☐
D. Right Nose and Fuselage		
✈✈	(1) Check radome for condition and security.	☐
✈✈	(2) Check nose skin, forward of static plate, free from dents, paint bubbles and sealant bulges.	☐

		Check Box when Complete
✈✈	(3) Check external fuselage, flight compartment windows and passenger windows for damage.	☐
	E. Right Wing	
✈✈	(1) Check the condition of the external structure of the wing to make sure it is clean and undamaged; upper and lower surface (no fuel leaks), leading edge, stall strip, and vortilon.	☐
	(2) Make sure the vortex generators are secure and not deformed.	☐
✈✈	(3) Make sure the NACA fuel vent is clear.	☐
	(4) Check condition of wing tip. Check condition of winglet (if installed).	☐
	(5) Check condition of aileron and aileron trim tab.	☐
	(6) Make sure there is no damage to the top or bottom surfaces of the flap, and with the flap lowered, that there is no slush, snow or ice trapped between the flap and wing structure.	☐
	NOTE: Step E. (6) is only applicable following a landing on a runway covered with deep water puddles, slush, snow or ice.	
✈✈	(7) Check for missing or damaged static wicks.	☐
	F. Right Main Landing Gear	
	(1) Make sure the main landing gear ground locking pin is installed and secure.	☐
	(2) Visually inspect the side stay components and attach points for security and make sure there is no visible damage.	☐
	(3) Make sure the main wheel tires are not damaged or excessively worn.	☐
	(4) Make sure there is no visible damage to the fairing and main landing gear doors.	☐
✈✈	(5) Check the main gear and inside the main gear bay to make sure there is no fluid leakage.	☐
	(6) Check the main wheel tie bolt nuts for evidence of loosening.	☐
	(7) Make sure the extension of the brake wear indicators have been checked.	☐
	G. Right Engine and Nacelle	
✈✈	(1) Make sure there are no visible oil leaks in the engine intake and engine cowling.	☐
	WARNING: DO NOT ATTEMPT TO STOP THE FAN BY HOLDING THE BLADES IF THE FAN IS WINDMILLING. THE BLADES ARE SHARP. STOP THE FAN BY PUSHING ON THE SPINNER.	
✈✈	(2) Make sure there is no damage to the fan blades when viewed through the engine intake.	☐
	(3) Check P_2T_2 sensor clean, undamaged and secure.	☐

POSTVUELO AVIZOR
MODELO: *HAWKER 800XP*

		Check Box when Complete
	(4) Check general condition of cowling and latches for damage.	☐
	(5) Make sure the oil bypass indicator (if installed) has not actuated (Part III, Para. L).	☐
	(6) Check oil tank quantity (Part III, Para. L).	☐
	(7) Make sure there are no signs of hydraulic fluid leakage from the engine drain mast.	☐
✈✈	(8) Make sure there is no damage to the turbine blades when viewed through the exhaust.	☐
✈✈	(9) Make sure there are no visible oil leaks in the engine cowling and engine exhaust areas.	☐
	H. Aft Fuselage — Right Side	
	(1) Check the APU (if installed) exhaust is unobstructed/undamaged.	☐
✈✈	(2) Check external fuselage for damage.	☐
	I. Empennage (Tail Section)	
	(1) Check condition of tailcone.	☐
✈✈	(2) Make sure there is no visible damage to the vertical stabilizer and rudder.	☐
✈✈	(3) Make sure there is no visible damage to the horizontal stabilizer and elevator.	☐
✈✈	(4) Check condition of static wicks, present and undamaged.	☐
	J. Aft Fuselage — Left Side	
	(1) Check the APU (if installed) intake is unobstructed/undamaged.	☐
✈✈	(2) Check external fuselage for damage.	☐
	(3) Make sure the fire extinguisher pressure relief indication disc for each engine is intact and the APU (if installed) fire extinguisher pressure relief indication disc is intact (for Hawker 800XP airplanes only).	☐
	(4) Check drain lines for signs of leakage.	☐
	(5) Check the External Baggage Compartment (EBC) fire bottle for the correct pressure for the existing temperature, which is found on the attached placard (Hawker 750 only).	☐
	(6) Check that the EBC forward and aft fire detectors are not damaged (Hawker 750 only).	☐
	(7) Make sure the external baggage compartment and door are undamaged and latched (Hawker 750 only).	☐
	K. Rear Equipment Bay	
	(1) Check general condition of rear equipment bay.	☐
	(2) Check the maintenance panel (if installed), located next to the hydraulic accumulators.	☐

Check Box when Complete

(3) Make sure the hydraulic system pressure filter differential pressure indicator button is not protruding. ☐

(4) Make sure there are no signs of fluid leakage. ☐

(5) Make sure the APU EPA collector tank drain check has been accomplished (TurboMach APU only). ☐

(6) Make sure the fire extinguisher pressure relief indication disc, located in the rear bay adjacent to the APU (if installed) is intact (Hawker 750, 850XP and 900XP airplanes only). ☐

(7) Make sure equipment bay light is off and the hatch is closed and latched securely. ☐

(8) Make sure the lower hatch is closed and latched securely (Hawker 750 only). ☐

L. Left Engine and Nacelle

✈✈ (1) Make sure there is no damage to the turbine blades when viewed through the exhaust. ☐

✈✈ (2) Make sure there are no visible oil leaks in the engine cowling and engine exhaust areas. ☐

(3) Check general condition of cowling and latches for damage. ☐

(4) Make sure the oil bypass indicator (if installed) has not actuated (Part III, Para. L). ☐

(5) Check oil tank quantity (Part III, Para. L). ☐

(6) Make sure there are no signs of hydraulic fluid leakage from the engine drain mast. ☐

✈✈ (7) Make sure there are no visible oil leaks in the engine intake and engine cowling. ☐

WARNING: DO NOT ATTEMPT TO STOP THE FAN BY HOLDING THE BLADES IF THE FAN IS WINDMILLING. THE BLADES ARE SHARP. STOP THE FAN BY PUSHING ON THE SPINNER.

✈✈ (8) Make sure there is no damage to the fan blades when viewed through the engine intake. ☐

(9) Check P_2T_2 sensor clean, undamaged and secure. ☐

M. Left Main Landing Gear and Center Keel

(1) Make sure the main landing gear ground locking pin is installed and secure. ☐

(2) Visually inspect the side stay components and attach points for security and make sure there is no visible damage. ☐

(3) Make sure the main wheel tires are not damaged or excessively worn. ☐

(4) Make sure there is no visible damage to the fairing and main landing gear doors. ☐

(5) Check the main gear and inside the main gear bay to make sure there is no fluid leakage. ☐

POSTVUELO AVIZOR
MODELO: *HAWKER 800XP*

Check Box when Complete

(6) Check the main wheel tie bolt nuts for evidence of loosening. ☐

(7) Make sure the extension of the brake wear indicators have been checked. ☐

(8) Check all antennas attached to keel are secure and undamaged. ☐

N. Left Wing

(1) Make sure there is no damage to the top or bottom surfaces of the flap, and with the flap lowered, that there is no slush, snow or ice trapped between the flap and wing structure. ☐

NOTE: Step N. (1) is only applicable following a landing on a runway covered with deep water puddles, slush, snow or ice.

✈✈ (2) Check for missing or damaged static wicks. ☐

(3) Check condition of aileron and aileron trim tab. ☐

(4) Check condition of wing tip, Check condition of winglet (if installed). ☐

✈✈ (5) Make sure that NACA fuel vent is clear. ☐

(6) Make sure the vortex generators are secure and not deformed. ☐

✈✈ (7) Check the condition of the external structure of the wing to make sure it is clean and undamaged; upper and lower surface (no fuel leaks), leading edge, stall strip, and vortilon. ☐

✈✈ (8) Check condition of main entry door seal/frame, fuselage and passenger windows. ☐

O. Flight Compartment

(1) Check condition of lens and bulbs of all external lights. ☐

NOTE: APU (if installed) or external power required.

P. Vestibule, Passenger Cabin and Toilet Compartment

CAUTION: DRAIN ALL OF THE WATER FROM THE WATER SYSTEMS WHEN THE AIRPLANE IS TO REMAIN ON THE GROUND AND THE AMBIENT TEMPERATURE IS, OR WILL BE, LESS THAN 0 DEGREES C.

(1) Make sure all passenger seat safety belts (and settee safety harnesses, if installed) operate correctly and are secure. Check latch, security and wear. ☐

Q. Final Items (Recommended)

(1) Make sure the external covers, plugs and guards are installed (Part III, Para C). ☐

(2) Make sure the emergency exit internal locking pin (if installed) is installed. ☐

(3) Make sure all internal gust locks are installed (Part III, Para C). ☐

Completion Record

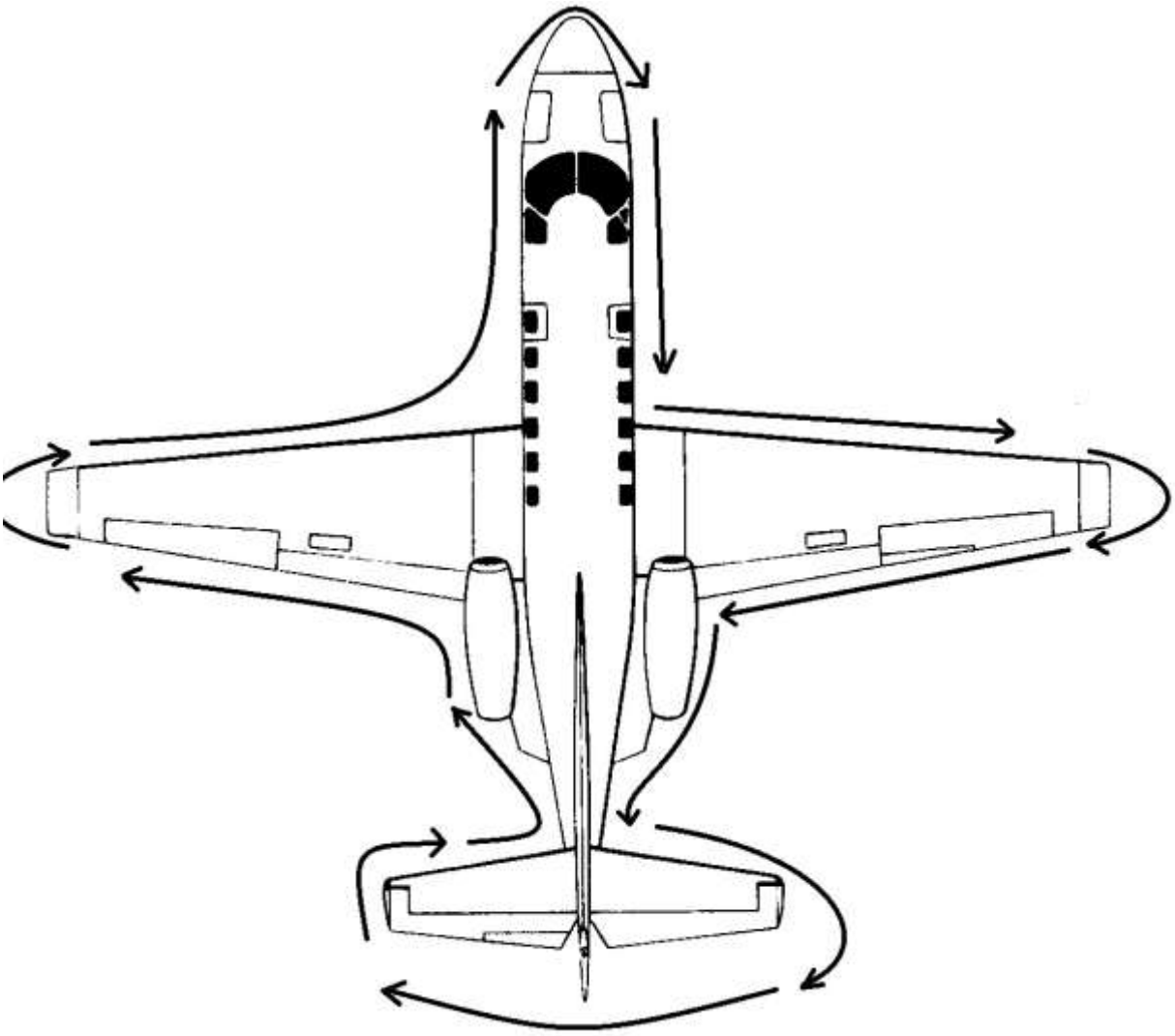
Airplane Registration: .....

Time completed at: ..... Date: .....

Completed by: .....

PREVUELO AVIZOR
MODELO: CESSNA 500-550

INSTRUCCIONES: El técnico deberá anotar su rúbrica a lado de cada punto requerido dentro de este prevuelo-postvuelo. Al finalizar los trabajos deberán poner su nombre completo, número de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.



MARCA:	***MATRICULA:***
MODELO:	**N/S:**

Nombre:	**No. Licencia**
Fecha:	**Firma:**

PREVUELO AVIZOR
MODELO: CESSNA 500-550

AREA 1 – Left Nose Check.

Item	Description	Status	Yes	No
1.	Static ports	CLEARA & WARM		
2.	Baggage Door	SECURE & LOCKED		
3.	Nose Gear, Doors, Whell & Tire	CONDITION & SECURE		
4.	Pitot Tube	CLEAR & HOT		

AREA 2 – Right Nose Check.

Item	Description	Status	Yes	No
1.	Pitot Tube	CLEAR & HOT		
2.	Windshield Alcohol Reservoir Sight	FLUID VISIBLE		
3.	Break & Gear Pneumatic Pressure Gage	GREEN ARC		
4.	Power Brake Accumulator Charge	LIGHT GREEN ARC (precharge pressure) OR DARK LIGHT (operating pressure)		
5.	Brake Fluid Reservoir Sight Gages	FLUID VISIBLE		
6.	Baggage Door	SECURE & LOCKED		
7.	Oxygen Blowout Disc	GREEN (airplanes with nose mounted oxygen cylinder)		
8.	Overboard Vent Lines	CLEAR		
9.	Static Ports	CLEAR & WARM		
10.	Angle of Attack Sensor	CLEAR, HOT & ROTATES (if installed)		

Area 3 – Right Wing Check.

Item	Description	Status	Yes	No
1.	Dorsal Fin Air Inlet	CLEAR		
2.	Engine Fan Duct and Fan	CHECK for bent blades, nicks & blockage of fan stators		
3.	Generator Cooling Air Inlet	CLEAR		
4.	Heated Leading Edge	CONDITION		
5.	Fuel Quick Drains	DRAIN & CHECK FOR CONTAMINATION		
6.	Fuel Filter Drain	DRAIN		
7.	Main Gear Door, Wheel, Tire & Landing Light	CONDITION & SECURE		
8.	Deice Boot	CONDITION & SECURE		
9.	Fuel Filler Cap	SECURE		
10.	Fuel Tank Vent	CLEAR		
11.	Navigation, strobe & Recognition Lights	CONDITION		

Nombre:	**No. Licencia**
Fecha:	**Firma:**

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELO AVIZOR
MODELO: CESSNA 500-550

Area 3 – Right Wing Check (continuacion).

Item	Description	Status	Yes	No
12.	Static Wicks	CHECK (three required)		
13.	Aileron, Flap & Speedbrakers	CONDITION & SECURE		

Area 4 – Right Nacelle Check.

Item	Description	Status	Yes	No
1.	Oil Level	CHECK		
2.	Filter cap & Access Door	SECURE		
3.	Precooler Overboard Exahust	CLEAR		
4.	Generator Cooling Air Exhaust	CLEAR		
5.-	Engine Exhaust & Bypass Ducts	CONDITION & CLEAR		
6.-	Engine Fluid Drain Mast	CLEAR		
7.-	T-2 Sensor	CONDITION		

Area 5 – Right Empenage Check.

Item	Description	Status	Yes	No
1.	Deice Boot Overboard Vents	CLEAR		
2.	Airconditioning Overboard Exhaust	CLEAR		
3.	Hydraulic Service Door	SECURE		
4.	Right Horizontal & vertical Stabilizer Deice Boots	CONDITION & SECURE		
5.	Right elevator & Trim tab	MOVEMENT & CONDITION		
6.	Tail Mounted Rotating Beacon Light	CONDITION		
7.	Tail Skid	CONDITION & SECURE		
8.	Rudder & trim Tab	SECURE & CORRECT SERVO TAB ACTION		
9.	Static Wicks (ruder, vertical stabilizer and elevators)	CHECK		
10.	Left Horizontal Stabilizer Deice Boot	CONDITION & SECURE		
11.	Oxygen Blowout Disc	GREEN		

Nombre:	**No. Licencia**
Fecha:	**Firma:**

PREVUELO AVIZOR
MODELO: CESSNA 500-550

Area 6 – AFT Compartment Check.

Item	Description	Status	Yes	No
1.	Hydraulic fluid quantity	CHECK		
2.	Fire Bottle Pressure Gages	CHECK TEMPERATURE PRESSURE RELATIONSHIP		
3.	Junction Box Circuit Brakers	IN		
4.	AFT COmpartmen Baggage	SECURE		
5.	AFT Compartment Light	OFF		
6.	Access Door	SECURE & LOCKED		

Area 7 – Left Empenage Check.

Item	Description	Status	Yes	No
1.	External power service Door	SECURE		
2.	Battery Cooling Intake & Vent Line	CLEAR		
3.	Windshield Heat Exchanger Overboard Exhaust	CLEAR		

Area 8 – Left Nacelle Check.

Item	Description	Status	Yes	No
1.	T-2 Sensor	CONDITION		
2.	Engine Fluid Drain Mast	CLEAR		
3.	Engine Exhaust & Bypass Ducts	CONDITION & CLEAR		
4.	Generator Cooling Air Exhaust	CLEAR		
5.	Precooler Overboard Exhaust	CLEAR		
6.	Oil Level	CHECK		
7.	Fillter cap & access door	SECURE		

Area 9 – Left Wing Check.

Item	Description	Status	Yes	No
1.	Aileron, Flap & Speedbrakers	CONDITION & SECURE		
2.	Static Wicks (ruder, vertical stabilizer and elevators)	CHECK		
3.	Navigation, strobe & Recognition Lights	CONDITION		
4.	Fuel Tank Vent	CLEAR		
5.	Fuel Filler Cap	SECURE		
6.	Deice Boot	CONDITION & SECURE		
7.	Main Gear Door, Wheel, Tire & Landing Light	CONDITION & SECURE		
8.	Fuel Filter Drain	DRAIN		

Nombre:	**No. Licencia**
Fecha:	**Firma:**

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELO AVIZOR
MODELO: CESSNA 500-550

Area 9 – Left Wing Check (continuacion).

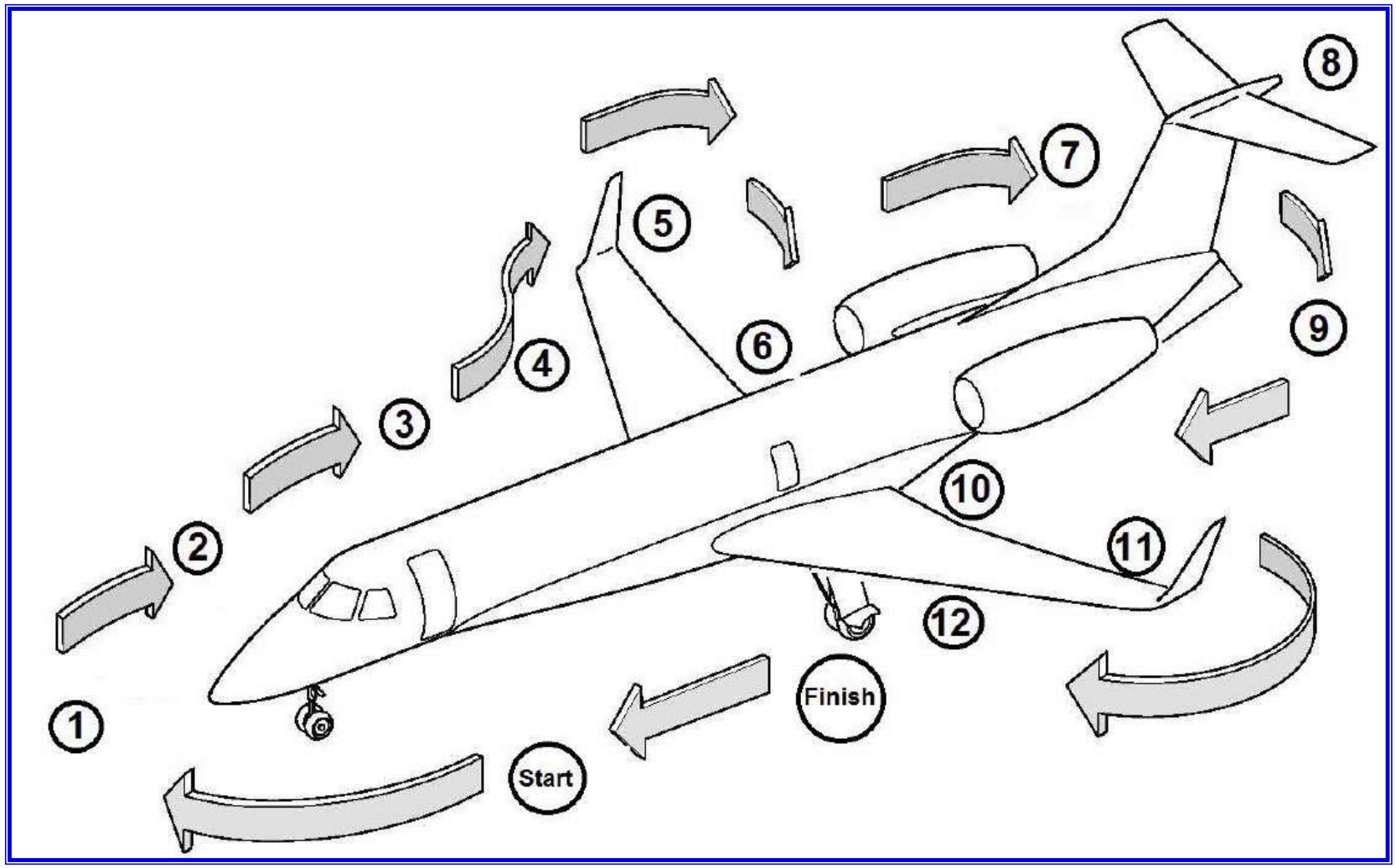
Item	Description	Status	Yes	No
9.	Fuel Quick Drains	DRAIN & CHECK FOR CONTAMINATION		
10.	Heated Leading Edge	CONDITION		
11.	Wing Inspection Light	CONDITION		
12.	Generator Cooling Air Inlet	CLEAR		
13.	Engine Fan Duct and Fan	CHECK FOR BENT BLADES, NICKS & BLOCKAGE OF FAN STATORS		
14.	Dorsal Fin Air Inlet	CLEAR		
15.	Cabin Door Seal	CHECK FOR RIPS & TEARS		

Nombre:	**No. Licencia**
Fecha:	**Firma:**

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Inspección Pre-Vuelo EMB-135BJ

Registration:		**Station:**		**Date:**	
Seria Number:		**Total Time:**		**Total Cycles:**	



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Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Dejada Intencionalmente en Blanco

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Work Instructions

Zone 1 Nose Section

Important Note: This Engineering order can only be accomplished by certified technician.	
Caution: Be sure that before starting the work all applicable tolos, document and materials needed to perform the task in safe conditions are available	

Description	Condition	technician
Access Doors and Panels	Secured	
Static Ports	No Obstruction	
Sensors and pitot tubes	Condition/No Obstruction	
Windshields Wipers	Condition	
Air Inlets	No Obstruction	
Radome	Secured	
Nose Gear	Check	
Wheels and Tires	Condition	
Gear Struts/Wheewell/Doors	Condition, No Leaks	
Ground Locking Pin	Removed	
Gear Up Hook	Un Locked	
Static Discharger	Condition	
Landing and Taxi Light	Condition	

Zone 2 Nose Right Section

Description	Condition	technician
Hydraulioc Compartment	No Leacks	
Oxygen Discharging and Recharging Panel	Check	
Oxygen Pressure Green Discharging	In Place	

Zone 3 Fuselage Section Right

Description	Condition	technician
Acces Doors and Panels	Secured	
Fueling Compartment Door	Secured	
Air Inlets and Outlets	No Obstruction	
Ram Air Inlets	No Obstruction	
Fluid Drain Holes	No leaks	
Inspection Lights	Condition	
Red Beacon	Condition	
Antennas	Condition	

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Zone 4 Wing Right Leading Edge

Description	Condition	technician
Landing Light	Condition	
Emergency Light	Condition	
Wing Leading Edge	Condition	
Acces Doors and Panels	Secured	
Direct Measuring Sticks	Pushed In	
Air Inlet Oulets and Vents	No Obstruction	
Vortilions and Vortex Generator	Number and Condition	

Zone 5 Wing Right Trailing Edge

Description	Condition	technician
Navigation and Strobe Lights	Condition	
Static Discharges	Number and Condition	
Flight Control Surface and Fairings	Condition	
Flaps	Retracted	
Spoilers	Closed	

Zone 6 Landing Gear Right

Description	Condition	technician
Main Gears	Check	
Wheels and Tires	Condition	
Main Gear Uplock Hook	Unlocked	
Gear Struts/Wheelswells	Condition/ No Leaks	
Ground Locking Pins	Removed	
Brake Wear Indicators	Check	
If the Uplock hook is in the locked position, cycle the free fall lever to reposition the up lock to the unlocked position.		

Zone 7 Engine Right

Description	Condition	technician
Engine Cowling	Secured	
Engine Inlets and Outlets	No Obstruction	
Fuel/Oil Drain	No Obstruction	
Engine Oil Level replenish if necessary	Check	
Trust Reverser	Flush With	
Turbine Exaust	Condition	
Check Engines for leaks and obstructions in the air inlets		

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Zone 8 Nacelle

Description	Condition	technician
Horizontal Stabilizer	Condition	
APU	Condition	
Pressurization Static Ports	No Obstruction	
Baggage Door	Latched/Lock Panel Closed	
Logo Lights	Condition	
Flight Control Surfaces	Condition	
Static Dischargers	Number and Condition	

Zone 9 Engine Left

Description	Condition	technician
Engine Cowling	Secured	
Engine Inlets and Outlets	No Obstruction	
Fuel/Oil Drain	No Obstruction	
Engine Oil Level replenish if necessary	Check	
Trust Reverser	Flush With	
Turbine Exaust	Condition	
Check Engines for leaks and obstructions in the air inlets		

Zone 10 Landing Gear Left

Description	Condition	technician
Main Gears	Check	
Wheels and Tires	Condition	
Main Gear Uplock Hook	Unlocked	
Gear Struts/Wheelswells	Condition/ No Leaks	
Ground Locking Pins	Removed	
Brake Wear Indicators	Check	
If the Uplock hook is in the locked position, cycle the free fall lever to reposition the up lock to the unlocked position.		

Zone 11 Wing Left Trailing Edge

Description	Condition	technician
Navigation and Strobe Lights	Condition	
Static Discharges	Number and Condition	
Flight Control Surface and Fairings	Condition	
Flaps	Retracted	
Spoilers	Closed	

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Zone 12 Wing Left Leading Edge

Description	Condition	technician
Landing Light	Condition	
Emergency Light	Condition	
Wing Leading Edge	Condition	
Acces Doors and Panels	Secure	
Direct Measuring Sticks	Pushed In	
Air Inlet Oulets and Vents	No Obstruction	
Vortilions and Vortex Generator	Number and Condition	

Internal Safety Inspection

Description	Condition	technician
Manual & Oficial Documents	On Board	
Cockpit Emergency Equipment (*life vest, PBE`s, Oxygen Bottle, Oxygen Mask, Flightlight, Desfribilator,Axle,Halon Bottle*	Check for condition and Quantity	
Overhead/Main/Pedestal Panels	Check	
Radar	Off	
ELT	Armed	
Gear	Down	
Passenger Oxygen	Auto	
Crew Oxygen Pressure	Check	
Crew Oxygen Mask and Googles	Check	
Gust Lock	Locked	
Speed Brake	Closed	
Parking Brake	On	
Flaps	0°	
Free Fall	Check	

Close Job

All Discrepancies should be reported using appropriate documentation, in accordance with Local Regulations	
Be sure that after concluding the work, the work área is properly clean and free of any foreing objects (FOD´s)	

Observaciones:

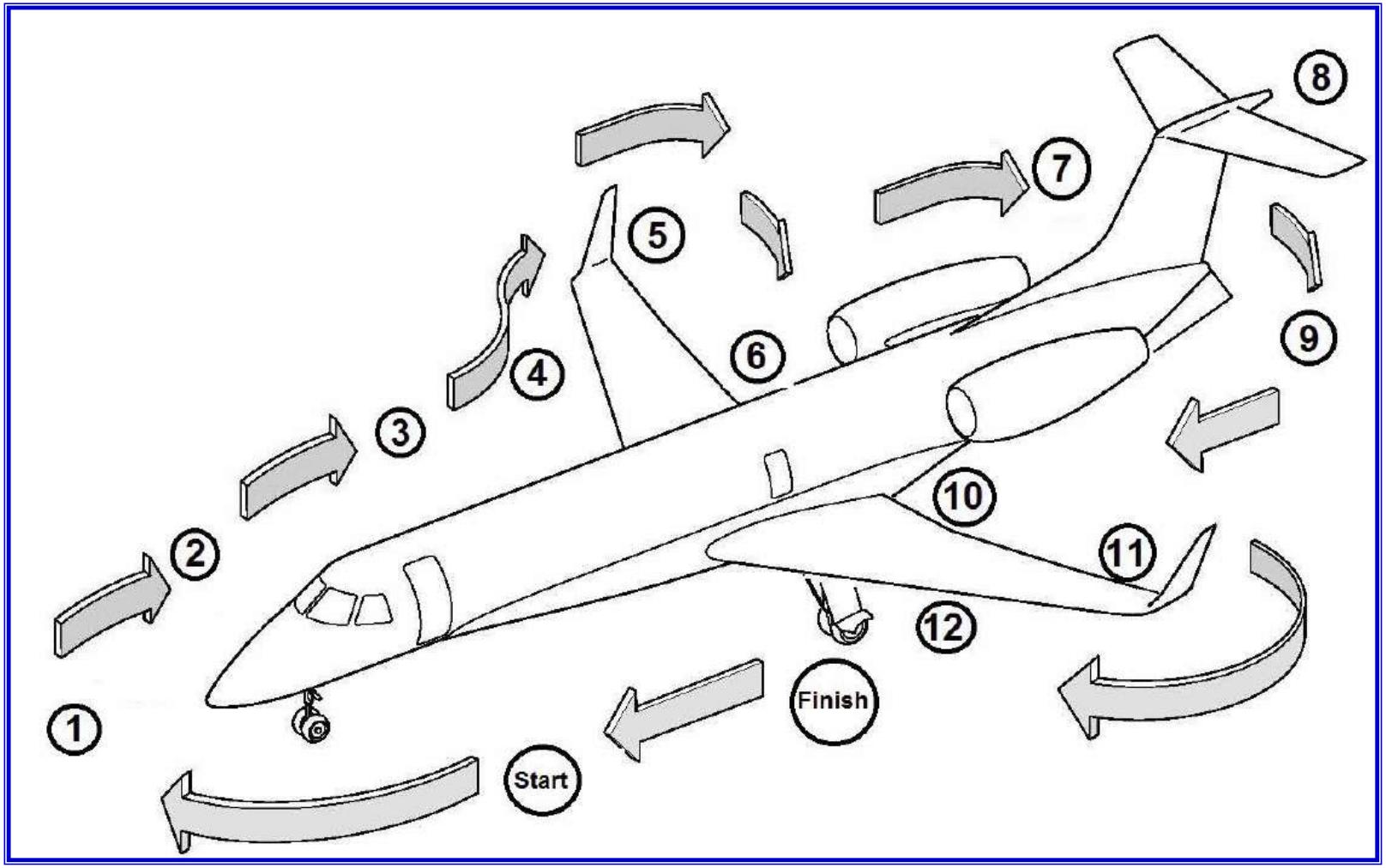
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Inspección Post-Vuelo EMB-135BJ

Registration:		**Station:**		**Date:**	
Seria Number:		**Total Time:**		**Total Cycles:**	



Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón
Querétaro, México, C.P. 76270

Dejada Intencionalmente en Blanco

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón
Querétaro, México, C.P. 76270

Work Instructions

Zone 1 Nose Section

Description	Condition	technician
Access Doors and Panels	Secured	
Static Ports	No Obstruction	
Sensors and pitot tubes	Condition/No Obstruction	
Windshields Wipers	Condition	
Air Inlets	No Obstruction	
Radome	Secured	
Nose Gear	Check	
Wheels and Tires	Condition	
Gear Struts/Wheewell/Doors	Condition, No Leaks	
Ground Locking Pin	Installed	
Gear Up Hook	Un Locked	
Static Discharger	Condition	
Landing and Taxi Light	Condition	

Zone 2 Nose Right Section

Description	Condition	technician
Hydraulioc Compartment	No Leacks	
Oxygen Discharging and Recharging Panel	Check	
Oxygen Pressure Green Discharging	In Place	

Zone 3 Fuselage Section Right

Description	Condition	technician
Acces Doors and Panels	Secured	
Fueling Compartment Door	Secured	
Air Inlets and Outlets	No Obstruction	
Ram Air Inlets	No Obstruction	
Fluid Drain Holes	No leaks	
Inspection Lights	Condition	
Red Beacon	Condition	
Antennas	Condition	

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Zone 4 Wing Right Leading Edge

Description	Condition	technician
Landing Light	Condition	
Emergency Light	Condition	
Wing Leading Edge	Condition	
Acces Doors and Panels	Secured	
Direct Measuring Sticks	Pushed In	
Air Inlet Oulets and Vents	No Obstruction	
Vortilions and Vortex Generator	Number and Condition	

Zone 5 Wing Right Trailing Edge

Description	Condition	technician
Navigation and Strobe Lights	Condition	
Static Discharges	Number and Condition	
Flight Control Surface and Fairings	Condition	
Flaps	Retracted	
Spoilers	Closed	

Zone 6 Landing Gear Right

Description	Condition	technician
Main Gears	Check	
Wheels and Tires	Condition	
Main Gear Uplock Hook	locked	
Gear Struts/Wheelswells	Condition/ No Leaks	
Ground Locking Pins	Installed	
Brake Wear Indicators	Check	
If the Uplock hook is in the locked position, cycle the free fall lever to reposition the up lock to the unlocked position.		

Zone 7 Engine Right

Description	Condition	technician
Engine Cowling	Secured	
Engine Inlets and Outlets	No Obstruction	
Fuel/Oil Drain	No Obstruction	
Engine Oil Level replenish if necessary	Check	
Trust Reverser	Flush With	
Turbine Exaust	Condition	
Check Engines for leaks and obstructions in the air inlets		

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Zone 8 Nacelle

Description	Condition	technician
Horizontal Stabilizer	Condition	
APU	Condition	
Pressurization Static Ports	No Obstruction	
Baggage Door	Latched/Lock Panel Closed	
Logo Lights	Condition	
Flight Control Surfaces	Condition	
Static Dischargers	Number and Condition	

Zone 9 Engine Left

Description	Condition	technician
Engine Cowling	Secured	
Engine Inlets and Outlets	No Obstruction	
Fuel/Oil Drain	No Obstruction	
Engine Oil Level replenish if necessary	Check	
Trust Reverser	Flush With	
Turbine Exaust	Condition	
Check Engines for leaks and obstructions in the air inlets		

Zone 10 Landing Gear Left

Description	Condition	technician
Main Gears	Check	
Wheels and Tires	Condition	
Main Gear Uplock Hook	locked	
Gear Struts/Wheelswells	Condition/ No Leaks	
Ground Locking Pins	Installed	
Brake Wear Indicators	Check	
If the Uplock hook is in the locked position, cycle the free fall lever to reposition the up lock to the unlocked position.		

Zone 11 Wing Left Trailing Edge

Description	Condition	technician
Navigation and Strobe Lights	Condition	
Static Discharges	Number and Condition	
Flight Control Surface and Fairings	Condition	
Flaps	Retracted	
Spoilers	Closed	

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Zone 12 Wing Left Leading Edge

Description	Condition	technician
Landing Light	Condition	
Emergency Light	Condition	
Wing Leading Edge	Condition	
Acces Doors and Panels	Secured	
Direct Measuring Sticks	Pushed In	
Air Inlet Oulets and Vents	No Obstruction	
Vortilions and Vortex Generator	Number and Condition	

Internal Safety Inspection

Description	Condition	technician
Manual & Oficial Documents	On Board	
Cockpit Emergency Equipment (*life vest, PBE`s, Oxygen Bottle, Oxygen Mask, Flightlight, Desfribilator,Axle,Halon Bottle*	Check for condition and Quantity	
Overhead/Main/Pedestal Panels	Check	
Radar	Off	
ELT	Off	
Gear	Down	
Passenger Oxygen	Auto	
Crew Oxygen Pressure	Check	
Crew Oxygen Mask and Googles	Check	
Gust Lock	Locked	
Speed Brake	Closed	
Parking Brake	Off	
Flaps	0°	
Free Fall	Check	

Close Job

All Discrepancies should be reported using appropriate documentation, in accordance with Local Regulations	
Be sure that after concluding the work, the work área is properly clean and free of any foreing objects (FOD´s)	

Observaciones:

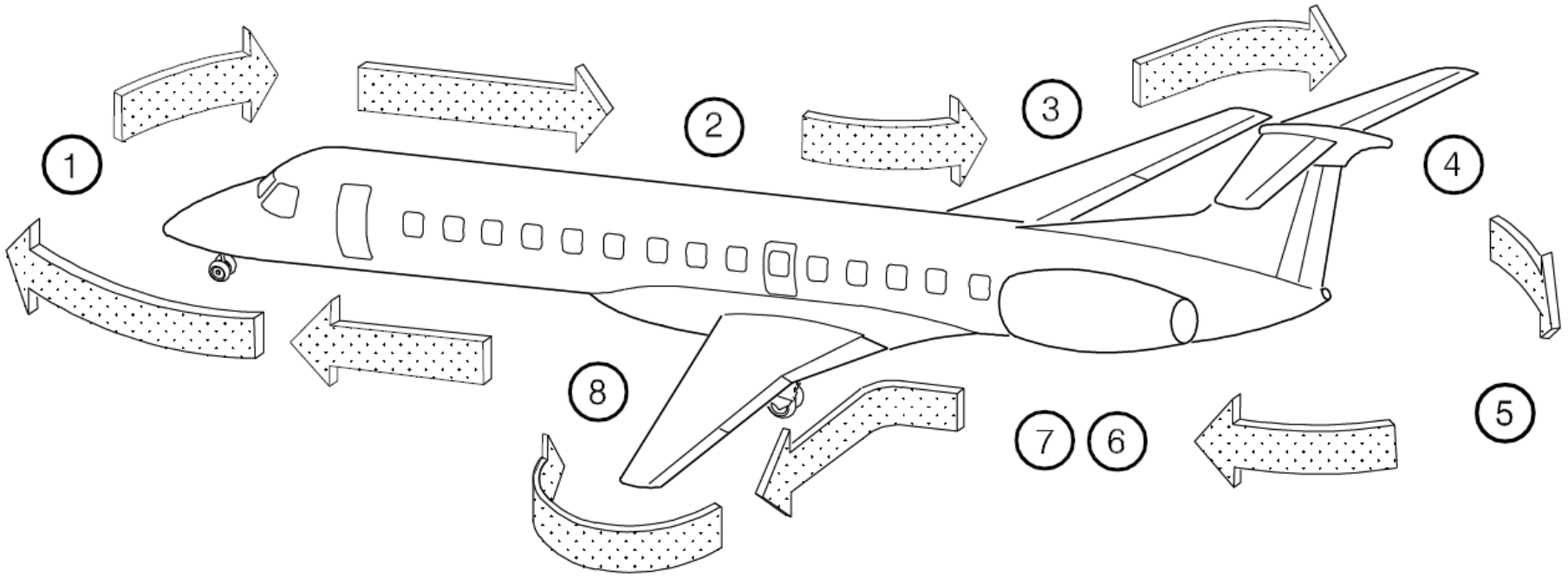
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Inspección Pre-Vuelo Post-Vuelo EMB-145LR

Registration:		**Station:**		**Date:**	
Seria Number:		**Total Time:**		**Total Cycles:**	



1. FUSELAGE FORWARD SECTION & NOSE LANDING GEAR
2. FUSELAGE & WING CENTER SECTION
3. WING & MAIN LANDING SECTION (RH)
4 NACELLE SECTION (RH)
5. VERTICAL / HORIZONTAL STABILIZER AND TAIL
6. FUSELAGE AFT SECTION
7. NACELLE SECTION (LH)
8. WING & MAIN LANDING GEAR SECTION (LH)

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CHAPTER 12 – SERVICING

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
12-15-02-610-001-A00	SVC	Sterilize Water Reservoir	

CHAPTER 21 – AIR CONDITIONING

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
21-23-05-710-001-A00	OPC	Operationally Check Toilet Gasper Hose Filter (if installed) Note: Initial inspection since new, "C" check	
21-25-01-211-001-A00	VCK	Visual Check Ram Air Flap Valve	
21-51-02-170-002-A00	RST	Clean Dual Heat Exchanger on the Aircraft	
21-51-13-211-001-A00	VCK	Visually Check Water Spray Nozzles	
21-60-08-960-001-A00	DIS	Replace Torque motor Dual Valve air filter Element Post-Mod SB 145-21-0039	

CHAPTER 23 - COMMUNICATIONS

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
23-12-04-212-001-A00	GVI	Visual Inspection of the VHF Antenna	
23-31-00-710-002-A00	OPC	Operationally Check Back-up/Emergency Cabin Interphone System	
23-31-00-710-003-A00	OPC	Operationally Check Loudspeakers	

CHAPTER 24 – ELECTRICAL POWER

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
24-34-01-900-002-A00	RST	Restore APU Starter Generator	

CHAPTER 25 – EQUIPMENT / FURNISHINGS

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
25-40-01-220-001-A00	DET	Inspection (Detailed Inspection) Lavatory Waste Disposal Door	

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CHAPTER 29 – HYDRAULIC POWER

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
29-10-00-280-001-A00	SDI	Check Hydraulic Fluid (Analysis)	

CHAPTER 34 – LANDING GEAR

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
32-10-07-212-001-A00	GVI	Inspection (Visual Inspection) the Main Landing Gear Door Polyurethane Film for integrity Note: Zones 722 and 732	
32-20-07-212-001-A00	GVI	Inspection (Visual Inspection) the Nose Landing Gear Door Polyurethane Film for integrity. Note: Zones 713 and 714	

CHAPTER 35 - OXYGEN

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
35-10-00-910-001-A00	FNC	Leak Test Crew Oxygen System Line (Note: Together with Task 35-10-07-720-002-A00)	

CHAPTER 52 - DOORS

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
52-31-00-710-001-A00	OPC	Operational Check Baggage Door Actuating and Locking Mechanism	

CHAPTER 53 - FUSELAGE

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
53-11-01-220-001-A00	DVI	Inspection (Detailed Inspection) the Presence of Water on the Radome	
53-04-02-212-001-A00	GVI	Inspection (Visual Inspection) the Naca-Air-Intake at Forward Wing-To-Fuselage Fairing Polyurethane Film for Integrity Note: Zone 191	
53-11-05-212-001-A00	GVI	Inspection (Visual Inspection) the Radome Polyurethane Film	
53-11-06-212-001-A00	GVI	Inspection (Visual Inspection) the Naca-Air-Intake at Forward Fuselage / Polyurethane Film for Integrity Note: Zone 113 and 114	

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CHAPTER 55 - STABILIZERS

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
55-10-00-212-001-A00	GVI	Inspection (Visual Inspection) the Horizontal Stabilizer Leading –Edge-Root-Fairing and Horizontal Stabilizer-Tip Polyurethane Film for Integrity Note_ Zone 333 and 334	
55-30-00-212-001-A00	GVI	Inspection (Visual Inspection) the Vertical Stabilizer Leading –Edge Polyurethane Film for Integrity Note_ Zone 333 and 334	

CHAPTER 56 - WINDOWS

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
56-10-01-720-001-A00	FNC	Functionally Check Torque of Windshield Attaching bolts Pre-Mod. SB 145-56-0006	
56-10-01-720-001-A01	FNC	Functionally Check Torque of Windshield Attaching Bolts Post-Mod SB 145-56-0006 Note: First Check At 500 FC after windshield installation	
56-10-01-720-002-A00	FNC	Functionally Check Windshield Anti-Static Coating for Continuity	
56-20-01-220-001-A00	DVI	Inspection (Detailed Inspection) Passenger Cabin Windows for Delamination except PN P03014-1	

CHAPTER 53 - FUSELAGE

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
57-43-00-212-001-A00	GVI	Inspection (Visual Inspection) the Wing –Tip-Polyurethane Film for Integrity Note: Zones 561 and 661	

CHAPTER 76 – ENGINE CONTROLS

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
76-12-01-212-001-a00	GVI	Inspection (Visual Inspection) Resolver Attachments to the Thrust Levers	

RECOMMENDED TASKS PRIOR TO THE WINTER

REFERENCE	TYPE	DESCRIPTION	TECHNICIAN
30-11-05-710-001-A00	OPC	Operationally Check Wing Leak Thermostat	
30-12-00710-001-A00	OPC	Operationally Check Electrical Hardware of the Horizontal Stabilizer Thermal Anti-icing System	
30-12-05-710-001-A00	OPC	Operationally Check Horizontal Stabilizer Leak Thermostat	
30-20-00-220-001-A00	DVI	Inspection (Detailed Inspection) Thermal Anti-ice (tai) Exhaust Duct for condition and Security of Installation	
30-20-01-720-001-A00	FNC	Functionally Check Thermal Anti-ice (Tai) Interbulkhead Assembly for Leakage	
30-31-00-710-001-A00	OPC	Operationally Check Pressurization Static Port Heating	
30-42-00-710-001-A00	OPC	Operationally Check Windshield Heating	
52-21-00-710-001-A00	OPC	Operationally Check Passenger Cabin Escape Hatch Mechanism	

CHECK PERFORMED BY FLIGHT CREW

FUSELAGE FORWARD SECTION & NOSE LANDING GEAR

CHAPTER	SYSTEM	TYPE	DESCRIPTION
21	Air Conditioning	VCK	Air Inlets
23	Static Discharging	GVI	Static Dischargers
29	Hydraulic Power	GVI	Nose Hydraulic Compartment
30	Ice & Rain Protection	GVI	Windshield Wiper
32	Landing Gear	GVI	Wheels and Tires

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FUSELAGE & WING CENTER SECTIONS

CHAPTER	SYSTEM	TYPE	DESCRIPTION
32	Landing Gear	GVI	Gear Strut / Wheelwell / Doors
32	Landing Gear	GVI	Gear Uplock Hook (Up Lock Box)
33	Lighting	GVI	Landing and Taxi Lights
34	Air Data	GVI	Sensors and Pitot Tubes
35	Oxygen	VCK	Oxygen Disc and Recharging Panel
52	Door	GVI	Access Doors and Panels
53	Fuselage	GVI	Radome
21	Air Conditioning	GVI	Ram Air Inlet / Air Inlets and Outlets
23	Communication	GVI	Antennas
33	Lighting	GVI	Inspection Light
33	Lighting	GVI	Red Beacon
34	Navigation	GVI	Antennas
52	Doors	GVI	Access Doors and Panels
52	Doors	GVI	Fueling compartment Door
23	Static Discharging	GVI	Static Dischargers
27	Flight Controls	GVI	Flight Controls Surfaces
28	Fuel	GVI	Air Inlets, Outlets and Vents
28	Fuel	GVI	Direct-Measuring Sticks
28	Fuel	GVI	Overwing Fueling Caps
32	Landing Gear	GVI	Wheels and Tires
32	Landing Gear	GVI	Gear Struts / Wheelwell
32	Landing Gear	GVI	Gear Uplock Hook
32	Landing Gear	VCK	Brake Wear Indicator
32	Landing Gear	GVI	Gear Uplock Hook (Uplock Box)
33	Lighting	GVI	Landing and Taxi Lights
33	Lighting	GVI	Emergency Lights
33	Lighting	GVI	Marking, Navigation, and Strobe Light
52	Doors	GVI	Access Doors and Panel
57	Wings	GVI	Leading Edge
57	Wings	GVI	Vortilons and Vortex

NACELLE SECTIONS (RH & LH)

CHAPTER	SYSTEM	TYPE	DESCRIPTION
52	Doors	GVI	Access Doors and Panels
54	Nacelle	GVI	Pylons
71	Power Plant	GVI	Air Inlets
72	Engine	GVI	Engines

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FUSELAGE AFT SECTION

CHAPTER	SYSTEM	TYPE	DESCRIPTION
21	Air Conditioning	GVI	Pressurizations Static Ports
49	APU	GVI	APU
52	Doors	GVI	Access Doors and Panels

VERTICAL / HORIZONTAL STABILIZER AND TAIL

CHAPTER	SYSTEM	TYPE	DESCRIPTION
21	Air Conditioning	GVI	Static Dischargers
27	Flight Controls	GVI	Flight Controls Surfaces
52	Doors	GVI	Access Doors and Panels
55	Stabilizers	GVI	Horizontal Stabilizer

FUSELAGE & WING CENTER SECTIONS

CHAPTER	SYSTEM	TYPE	DESCRIPTION
22	Auto Flight	OPC	Autopilot Disconnection
23	Communication	OPC	CVR
25	Equipment/Furnishings	GVI	Emergency Equipment
25	Equipment/Furnishings	GVI	Passenger Seats and Belts
25	Equipment/Furnishings	GVI	Galley and Toilet
26	Fire Protection	OPC	Fire Detection
27	Flight Controls	OPC	Stall Protection System
27	Flight Controls	OPC	Flight Controls
28	Fuel	OPC	Fuel Pump
28	Fuel	OPC	Fuel Quantity System
30	Ice & Rain Protection	OPC	Windshield Heating
30	Ice & Rain Protection	OPC	Ice & Rain Protection System

COCKPIT & PASSENGER CABIN

CHAPTER	SYSTEM	TYPE	DESCRIPTION
32	Landing System	OPC	Brakes
32	Landing System	OPC	Steering
34	Navigation	OPC	Reversionary Panel
34	Navigation	OPC	EICAS
35	Oxygen	OPC	Crew Oxygen Masks and Goggles
52	Doors	GVI	Emergency Exits

APE. B

FORMATOS DE TRABAJO E INSPECCION

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *KING AIR 90 SERIES*
AIRCRAFT MAINTENANCE MANUAL 90-590012-13 MAYO 2012

INSTRUCCIONES: El técnico deberá anotar su rubrica a lado de cada punto requerido dentro de este formato.

Hawker Beechcraft Corporation

KING AIR 90 SERIES MAINTENANCE MANUAL

SCHEDULED INSPECTION PROGRAM (PHASE 1) - MAINTENANCE PRACTICES (LJ-1 THRU LJ-1062; LW-1 AND AFTER)

Owner _____
W/O Number _____
Date In _____ Date Out_____
Serial No. _____ Reg. No. _____
Last Inspection _____ Phase _____
Last Inspection Date _____
Last Inspection Hours _____
Hourmeter _____Total Time _____
Total Cycles_____
Researched By _____

LH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
RH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
LH Prop S/N _____
LH Prop Total Time _____ TSOH _____
RH Prop S/N _____
RH Prop Total Time _____ TSOH _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. COMBUSTION HEATER (LJ-1 thru LJ-501)			
a. Check the gap and condition of the heater spark plug.	21-40-00		
b. Check fuel plumbing, pump and regulator for leakage, damage and security of attachment.	21-40-00		
c. Perform the HEATER FUEL FILTER ELEMENT CLEANING procedure.	21-40-00		
d. On LJ-1 thru LJ-53 that have complied with Service Letter 66-4, and on LJ-54 thru LJ-501, check the fuel heater for operation, condition and attachment.	21-40-00		
e. Inspect the heater drain lines for obstructions.	21-40-00		
f. Perform the CABIN HEAT OUT WARNING LIGHT FUNCTIONAL CHECK procedure.	21-40-00		

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B. NOSE AVIONICS COMPARTMENT NOTE There are no inspections required in this section during this phase.	ATA/GAMA REFERENCE	MECH	INSP
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B		
D. NOSE GEAR			
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.	32-40-00 CMM		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00 CMM		
2. TIRE			
a. Inspect for wear and deterioration.	12-20-00 CMM		
b. Check for correct inflation.	12-20-00 CMM		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		
4. NOSE GEAR BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS - Inspect for broken lenses or bulbs on LJ-502 thru LJ-1062; LW-1 and After.	33-40-00		
7. STEERING LINKAGE - Inspect nose gear steering mechanism and attaching hardware for wear, damage and corrosion.	32-50-00		
8. NOSE LANDING GEAR STRUT - Check strut for leakage and correct extension.	12-20-00 32-20-00		
9. NOSE GEAR RETRACT AND EXTENTION CHAIN (Exterior and interior)			
a. Inspect chain for broken links, excessive pin and link wear, misalignment, rust, corrosion and dirt.	32-30-00		

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D. NOSE GEAR (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. Check sprockets for excessive wear and hook-shaped teeth.	32-30-00		
c. Check chain for proper tension.	32-30-00		
d. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
10. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.			
E. PILOT'S COMPARTMENT			
1. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding, cracks or wear.	56-10-00		
2. WINDOWS			
a. Inspect exterior surface of cockpit side windows for scratches, cracks, chips, excess crazing or any indication of delamination.	56-10-00		
b. Inspect for any contact of the milled edge of the window with the airframe skin. Correct window contact by reinstalling and recentering the window in the airframe opening.	56-10-00		
c. Inspect for any damage from paint strippers, solvents or any unapproved sealants.	56-10-00		
3. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
4. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
5. PORTABLE FIRE EXTINGUISHER - Inspect the bottle for signs of damage and mount for security of attachment.	26 CMM		
6. SEATS, SEAT BELTS and SHOULDER HARNESSES - Inspect seat belts and shoulder harnesses for deterioration or missing components.	25-10-00		
7. BRAKE FLUID RESERVOIR PRESSURE EQUALIZATION ORIFICE - Clean and flush orifice of contaminants.	32-40-00		

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E. PILOT'S COMPARTMENT (Continued)	ATA/GAMA REFERENCE	MECH	INSP
8. UPHOLSTERY PANELS - Inspect for security of attachment.			
9. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron cable tension: TEMPERATURE: _____ °F Control Column Interconnect Cable Tension:_____ 1/8" Aileron Cable Tension: LEFT _____ RIGHT _____	27		
10. HEATING SYSTEM ***CAUTION*** *Prior to installing pilot's compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring, bleed air ducts, bleed air duct clamps, and structural components to prevent chaffing and wear.*			
a. Check all ducts for damage and deterioration.	21-20-00		
b. Check bleed air ducts (LJ-502 thru LJ-1062; LW-1 and After) for damage, insulation and adequate clearance of electrical wiring and control cables.	21-20-00		
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surface of windows for deep scratches, cracks, chips and excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.	6-50-00		
4. OUTFLOW and SAFETY VALVES - Drain outflow valve control line.	21-30-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
6. SEAT BELTS and SHOULDER HARNESSES			
a. Inspect seats and shoulder harnesses for deterioration or missing components.	25-20-00		
b. Inspect shoulder harness attachment posts for cracked, worn, brittle or missing grommet (If Installed).	25-20-00		

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F. CABIN SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. OXYGEN SYSTEM			
a. Test all outlets and masks for oxygen flow.	35-00-00		
b. Inspect oxygen system installation for damage and security of attachment.	35-00-00		
8. TOILET (If Installed) - Inspect for spillage and leakage below the toilet.	38-30-00		
9. CABIN ENTRANCE DOOR			
a. Inspect the door seal for cuts, abrasions and security of attachment.	52-10-00		
b. Inspect the cabin door support cables for wear, damage and security.	52-10-00		
10. PORTABLE FIRE EXTINGUISHER - Inspect bottle for damage and security of attachment.	26-21-00 CMM		
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Clean and inspect.	53-10-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose connections.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING (Flashing) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.	6-50-00		
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.			
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.	30-10-00		
7. RUDDER TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.			
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		

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G. REAR FUSELAGE AND EMPENNAGE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
9. FLIGHT CONTROL CABLE TENSION - Inspect and record elevator, elevator tab, rudder and rudder tab cable tension: TEMPERATURE: _____ °F Elevator Cable Tension: UP _____ DOWN_____ Elevator Tab Cable Tension: _____ Rudder Cable Tension: LEFT _____ RIGHT _____ Rudder Tab Cable Tension: _____	27		
H. LEFT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition (if installed) lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses, if installed.	33-40-00		
c. Inspect the landing lights for broken or cracked lenses on LJ-1 thru LJ-501.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-00-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.			
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. INTERGRAL FUEL TANK (LW-1 and After) - Inspect the exterior surface of the intergral tank access doors for leaks.	6-50-00 28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		

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H. LEFT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
9. AILERON and TRIM TAB - Perform the CHECKING AILERON TAB FREE PLAY procedure.	27-10-00		
10. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron and aileron tab cable tension: TEMPERATURE: _____ °F 3/16" Aileron Cable Tension: LEFT _____ Aileron Tab Cable Tension: _____	27		
11. LEFT-HAND OUTBOARD WING - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	SIRM		
12. LEFT-HAND OUTBOARD FLAP - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	27-50-00		
13. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B		
14. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, pulley brackets, etc.) for bulges, splits, bends or cracks which are conditions for replacements.	27 20-04-00		
b. Inspect control system cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27 20-04-00		
15. FLAP and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.			
16. FUEL PLUMBING - Inspect for leaks, chafing or damage and attachment.	28		
17. HINGED ACCESS DOORS (Inside wing access panels 13 and 14) - Inspect for cracks or damage to hinge and fasteners.	6-50-00		
I. LEFT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. FUEL TANKS and VENTS			

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I. LEFT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.			
c. Inspect the exterior openings of the vents for obstructions.	28-00-00		
3. CENTER SECTION - Inspect Aux Fuel Cell inboard probe and oval panel for security, leaks, corrosion and general condition. Removal of the probe and cover required. Defuel the effected tank as required to remove the probe.			
a. While fuel cell area is open, inspect fuel cell for condition, cleanliness and security. Inspect internal plumbing for security of attachment and general condition.			
4. NACELLE FUEL CELL and PROBE - Inspect for microbiological sludge buildup. If sludge is found, inspect all fuel probes, tanks, fuel lines and replace the fuel filter. Clean as required. If needed, use BIOBOR JF or Kathon FP 1.5 additive.	12-10-00 Chapter 28		
5. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
6. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00 28-21-00		
7. SUPERCHARGER MOTOR - (LJ-1 thru LJ-113 except LJ-76) - Inspect for leaks and general condition.	21-10-00		
8. FLOW CONTROL VALVE - (LJ-1 thru LJ-501) - Inspect valve and associated equipment ducts for damage, deterioration and attachment.	21-10-00		
9. LEFT-HAND WING CENTER SECTION AREA - Inspect wing center section and inboard flap, skin structure and attaching hardware for wear, damage and corrosion. If damage is found in a given area check the adjacent area.	57 SIRM		
10. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
11. LEADING EDGE and NACELLE FUEL PLUMBING - Inspect fuel plumbing for leaks, damage and security of attachment.			
12. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			

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I. LEFT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, pulley brackets, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27 20-04-00		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27 20-04-00		
13. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, and proper routing of wire bundles and security of attachment.	AC43.13-1B		
14. BLEED AIR BYPASS VALVE (LJ-502 thru LJ-1062, LW-1 and After) - Check bleed air valve at heat exchanger for operation of linkage to butterfly valve and operation of actuator motor.	21-41-00		
J. LEFT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
4. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B		
6. MAIN LANDING GEAR ACTUATOR			
a. Check actuator support brackets for visible damage and wear.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuators for leakage of internal lubricant.	32-30-00		
7. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		

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J. LEFT-HAND MAIN LANDING GEAR AREA (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
8. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	32		
K. LEFT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or Kathon FP 1.5 additive.	12-10-00		
3. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
5. SUPERCHARGER GEARBOX (LJ-1 thru LJ-501) - Check the gearbox for leaks and fill gearbox as required.	12-10-00		
6. SUPERCHARGER HYDRAULIC PUMP (LJ-1 thru LJ-113 except LJ-76) - Check for leaks and general condition.	21-10-00		
7. SUPERCHARGER HYDRAULIC RESERVOIR (LJ-1 thru LJ-113 except LJ-76)			
a. Check fluid level.	12-10-00		
b. After airplane has stood idle for 4 to 5 hours, check system for leakage by loosening the cap on the reservoir; trapped air indicates the system is free of leakage.	21-10-00		
8. INERTIAL ENGINE ANTI-ICER			
a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00 30-22-00		
b. On LJ-76, LJ-114 thru LJ-241, inspect plumbing, valve, actuator and limit-switches for damage, leakage, operation and security of attachment.	12-20-00 30-21-00		
c. On LJ-125, LJ-170 thru LJ-241 and airplanes with Kit No. 90-4015 installed, replace or bake dryer cartridge.	12-20-00 30-21-00		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
d. On LJ-242 thru LJ-1062, LW-1 and After and airplanes with Kit No, 90-9017 installed, check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-22-00		
9. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
10. MAGNETIC CHIP DETECTOR (If Installed)			
a. Remove and visually inspect plug for metal particles and damage. For LJ-1 thru LJ-672 and LW-1 thru LW-154 with Kits 100-9011-1 or -3 installed, LJ-637 thru LJ-691, LW-155 thru LW-190, perform the MAGNETIC CHIP DETECTOR 25-HOUR INSPECTION procedure in Chapter 12-10-00. For LJ-692 thru LJ-1062 and LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR INSPECTION procedure in Chapter 12-10-00.	12-10-00 79-30-00		
b. Check light in annunciator panel for proper operation. For LJ-692 thru LJ-1062, LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR ANNUNCIATOR TEST procedure in Chapter 12-10-00.	12-10-00		
L. RIGHT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition (if installed) lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses, if installed.	33-40-00		
c. Inspect the landing lights for broken or cracked lenses on LJ-1 thru LJ-501.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-00-00		

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L. RIGHT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.			
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. INTERGRAL FUEL TANK (LW-1 and After) - Inspect the exterior surfaces of the intergral tank access doors for leaks.	6-50-00 28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (Inspection panels) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		
9. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
10. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron and aileron tab cable tensions: TEMPERATURE: _____ °F 3/16" Aileron Cable Tension: RIGHT _____ Aileron Tab Cable Tension: _____	27		
11. RIGHT-HAND OUTBOARD WING - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	SIRM		
12. RIGHT-HAND OUTBOARD FLAP - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	27-50-00		
13. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B		
14. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, pulley brackets, etc.) for bulges, splits, bends or cracks which are conditions for replacements.	27 20-04-00		
b. Inspect control system cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27 20-04-00		

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L. RIGHT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
15. FLAP and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.			
16. FUEL PLUMBING - Inspect for leaks, chafing or damage and attachment.	28		
17. HINGED ACCESS DOORS (Inside wing access panels 13 and 14) - Inspect for cracks or damage to hinge and fasteners.	6-50-00		
M. RIGHT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.			
c. Inspect the exterior openings of the vents for obstructions.	28-00-00		
3. CENTER SECTION - Inspect Aux Fuel Cell inboard probe and oval panel for security, leaks, corrosion and general condition. Removal of the probe and cover required. Defuel the effected tank as required to remove the probe.			
a. While fuel cell area is open, inspect fuel cell for condition, cleanliness and security. Inspect internal plumbing for security of attachment and general condition.			
4. NACELLE FUEL CELL and PROBE - Inspect for microbiological sludge buildup. If sludge is found, inspect all fuel probes, tanks, fuel lines and replace the fuel filter. Clean as required. If needed, use BIOBOR JF or Kathon FP 1.5 additive.	12-10-00 Chapter 28		
5. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
6. BATTERY			
a. Service battery as required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions.	24-30-00		
7. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00 28-21-00		

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M. RIGHT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
8. RIGHT-HAND WING CENTER SECTION AREA - Inspect wing center section and inboard flap, skin structure and attaching hardware for wear, damage and corrosion. If damage is found in a given area check the adjacent area.	57 SIRM		
9. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
10. LEADING EDGE and NACELLE FUEL PLUMBING - Inspect fuel plumbing for leaks, damage and security of attachment.			
11. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, pulley brackets, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27 20-04-00		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27 20-04-00		
12. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, and proper routing of wire bundles and security of attachment.	AC43.13-1B		
13. BLEED AIR BYPASS VALVE (LJ-502 thru LJ-1062, LW-1 and After) - Check bleed air valve at heat exchanger for operation of linkage to butterfly valve and operation of actuator motor.	21-41-00		
N. RIGHT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
4. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		

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N. RIGHT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B		
6. MAIN LANDING GEAR ACTUATOR			
a. Check actuator support brackets for visible damage and wear.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuators for leakage of internal lubricant.	32-30-00		
7. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
8. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	32		
O. RIGHT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or Kathon FP 1.5 additive.	12-10-00		
3. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
5. INERTIAL ENGINE ANTI-ICER			
a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00 30-22-00		
b. On LJ-76, LJ-114 thru LJ-241, inspect plumbing, valve, actuator and limit-switches for damage, leakage, operation and security of attachment.	12-20-00 30-21-00		
c. On LJ-125, LJ-170 thru LJ-241 and airplanes with Kit No. 90-4015 installed, replace or bake dryer cartridge.	12-20-00 30-21-00		

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O. RIGHT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
d. On LJ-242 thru LJ-1062, LW-1 and After and airplanes with Kit No, 90-9017 installed, check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-22-00		
6. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
7. MAGNETIC CHIP DETECTOR (If Installed)			
a. Remove and visually inspect plug for metal particles and damage. For LJ-1 thru LJ-672 and LW-1 thru LW-154 with Kits 100-9011-1 or -3 installed, LJ-637 thru LJ-691, LW-155 thru LW-190, perform the MAGNETIC CHIP DETECTOR 25-HOUR INSPECTION procedure in Chapter 12-10-00. For LJ-692 thru LJ-1062 and LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR INSPECTION procedure in Chapter 12-10-00.	12-10-00 79-30-00		
b. Check light in annunciator panel for proper operation. For LJ-692 thru LJ-1062, LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR ANNUNCIATOR TEST procedure in Chapter 12-10-00.	12-10-00		
P. LANDING GEAR RETRACTION **NOTE** Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection.			
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32		
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32		
b. Check door linkage for wear, damage and rigging.	32		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		

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P. LANDING GEAR RETRACTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check for proper operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32		
7. SAFETY SWITCH - Check for security and proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00		
9. LIMIT SWITCHES	32-30-00		
a. Check for correct adjustment.			
b. Check for security of attachment.			
10. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks. ***CAUTION*** *Do not continue operation after receiving a gear-down indication on all gears. Further movement of the handle could damage the drive mechanism and prevent subsequent electrical gear retraction. The landing gear cannot be retracted manually.*	32-30-00		
11. NOSE GEAR RETRACT CHAIN (Exterior only) - Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
12. PLACARDS - Check that all placards are in place and are legible.	11-20-00/ POH		
Q. OPERATIONAL INSPECTION			
NOTE The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF VALVES - Check for proper operation.			
2. CROSSFEED VALVE - Check for proper operation.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. BOOST PUMPS - Check for proper operation.			
4. AUXILIARY FUEL TRANSFER JET PUMPS (LW-1 and After) - Check for proper operation.			
5. STARTER-GENERATOR			
a. Check starter for proper operation.			
b. Check generator for proper output.			
6. IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel light illumination.			
7. ENGINE OIL - Check for proper pressure and temperature limits.			
8. FUEL QUANTITY GAGES - Check for proper operation.			
9. INTERSTAGE TURBINE TEMPERATURE / INLET TEMPERATURE - Check for correct limits on engine start.			
10. VACUUM SYSTEM - Check for correct limits.			
11. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS			
a. Perform low pitch torque check.	76-00-00		
b. Perform secondary low pitch stop check. (If installed)	61-40-00		
14. AUTOFEATHERING CHECK (If Installed) - Refer to AUTOFEATHER OPERATIONAL CHECK.	61-23-00		
15. PROPELLER SYNCHRONIZER / SYNCHROPHASER - Refer to FUNCTIONAL TEST and confirm proper synchronization.	61-24-00 61-25-00 61-26-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).			
17. IDLE RPM - Check for correct rpm (both high and low rpm).			
18. AC INVERTERS - Check for proper operation.			
19. AUTO-IGNITION (If Installed)			
a. Check for proper operation.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. Check for annunciator panel illumination.			
20. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.	CMM		
21. SURFACE DEICE SYSTEM - Check for proper operation and cycling.			
22. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
23. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
24. AUTOPILOT - Check for proper operation as outlined in the applicable King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
25. STALL WARNING - Check for proper operation.			
26. ENGINE FIRE DETECTORS (If Installed) - Perform system test according to instructions found in the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
27. ENGINE FIRE EXTINGUISHERS (If Installed) - Perform system test according to instructions found in the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
28. PRESSURIZATION SYSTEM - Check for proper operation. NOTE Refer to the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
29. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
30. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
31. LANDING and TAXI LIGHTS - Check for proper operation.			
32. OUTBOARD WING LIGHTS (Right and Left) - Check proper operation of all navigation and strobe (if installed) lights.			
33. COCKPIT LIGHTS - Check for proper operation.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
34. EFIS COOLING BLOWERS (If installed) - Check for proper operation.			
35. ELECTRIC ELEVATOR TRIM - Check for proper operation.			
36. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
37. STATIC SYSTEM - Inspect alternate air valve for operation.			
38. WINDSHIELD - Perform heated operational check.			
39. THRESHOLD LIGHT - Check for proper operation.			
40. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
41. PILOT'S and COPILOT'S SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
42. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. CABIN ENTRANCE DOOR			
a. Check that folding steps (If installed) do not fold too soon and that they fold properly without interference.			
b. Check CABIN DOOR / CABIN DOOR OPEN annunciator for proper operation.			
c. Inspect cabin door damper (If installed) for leakage and proper operation.			
44. EMERGENCY EXIT			
a. Check emergency release handles and latch mechanism for proper operation.			
b. Check that latches open and close freely.			
45. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
46. REAR FUSELAGE and EMPENNAGE LIGHTS - Check for proper operation.			
47. AILERON (LH and RH) - Check for freedom of movement.			

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48. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
49. FUEL TANK HEATED VENTS (LH and RH) - Check the operation of the heated vents. They should be warm to the touch.			
50. STALL WARNING HEAT - Check for proper operation.			
51. FLAPS and ACTUATORS (Inboard, Outboard, LH and RH) - Check flaps for noisy or erratic operation.			
52. WING ICING LIGHTS - Check for proper operation.			
53. EXTERNAL POWER RELAY - Check for proper operation.			
54. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.	12-20-00 30-21-00 30-22-00		
55. ELEVATOR TRIM TAB ACTUATOR BUSHINGS - Check for smoothness of operation. Ensure movement is between inner and outer bushings.	27-30-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED as required.	12-20-00		
2. LUBRICATE as NECESSARY.	12-20-00		
3. ENGINES INSPECTED after GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS			
a. Ensure Special Inspection requirements are complied with at the appropriate intervals.	5-21-05		
b. Perform Continuous Corrosion Control Inspection if required by the environmental conditions encountered.	5-29-00		
6. IN-FLIGHT WORKSHEET - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00		

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R. POST INSPECTION ITEMS (Continued)	ATA/GAMA REFERENCE	MECH	INSP
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment are installed in the airplane and serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

INSPECTION COMPLETED

I certify that Phase 1 Inspection was performed in accordance with the King Air 90 Inspection Program and that the airplane is approved for return to service:

DATE: _____

MECHANIC: _____

CREW CHIEF: _____

QUALITY CONTROL INSPECTOR: _____

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SCHEDULED INSPECTION PROGRAM (PHASE 2) - MAINTENANCE PRACTICES (LJ-1 THRU LJ-1062; LW-1 AND AFTER)

Owner _____
W/O Number _____
Date In _____ Date Out_____
Serial No. _____ Reg. No. _____
Last Inspection _____ Phase _____
Last Inspection Date _____
Last Inspection Hours _____
Hourmeter _____Total Time _____
Total Cycles_____
Researched By _____

LH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
RH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
LH Prop S/N _____
LH Prop Total Time _____ TSOH _____
RH Prop S/N _____
RH Prop Total Time _____ TSOH _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. AIR-CONDITIONING COMPRESSOR			
a. Inspect for security of attachment and oil leaks.	21-50-00		
b. Inspect drive belt for deterioration, wear and proper tension.	21-50-00		
c. Check for proper compressor oil level if oil leak indications are present.	12-10-00		
2. COMBUSTION HEATER (LJ-1 thru LJ-501)			
a. Check the gap and condition of the heater spark plug.	21-40-00		
b. Check fuel plumbing, pump and regulator for leakage, damage and security of attachment.	21-40-00		
c. Perform the HEATER FUEL FILTER ELEMENT CLEANING procedure.	21-40-00		
d. On LJ-1 thru LJ-53 that have complied with Service Letter 66-4, and on LJ-54 thru LJ-501, check the fuel heater for operation, condition and attachment.	21-40-00		

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A. NOSE SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
e. Inspect the heater drain lines for obstructions.	21-40-00		
f. Perform the CABIN HEAT OUT WARNING LIGHT FUNCTIONAL CHECK procedure.	21-40-00		
B. NOSE AVIONICS COMPARTMENT			
1. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	12-20-00		
2. INSTRUMENT AIR FILTER - Inspect for cleanliness.	12-20-00		
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
2. FORWARD EVAPORATOR FILTER - Inspect for cleanliness.	12-10-00		
3. REFERIGERANT LINES, SERVICE VALVES and HIGH-PRESSURE RELIEF VALVES - Inspect lines and valves for leakage, damage, attachment and surface corrosion.	21-50-00		
D. NOSE GEAR			
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.	32-40-00 CMM		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00 CMM		
2. TIRE			
a. Inspect for wear and deterioration.	12-20-00 CMM		
b. Check for correct inflation.	12-20-00 CMM		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		
4. NOSE GEAR BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS - Inspect the lights for broken lenses or bulbs on LJ-502 thru LJ-1062; LW-1 and After.	33-40-00		

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D. NOSE GEAR (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. NOSE GEAR LOWER DRAG LEG - Remove nose gear drag brace bolt and inspect lower drag leg hole for corrosion and wear.	32-50-00		
8. NOSE GEAR ACTUATOR - Inspect actuator support brackets for damage, cracks and loose or missing fasteners.	12-20-00 32-20-00		
9. NOSE GEAR RETRACT AND EXTENTION CHAIN (Exterior only)			
a. Inspect chain for broken links, excessive pin and link wear, misalignment, rust, corrosion and dirt.	32-30-00		
b. Check sprocket for excessive wear and hook-shaped teeth.	32-30-00		
c. Check chain for proper tension.	32-30-00		
d. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
E. PILOT'S COMPARTMENT			
1. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding cracks or wear.	56-10-00		
2. WINDOWS			
a. Inspect exterior surface of cockpit side windows for scratches, cracks, chips, excess crazing or any indication of delamination.	56-10-00		
b. Inspect for any contact of the milled edge of the window with the airframe skin. Correct window contact by reinstalling and recentering the window in the airframe opening.	56-10-00		
c. Inspect for any damage from paint strippers, solvents or any unapproved sealants.	56-10-00		
3. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
4. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
5. VENTILATION BLOWER - Inspect for dirt, grease, moisture and security of attachment. Rotate blower by hand and ensure that it rotates freely. Check for noise or evidence of worn bearings. Turn on the blower and check for noise or vibration.	21-50-00		

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E. PILOT'S COMPARTMENT (Continued)	ATA/GAMA REFERENCE	MECH	INSP
6. HEATING SYSTEM			
a. Check all ducts for damage and deterioration.	21-20-00		
b. Check bleed air ducts (LJ-502 thru LJ-1062; LW-1 and After) for damage, insulation and adequate clearance of electrical wiring and control cables. ***CAUTION*** *Prior to installing pilot's compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring, bleed air ducts, bleed air duct clamps, and structural components to prevent chaffing and wear*	21-20-00		
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips, excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.	6-50-00		
4. OUTFLOW and SAFETY VALVES - Drain outflow valve control line.	21-30-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
6. PRESSURIZATION DUCTS - Inspect for security of attachment.	21-20-00		
7. UPHOLSTERY PANELS - Inspect for security of attachment.			
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Clean and inspect.	53-10-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose connections.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING (Flashing) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.	6-50-00		
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.			

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G. REAR FUSELAGE AND EMPENNAGE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.	30-10-00		
7. RUDDER TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.			
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
9. EMPENNAGE and CONTROL SURFACES			
a. Check elevator trim tab free play.	27-30-00		
b. Check rudder trim tab free play.	27-20-00		
c. Inspect elevator and rudder hinge brackets and their spar attach areas.	27-20-00 27-30-00		
10. OXYGEN SYSTEM - Inspect plumbing for security of attachment.	35-00-00		
H. LEFT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition (if installed) lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses, if installed.	33-40-00		
c. Inspect the landing lights for broken or cracked lenses on LJ-1 thru LJ-501.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-00-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing or flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		

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H. LEFT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
7. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
8. INTEGRAL FUEL TANK (LW-1 and After) - Inspect the exterior surface of the intergral tank access doors for leaks.	6-50-00 28-10-00		
I. LEFT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing or flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect exterior openings of vents for obstructions.	28-00-00		
3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
4. SUPERCHARGER (LJ-1 thru LJ-113 except LJ-76) - Check Hydraulic Drive system pressure.	21-10-00		
5. SUPERCHARGER DUCTS and FIREWALL PRESSURIZATION SHUTOFF VALVE (LJ-1 thru LJ-501)			
a. Check supercharger and ducts for condition and attachment.			
b. Inspect firewall pressurization shutoff valve for condition and freedom of operation.	21-10-00		
6. SUPERCHARGER MOTOR - (LJ-1 thru LJ-113 except LJ-76) - Check for leaks and general condition.	21-10-00		

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I. LEFT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. FLOW CONTROL VALVE - (LJ-1 thru LJ-501) - Inspect valve and associated equipment ducts for damage, deterioration and attachment.	21-10-00		
8. SILENCER - (LJ-1 thru LJ-501) - Check for deterioration, damage and security of attachment.	21-10-00		
J. LEFT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
4. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.	AC43.13-1B/2B		
6. MAIN LANDING GEAR ACTUATOR			
a. Check actuator support brackets for visible damage and wear.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuators for leakage of internal lubricant.	32-30-00		
K. LEFT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 Biocide (Ref. 12-10-00).	12-10-00		

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3. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00		
b. Inspect the carbon block pin for freedom of movement.	61-11-00 76-00-00		
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-11-00 76-00-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-11-00 76-00-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
5. INERTIAL ENGINE ANTI-ICER			
a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00 30-22-00		
b. (LJ-76, LJ-114 thru LJ-241) Inspect plumbing, valve, actuator and limit-switches for damage, leakage, operation and security of attachment.	12-20-00 30-21-00		
c. (LJ-125, LJ-170 thru LJ-241 and airplanes with Kit No. 90-4015 installed, replace or bake dryer cartridge.) Check main and standby actuator motors and limits switches for operation and correct adjustment.	12-20-00 30-21-00		
d. (LJ-242 thru LJ-1062, LW-1 and After, and airplanes with Kit No. 90-9017 installed) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-22-00		
6. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
c. Check for presence of activation voltage to the cartridge/ squibs. Perform the EXTINGUISHER ACTIVATION CHECK procedure.	26-20-00		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. MAGNETIC CHIP DETECTOR (If Installed)			
a. Remove and visually inspect plug for metal particles and damage. For LJ-1 thru LJ-672 and LW-1 thru LW-154 with Kits 100-9011-1 or -3 installed, LJ-637 thru LJ-691, LW-155 thru LW-190, perform the MAGNETIC CHIP DETECTOR 25-HOUR INSPECTION procedure in Chapter 12-10-00. For LJ-692 thru LJ-1062 and LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR INSPECTION procedure in Chapter 12-10-00.	12-10-00 79-30-00		
b. Check light in annunciator panel for proper operation. For LJ-692 thru LJ-1062, LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR ANNUNCIATOR TEST procedure in Chapter 12-10-00.	12-10-00		
8. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER			
a. Inspect oil cooler and plumbing for leakage, damage and security of attachment.	79-00-00		
b. Inspect drain plug for leakage, security and safety wire.	79-00-00		
11. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.			
12. FIRESEALS - Inspect for condition.	71-00-00		
13. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.			
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
14. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. NOTE Special attention should be made to the cambox.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
15. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
16. STARTER-GENERATOR - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
17. ENGINE			
a. Inspect fuel nozzles per engine manufacturer's manual.	P&W		
b. Inspect engine in accordance with the instructions found in the engine manufacturer's manual.	P&W		
18. IGNITION SYSTEM			
a. IGNITION GLOW PLUGS (LJ-1 thru LJ-922 and LW-1 thru LW-388 without Kit 100-9014-1 installed) - Inspect glow plugs.	P&W		
b. IGNITION REGULATOR BOX (LJ-1 thru LJ-922 and LW-1 thru LW-388 without Kit 100-9014-1 installed)	P&W		
1) Inspect regulator box and electrical harness for damage and security of attachment.	P&W		
2) Inspect that supply cable and ignition cable connectors are installed and safety wired.	P&W		
c. SPARK IGNITER PLUGS (LJ-1 thru LJ-922, LW-1 thru LW-388 with Kit 100-9014-1; LJ-923 and After; LW-339 and After)	P&W		

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d. IGNITION EXCITER (LJ-1 thru LJ-922, LW-1 thru LW-388 with Kit 100-9014-1; LJ-923 and After; LW-339 and After)	P&W		
1) Inspect exciter and electrical harness for damage and security of attachment.	P&W		
2) Inspect that supply cable and ignition cable connectors are installed and safety wired.	P&W		
19. FUEL RECOVERY SYSTEM			
a. FUEL DRAIN COLLECTOR SYSTEM (LJ-1 thru LJ-641 with Kit No. 100-9008-1S; LW-1 thru LW-123 with Kit No. 100-9008-3S; LJ-642 thru LJ-900; LW-124 thru LW-333).			
1) Check tank, pump, pump filter and plumbing for leaks and security of attachment.	71-70-00		
2) Perform a leak check on the collector tank.	71-70-00		
3) Check wiring to pump and tank float switch for damage and security of attachment.	71-70-00		
4) Check pump for proper operation.	71-70-00		
b. FUEL PURGE (LJ-901 thru LJ-1062; LW-334 and After)			
1) Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
2) Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
20. ENVIRONMENTAL BLEED AIR FLOW CONTROL UNIT (LJ-502 thru LJ-1062, LW-1 and After) - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-11-00		
21. INDUCTION SYSTEM and COMPRESSOR INLET - Inspect the air inlet screen and air inlet duct for obstruction and damage. Remove the engine inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects.	P&W		
22. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters.	P&W		

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23. ENGINE TRUSS MOUNT ASSEMBLY			
a. Inspect for cracks, dents, chafing and corrosion. Special attention should be made to areas around clamps.	71-20-00		
b. Inspect vibration isolators (mounts) for deterioration, damage and attachment.	71-20-00		
24. ENGINE FIRE DETECTION SYSTEM (If installed) - Check all fire detectors for sensitivity and continuity.	26-10-00		
25. AUTOFEATHER and AUTOIGNITION PRESSURE SWITCHES - (If Installed) Inspect security of attachment, leakage and electrical connection for security.	61-23-00 74-00-00		
26. PRIMARY PROPELLER GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00 61-21-00 61-22-00		
27. OVERSPEED GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00 61-21-00 61-22-00		
28. SUPERCHARGER GEARBOX (LJ-1 thru LJ-501) - Check gearbox for leaks and fill gearbox as required	12-10-00		
29. SUPERCHARGER HYDRAULIC PUMP (LJ-1 thru LJ-113 except LJ-76) - Check for leaks and general condition.	21-10-00		
30. SUPERCHARGER HYDRAULIC RESERVOIR (LJ-1 thru LJ-113 except LJ-76)			
a. Check fluid level.	12-10-00		
b. After airplane has stood idle for 4 to 5 hours, check system for leakage by loosening the cap on the reservoir; trapped air indicates the system is free of leakage.	21-10-00		
31. OIL PRESSURE SNUBBER (P/N 3R1) with porous-type element (LJ-572 thru LJ-752; LW-39 thru LW-262) - Clean element.	12-10-00		
L. RIGHT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		

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L. RIGHT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. LIGHTS			
a. Inspect the navigation and recognition (if installed) lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses, if installed.	33-40-00		
c. Inspect the landing lights for broken or cracked lenses on LJ-1 thru LJ-501.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-00-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
7. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
8. INTEGRAL FUEL TANK (LW-1 and After) - Inspect the exterior surfaces of the integral tank access doors for leaks.	6-50-00 28-10-00		
M. RIGHT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-00-00		
3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		

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M. RIGHT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
4. BATTERY			
a. Service battery as required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions.	24-30-00		
N. RIGHT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
4. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.	AC43.13-1B/2B		
6. MAIN LANDING GEAR ACTUATOR			
a. Check actuator support brackets for visible damage and wear.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuators for leakage of internal lubricant.	32-30-00		
O. RIGHT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 Biocide (Ref. 12-10-00).	12-10-00		

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3. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00		
b. Inspect the carbon block pin for freedom of movement.	61-11-00 76-00-00		
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-11-00 76-00-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-11-00 76-00-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
5. INERTIAL ENGINE ANTI-ICER			
a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00 30-22-00		
b. (LJ-76, LJ-114 thru LJ-241) Inspect plumbing, valve, actuator and limit-switches for damage, leakage, operation and security of attachment.	12-20-00 30-21-00		
c. (LJ-125, LJ-170 thru LJ-241 and airplanes with Kit No. 90-4015 installed, replace or bake dryer cartridge.) Check main and standby actuator motors and limits switches for operation and correct adjustment.	12-20-00 30-21-00		
d. (LJ-242 thru LJ-1062, LW-1 and After, and airplanes with Kit No. 90-9017 installed) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-22-00		
6. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
c. Check for presence of activation voltage to the cartridge/ squibs. Perform the EXTINGUISHER ACTIVATION CHECK procedure.	26-20-00		

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7. MAGNETIC CHIP DETECTOR (If Installed)			
a. Remove and visually inspect plug for metal particles and damage. For LJ-1 thru LJ-672 and LW-1 thru LW-154 with Kits 100-9011-1 or -3 installed, LJ-637 thru LJ-691, LW-155 thru LW-190, perform the MAGNETIC CHIP DETECTOR 25-HOUR INSPECTION procedure in Chapter 12-10-00. For LJ-692 thru LJ-1062 and LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR INSPECTION procedure in Chapter 12-10-00.	12-10-00 79-30-00		
b. Check light in annunciator panel for proper operation. For LJ-692 thru LJ-1062, LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR ANNUNCIATOR TEST procedure in Chapter 12-10-00.	12-10-00		
8. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER			
a. Inspect oil cooler and plumbing for leakage, damage and security of attachment.	79-00-00		
b. Inspect drain plug for leakage, security and safety wire.	79-00-00		
11. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.			
12. FIRESEALS - Inspect for condition.	71-00-00		
13. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.			
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		

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14. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. **NOTE** Special attention should be made to the cambox.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
15. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
16. STARTER-GENERATOR - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
17. ENGINE			
a. Inspect fuel nozzles per engine manufacturer's manual.	P&W		
b. Inspect engine in accordance with the instructions found in the engine manufacturer's manual.	P&W		
18. IGNITION SYSTEM			
a. IGNITION GLOW PLUGS (LJ-1 thru LJ-922 and LW-1 thru LW-388 without Kit 100-9014-1 installed) - Inspect glow plugs.	P&W		
b. IGNITION REGULATOR BOX (LJ-1 thru LJ-922 and LW-1 thru LW-388 without Kit 100-9014-1 installed)	P&W		
1) Inspect regulator box and electrical harness for damage and security of attachment.	P&W		
2) Inspect that supply cable and ignition cable connectors are installed and safety wired.	P&W		

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c. SPARK IGNITER PLUGS (LJ-1 thru LJ-922, LW-1 thru LW-388 with Kit 100-9014-1; LJ-923 and After; LW-339 and After)	P&W		
d. IGNITION EXCITER (LJ-1 thru LJ-922, LW-1 thru LW-388 with Kit 100-9014-1; LJ-923 and After; LW-339 and After)	P&W		
1) Inspect exciter and electrical harness for damage and security of attachment.	P&W		
2) Inspect that supply cable and ignition cable connectors are installed and safety wired.	P&W		
19. FUEL RECOVERY SYSTEM			
a. FUEL DRAIN COLLECTOR SYSTEM (LJ-1 thru LJ-641 with Kit No. 100-9008-1S; LW-1 thru LW-123 with Kit No. 100-9008-3S; LJ-642 thru LJ-900; LW-124 thru LW-333).			
1) Check tank, pump, pump filter and plumbing for leaks and security of attachment.	71-70-00		
2) Perform a leak check on the collector tank.	71-70-00		
3) Check wiring to pump and tank float switch for damage and security of attachment.	71-70-00		
4) Check pump for proper operation.	71-70-00		
b. FUEL PURGE (LJ-901 thru LJ-1062; LW-334 and After)			
1) Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
2) Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
20. ENVIRONMENTAL BLEED AIR FLOW CONTROL UNIT (LJ-502 thru LJ-1062, LW-1 and After) - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-11-00		
21. INDUCTION SYSTEM and COMPRESSOR INLET - Inspect the air inlet screen and air inlet duct for obstruction and damage. Remove the engine inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects.	P&W		
22. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters.	P&W		

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23. ENGINE TRUSS MOUNT ASSEMBLY			
a. Inspect for cracks, dents, chafing and corrosion. Special attention should be made to areas around clamps.	71-20-00		
b. Inspect vibration isolators (mounts) for deterioration, damage and attachment.	71-20-00		
24. ENGINE FIRE DETECTION SYSTEM (If installed) - Check all fire detectors for sensitivity and continuity.	26-10-00		
25. AUTOFEATHER and AUTOIGNITION PRESSURE SWITCHES - (If Installed) Inspect security of attachment, leakage and electrical connection for security.	61-23-00 74-00-00		
26. PRIMARY PROPELLER GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00 61-21-00 61-22-00		
27. OVERSPEED GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00 61-21-00 61-22-00		
28. SUPERCHARGER GEARBOX (LJ-1 thru LJ-501) - Check gearbox for leaks and fill gearbox as required	12-10-00		
29. SUPERCHARGER HYDRAULIC PUMP (LJ-1 thru LJ-113 except LJ-76) - Check for leaks and general condition.	21-10-00		
30. SUPERCHARGER HYDRAULIC RESERVOIR (LJ-1 thru LJ-113 except LJ-76)			
a. Check fluid level.	12-10-00		
b. After airplane has stood idle for 4 to 5 hours, check system for leakage by loosening the cap on the reservoir; trapped air indicates the system is free of leakage.	21-10-00		
31. OIL PRESSURE SNUBBER (P/N 3R1) with porous-type element (LJ-572 thru LJ-752; LW-39 thru LW-262) - Clean element.	12-10-00		

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P. LANDING GEAR RETRACTION NOTE Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection.	ATA/GAMA REFERENCE	MECH	INSP
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32		
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32		
b. Check door linkage for wear, damage and rigging.	32		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check for proper operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32		
7. SAFETY SWITCH - Check for security and proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00		
9. LIMIT SWITCHES	32-30-00		
a. Check for correct adjustment.			
b. Check for security of attachment.			
10. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks. *CAUTION* *Do not continue operation after receiving a gear-down indication on all gears. Further movement of the handle could damage the drive mechanism and prevent subsequent electrical gear retraction. The landing gear cannot be retracted manually.*	32-30-00		

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P. LANDING GEAR RETRACTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
11. NOSE GEAR RETRACT CHAIN (Exterior only) - Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
12. PLACARDS - Check that all placards are in place and are legible.	11-20-00/ POH		
Q. OPERATIONAL INSPECTION **NOTE** The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF VALVES - Check for proper operation.			
2. CROSSFEED VALVE - Check for proper operation.			
3. BOOST PUMPS - Check for proper operation.			
4. AUXILIARY FUEL TRANSFER JET PUMPS (LW-1 and After) - Check for proper operation.			
5. STARTER-GENERATOR			
a. Check starter for proper operation.			
b. Check generator for proper output.			
6. IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel light illumination.			
7. ENGINE OIL - Check for proper pressure and temperature limits.			
8. FUEL QUANTITY GAGES - Check for proper operation.			
9. INTERSTAGE TURBINE TEMPERATURE / INLET TEMPERATURE - Check for correct limits on engine start.			
10. VACUUM SYSTEM - Check for correct limits.			
11. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
a. Perform low pitch torque check.	76-00-00		
b. Perform secondary low pitch stop check. (If installed)	61-40-00		
14. AUTOFEATHERING CHECK (If Installed) - Refer to AUTOFEATHER OPERATIONAL CHECK.	61-23-00		
15. PROPELLER SYNCHRONIZER / SYNCHROPHASER - Refer to FUNCTIONAL TEST and confirm proper synchronization.	61-24-00 61-25-00 61-26-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).			
17. IDLE RPM - Check for correct rpm (both high and low rpm).			
18. AC INVERTERS - Check for proper operation.			
19. AUTO-IGNITION (If Installed)			
a. Check for proper operation.			
b. Check for annunciator panel illumination.			
20. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.	CMM		
21. SURFACE DEICE SYSTEM - Check for proper operation and cycling.			
22. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
23. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
24. AUTOPILOT - Check for proper operation as outlined in the applicable King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
25. STALL WARNING - Check for proper operation.			
26. ENGINE FIRE DETECTORS (If Installed) - Perform system test according to instructions found in the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			

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27. ENGINE FIRE EXTINGUISHERS (If Installed) - Perform system test according to instructions found in the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
28. PRESSURIZATION SYSTEM - Check for proper operation. **NOTE** Refer to the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
29. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
30. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
31. LANDING and TAXI LIGHTS - Check for proper operation.			
32. OUTBOARD WING LIGHTS (Right and Left) - Check proper operation of all navigation and strobe (if installed) lights.			
33. COCKPIT LIGHTS - Check for proper operation.			
34. EFIS COOLING BLOWERS (If installed) - Check for proper operation			
35. ELECTRIC ELEVATOR TRIM - Check for proper operation.			
36. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
37. STATIC SYSTEM - Inspect alternate air valve for operation.			
38. WINDSHIELD - Perform heated operational check.			
39. THRESHOLD LIGHT - Check for proper operation.			
40. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
41. PILOT'S and COPILOT'S SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
42. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. CABIN ENTRANCE DOOR			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
a. Check that folding steps (If installed) do not fold too soon and that they fold properly without interference.			
b. Check CABIN DOOR / CABIN DOOR OPEN annunciator for proper operation.			
c. Inspect cabin door damper (If installed) for leakage and proper operation.			
44. EMERGENCY EXIT			
a. Check emergency release handles and latch mechanism for proper operation.			
b. Check that latches open and close freely.			
45. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
46. REAR FUSELAGE and EMPENNAGE LIGHTS - Check for proper operation.			
47. AILERON (LH and RH) - Check for freedom of movement.			
48. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
49. FUEL TANK HEATED VENTS (LH and RH) - Check the operation of the heated vents. They should be warm to the touch.			
50. STALL WARNING HEAT - Check for proper operation.			
51. FLAPS and ACTUATORS (Inboard, Outboard, LH and RH) - Check flaps for noisy or erratic operation.			
52. WING ICING LIGHTS - Check for proper operation.			
53. EXTERNAL POWER RELAY - Check for proper operation.			
54. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.	12-20-00 30-21-00 30-22-00		
55. ELEVATOR TRIM TAB ACTUATOR BUSHINGS - Check for smoothness of operation. Ensure movement is between inner and outer bushings.	27-30-00		

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R. POST INSPECTION ITEMS	ATA/GAMA REFERENCE	MECH	INSP
1. AIRPLANE CLEANED and SERVICED as required.	12-20-00		
2. LUBRICATE as NECESSARY.	12-20-00		
3. ENGINES INSPECTED after GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS			
a. Ensure Special Inspection requirements are complied with at the appropriate intervals.	5-21-05		
b. Perform Continuous Corrosion Control Inspection if required by the environmental conditions encountered.	5-29-00		
6. IN-FLIGHT WORKSHEET - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment are installed in the airplane and serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

INSPECTION COMPLETED

I certify that Phase 2 Inspection was performed in accordance with the King Air 90 Inspection Program and that the airplane is approved for return to service:

DATE: _____

MECHANIC: _____

CREW CHIEF: _____

QUALITY CONTROL INSPECTOR: _____

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SCHEDULED INSPECTION PROGRAM (PHASE 3) - MAINTENANCE PRACTICES (LJ-1 THRU LJ-1062; LW-1 AND AFTER)

Owner _____
W/O Number _____
Date In _____ Date Out_____
Serial No. _____ Reg. No. _____
Last Inspection _____ Phase _____
Last Inspection Date _____
Last Inspection Hours _____
Hourmeter _____Total Time _____
Total Cycles_____
Researched By _____

LH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
RH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
LH Prop S/N _____
LH Prop Total Time _____ TSOH _____
RH Prop S/N _____
RH Prop Total Time _____ TSOH _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. COMBUSTION HEATER (LJ-1 thru LJ-501)			
a. Check the gap and condition of the heater spark plug.	21-40-00		
b. Check fuel plumbing, pump and regulator for leakage, damage and security of attachment.	21-40-00		
c. Perform the HEATER FUEL FILTER ELEMENT CLEANING procedure.	21-40-00		
d. On LJ-1 thru LJ-53 that have complied with Beech Service Letter 66-4, and on LJ-54 thru LJ-501, check the fuel heater for operation, condition and attachment.	21-40-00		
e. Inspect the heater drain lines for obstructions.	21-40-00		
f. Perform the CABIN HEAT OUT WARNING LIGHT FUNCTIONAL CHECK procedure.	21-40-00		

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B. NOSE AVIONICS COMPARTMENT NOTE THERE ARE NO INSPECTIONS REQUIRED IN THIS SECTION DURING THIS PHASE.	ATA/GAMA REFERENCE	MECH	INSP
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
D. NOSE GEAR			
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.	32-40-00 CMM		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00 CMM		
2. TIRE			
a. Inspect for wear and deterioration.	12-20-00 CMM		
b. Check for correct inflation.	12-20-00 CMM		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		
4. NOSE GEAR BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS - Inspect for broken lenses or bulbs on LJ-502 thru LJ-1062; LW-1 and After.	33-40-00		
7. STEERING LINKAGE - Inspect nose gear steering mechanism and attaching hardware for wear, damage and corrosion.	32-50-00		
8. NOSE GEAR RETRACT AND EXTENTION CHAIN (Exterior and interior)			
a. Inspect chain for broken links, excessive pin and link wear, misalignment, rust, corrosion and dirt.	32-30-00		
b. Check sprockets for excessive wear and hook-shaped teeth.	32-30-00		

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D. NOSE GEAR (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
c. Check chain for proper tension.	32-30-00		
d. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
E. PILOT'S COMPARTMENT			
1. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding, cracks or wear.	56-10-00		
d. Inspect windshield attachment screws for 20 inch-pounds of torque.	56-10-00		
2. WINDOWS			
a. Inspect exterior surface of cockpit side windows for scratches, cracks, chips, excess crazing or any indication of delamination.	56-10-00		
b. Inspect for any contact of the milled edge of the window with the airframe skin. Correct window contact by reinstalling and recentering the window in the airframe opening.	56-10-00		
c. Inspect for any damage from paint strippers, solvents or any unapproved sealants.	56-10-00		
3. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
4. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
5. PORTABLE FIRE EXTINGUISHER - Inspect the bottle for signs of damage and mount for security of attachment.	26-21-00 CMM		
6. SEATS, SEAT BELTS and SHOULDER HARNESSES - Inspect seat belts and shoulder harnesses for deterioration or missing components.	25-10-00		
7. BRAKE FLUID RESERVOIR PRESSURE EQUALIZATION ORIFICE - Clean and flush orifice of contaminants.	32-40-00		

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E. PILOT'S COMPARTMENT (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
8. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron cable tension: TEMPERATURE: _____ °F Control Column Interconnect Cable Tension: _____ 1/8" Aileron Cable Tension: LEFT _____ RIGHT _____	27-00-00		
9. HEATING SYSTEM			
a. Check all ducts for damage and deterioration.	21-20-00		
b. Check bleed air ducts (LJ-502 thru LJ-1062; LW-1 and After) for damage, insulation and adequate clearance of electrical wiring and control cables. ***CAUTION*** *Prior to installing pilot's compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring, bleed air ducts, bleed air duct clamps, and structural components to prevent chaffing and wear.*	21-20-00		
10. PILOT'S COMPARTMENT AREA - Inspect skin, structure, seats and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
11. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment. ***CAUTION*** *Prior to installing pilot's compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring, bleed air ducts, bleed air duct clamps, and structural components to prevent chaffing and wear.*	AC43.13-1B/2B		
12. RUDDER PEDALS			
a. Inspect rudder pedals for wear, clearance and attachment.	27-20-00		
b. Inspect rudder pedal linkage for wear, damage, attachment and operation.	27-20-00		

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E. PILOT'S COMPARTMENT (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
13. FLIGHT CONTROL COMPONENTS, CABLES AND PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, pulley brackets, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27-00-00 20-04-00		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than 3 broken wires in any given 3-foot cable length or have evidence of corrosion.	27-00-00 20-04-00		
c. (LJ-502 thru LJ-1062 and LW-1 thru LW-347) Visually inspect the rudder, elevator and trim control cables between FS116.0 and FS 147.60. Check for chafing, fraying, broken strands and adequate clearance. Pay particular attention to the clearance where the cable passes the bleed air duct and any adjacent electrical wiring or components. *CAUTION* *The travel of the elevator cable in this area is not sufficient to expose the cable for a thorough inspection without removal of the pilot's seat, floorboards, reverse current relay and/or the generator line contactor panel. Upon installation of removed components, inspect all adjacent electrical wiring and components for adequate clearance with control cables.*	27-00-00		
14. BRAKE SYSTEM - Inspect brake system components and plumbing for leakage and attachment.	32-40-00		
15. INSTRUMENT PANEL, PLUMBING and WIRING - Inspect instrument panel, subpanels, placards, shock mounts and instrument plumbing for damage, attachment, chafing and hoses for hardness or cracks.	39-10-00		
16. CONTROL COLUMN			
a. Inspect for wear, damage, corrosion, attachment and operation.	27-00-00		
b. Inspect control wheel adapter for cracks in the weld area of adapter on forward side of the control wheel.	27-00-00		
c. Inspect control wheel switches for condition and security of attachment.	27-00-00		

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E. PILOT'S COMPARTMENT (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
17. PEDESTAL			
a. Inspect pedestal components and plumbing for damage, attachment, chaffing and hoses for hardness or cracks.	39-10-00		
b. Perform the CONDITION CONTROL CATCH GATE INSPECTION procedure.	76-00-00		
18. PRESSURIZATION CONTROLLER			
a. Inspect for security of attachment, plumbing and wiring for damage and connection security.	21-30-00		
b. Inspect filter in controller assembly located within the pedestal.	21-30-00		
19. ACCESS DOORS - Inspect for fit and attachment.	6-50-00		
20. HEATED WINDSHIELD - Inspect windshield antistatic coating and tab bonding.	56-10-00		
21. RELIEF TUBE (If installed)			
a. Inspect plumbing and storage box for corrosion.			
b. Inspect relief tube outlet area for corrosion.			
22. ELECTRICAL LOAD DISTRIBUTION - Perform inspections of the DUAL BUS FEEDER and FUEL PANEL DIODES.	24-50-00		
23. EMERGENCY LANDING GEAR EXTENSION - Inspect the emergency extension handle assembly and linkage from the handle to the emergency extension pump for proper installation, wear and security of attachment.	32-30-00		
24. ENVIRONMENTAL SYSTEM			
a. Inspect ducts for condition and security of installation.			
b. Check ducts for evidence of thermal leaks and/or degradation, such as discoloration of duct insulator, adjacent structure or components.			
c. Physically inspect ducts by touching ducts, checking for thermal deterioration, deformation of the ducts, and proper connection at the joints.			
d. Perform the BLEED AIR BYPASS VALVE OPERATIONAL CHECK procedure.	21-41-00		

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E. PILOT'S COMPARTMENT (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
e. Perform the FUNCTIONAL TEST OF THE DUCT SENSE ELEMENT procedure.	21-61-00		
f. Perform the FUNCTIONAL TEST OF THE CABIN TEMPERATURE CONTROL SYSTEM procedure.	21-61-00		
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surface of windows for deep scratches, cracks, chips and excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.	6-50-00		
4. OUTFLOW and SAFETY VALVES			
a. Drain outflow valve control line.	21-30-00		
b. Inspect plumbing and components for attachment.	21-30-00		
c. Clean and inspect safety valve screen. Perform the SAFETY VALVE FILTER CLEANING procedure.	12-20-00		
d. Clean and inspect poppet and seat of both valves. Perform the appropriate OUTFLOW AND SAFETY VALVE CLEANING procedure.	12-20-00		
e. Perform functional test of outflow and safety valves.	21-30-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
6. SEAT BELTS and SHOULDER HARNESSES			
a. Inspect seats and shoulder harnesses for deterioration or missing components.	25-20-00		
b. Inspect shoulder harness attachment posts for cracked, worn, brittle or missing grommet (If installed).	25-20-00		
7. OXYGEN SYSTEM			
a. Test all outlets and masks for oxygen flow.	35-00-00		
b. Inspect oxygen system installation for damage and security of attachment.	35-00-00		
8. TOILET (If Installed) - Inspect for spillage and leakage below the toilet.	38-30-00		

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F. CABIN SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
9. CABIN ENTRANCE DOOR			
a. Inspect the door seal for cuts, abrasions and security of attachment.	52-10-00		
b. Inspect the cabin door support cables for wear, damage and security.	52-10-00		
c. Inspect door latching mechanism and cables for damage, deterioration and security of attachment.	52-10-00		
d. Inspect upper latch hooks and retaining pins for rigging, wear and damage. Replace pin at 10% diameter wear. (Pin removal required).	52-10-00 53-10-00		
e. Inspect upper latch hooks for proper tension.	52-10-00		
f. Inspect side latch bolts (bayonets) and rollers for rigging and freedom of movement.	52-10-00		
g. On LJ-1 thru LJ-1011, except LJ-986 and LJ-996, inspect the forward and aft frame for cracks in area of bayonet roller attach screws. If cracks are found, inspect adjacent structure for damage.	52-10-00 53-10-00		
h. Inspect the CABIN DOOR / CABIN DOOR OPEN annunciator switch spring.	52-00-00		
10. PORTABLE FIRE EXTINGUISHER - Inspect bottle for damage and security of attachment.	26-21-00		
11. AVIONICS EQUIPMENT and RACKS (If Installed) - Inspect avionics equipment and racks for security of attachment.			
12. BULKHEADS - Inspect for water traps.			
13. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, pulley brackets, etc.) for bulges, splits, bends and cracks which are conditions for replacement.	27-00-00 20-04-00		
b. Inspect control cables, pulleys and associated equipment for cracks, damage, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27-00-00 20-04-00		
14. LANDING GEAR BRAKE LINES - Inspect for leaks, damage and security of attachment.			

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F. CABIN SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
15. FLAP MOTOR and DRIVES - Inspect for damage and attachment.	27-50-00		
16. BELLY DRAIN VALVES - Inspect for possible obstructions.			
17. CABIN WINDOW ATTACH FRAMES - Perform inspection and check for looseness of window attach frames.	56-15-00		
18. PNEUMATIC PRESSURE REGULATOR, VACUUM EJECTOR and DEICER DISTRIBUTION VALVE - Inspect equipment and plumbing for security.			
19. CONTROL CABLE SEALS - Inspect for damage, security, cleanliness and lubrication.	20-04-00		
20. AUTOPILOT COMPONENTS - Inspect components for security of attachment.	22-10-00		
21. RELIEF TUBE (If installed)			
a. Inspect plumbing and storage box for corrosion.			
b. Inspect relief tube outlet area for corrosion.			
22. ANTENNAS - Inspect all external antennas for leading edge erosion and condition of base seals.			
23. CABIN DOORS and EMERGENCY EXITS			
a. Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		
b. Inspect corner areas of emergency exit (removed) for cracks and abrasion in area of curvature between seal and outer face of exit.	52-20-00		
24. EMERGENCY EXITS			
a. Inspect latches for damage and check all moving parts for proper operation.			
b. Check for proper latch adjustment and seal of closed door.	52-20-00		
25. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
26. ENVIRONMENTAL SYSTEM			
a. Inspect ducts for condition and security of installation.			

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F. CABIN SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
b. Check ducts for evidence of thermal leaks and/or degradation, such as discoloration of duct insulator, adjacent structure or components.			
c. Physically inspect ducts by touching ducts, checking for thermal deterioration, deformation of the ducts, and proper connection at the joints.			
27. FLUORESCENT LIGHT POWER SUPPLIES - (LJ-654, LJ-674 thru LJ-979, LW-134, LW-157 thru LW-347) - Inspect the edge card connector and power supply for contamination and corrosion. Ensure the edge card is clean and the plug that slips over the edge card is tight.			
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Clean and inspect.	53-10-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose connections.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING (Flashing) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.	6-50-00		
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.			
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.	30-10-00		
7. RUDDER TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.			
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		
9. FLIGHT CONTROL CABLE TENSION - Inspect and record elevator, elevator tab, rudder and rudder tab cable tension: TEMPERATURE: _____ °F Elevator Cable Tension: UP _____ DOWN_____ Elevator Tab Cable Tension: _____ Rudder Cable Tension: LEFT _____ RIGHT _____ Rudder Tab Cable Tension: _____	27-00-00		

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H. LEFT-HAND OUTBOARD WING	ATA/GAMA REFERENCE	MECH	INSP
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition (if installed) lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses, if installed).	33-40-00		
c. Inspect the landing lights for broken or cracked lenses on LJ-1 thru LJ-501.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-00-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. INTERGRAL FUEL TANK (LW-1 and After) - Inspect the exterior surface of the intergral tank access doors for leaks.	6-50-00 28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		
9. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
10. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron and aileron tab cable tension: TEMPERATURE: _____ °F 3/16" Aileron Cable Tension: LEFT _____ Aileron Tab Cable Tension: _____	27-00-00		

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I. LEFT-HAND WING CENTER SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-00-00		
3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
4. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00 28-21-00		
5. SUPERCHARGER MOTOR - (LJ-1 thru LJ-113 except LJ-76) - Inspect for leaks and general condition.	21-10-00		
6. FLOW CONTROL VALVE - (LJ-1 thru LJ-501) - Inspect valve and associated equipment ducts for damage, deterioration and attachment.	21-10-00		
7. MECHANICAL LANDING GEAR TORQUE TUBE AND ASSOCIATED COMPONENTS - Inspect torque tube, bearings, supports, universal joints, and hardware for security of attachment, wear, cracks, breaks, bends, splits, chaffing, alignment, and clearance from associated structures and their components. Disconnect the torque tubes at both ends and rotate check bearing for wear or roughness.			
J. LEFT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		

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J. LEFT-HAND MAIN LANDING GEAR AREA (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
4. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
6. MAIN LANDING GEAR ACTUATOR			
a. Check actuator support brackets for visible damage and wear.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuators for leakage of internal lubricant.	32-30-00		
7. DRAG BRACE			
a. Inspect elliptical hole for excessive wear.	32-10-00 CMM		
b. Inspect for security of attach fittings.	32-10-00		
c. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
d. Inspect mount bolts for wear.			
8. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	32-00-00		
K. LEFT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 Biocide (Ref. 12-10-00).	12-10-00		
3. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
5. SUPERCHARGER GEARBOX (LJ-1 thru LJ-501) Check the gearbox for leaks and fill gearbox as required.	12-10-00		
6. SUPERCHARGER HYDRAULIC PUMP (LJ-1 thru LJ-113 except LJ-76) - Check for leaks and general condition.	21-10-00		

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K. LEFT-HAND ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
7. SUPERCHARGER HYDRAULIC RESERVOIR (LJ-1 thru LJ-113 except LJ-76)			
a. Check fluid level.	12-10-00		
b. After airplane has stood idle for 4 to 5 hours, check system for leakage by loosening the cap on the reservoir; trapped air indicates the system is free of leakage.	21-10-00		
8. INERTIAL ENGINE ANTI-ICER			
a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00 30-22-00		
b. On LJ-76, LJ-114 thru LJ-241, inspect plumbing, valve, actuator and limit-switches for damage, leakage, operation and security of attachment.	12-20-00 30-21-00		
c. On LJ-125, LJ-170 thru LJ-241 and airplanes with Kit No. 90-4015 installed, replace or bake dryer cartridge.	12-20-00 30-21-00		
d. On LJ-242 thru LJ-1062, LW-1 and After and airplanes with Kit No, 90-9017 installed, check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-22-00		
9. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
10. MAGNETIC CHIP DETECTOR (If Installed)			
a. Remove and visually inspect plug for metal particles and damage. For LJ-1 thru LJ-672 and LW-1 thru LW-154 with Beech Kits 100-9011-1 or -3 installed, LJ-637 thru LJ-691, LW-155 thru LW-190, perform the MAGNETIC CHIP DETECTOR 25-HOUR INSPECTION procedure in Chapter 12-10-00. For LJ-692 thru LJ-1062 and LW-191 and after, or prior serials with Beech Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR INSPECTION procedure in Chapter 12-10-00.	12-10-00 79-30-00		

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K. LEFT-HAND ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
b. Check light in annunciator panel for proper operation. For LJ-692 thru LJ-1062, LW-191 and after, or prior serials with Beech Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR ANNUNCIATOR TEST procedure in Chapter 12-10-00.	12-10-00		
L. RIGHT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition (if installed) lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses, if installed.	33-40-00		
c. Inspect the landing lights for broken or cracked lenses on LJ-1 thru LJ-501.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-00-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. INTERGRAL FUEL TANK (LW-1 and After) - Inspect the exterior surfaces of the intergral tank access doors for leaks.	6-50-00 28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (Inspection panels) - Inspect for fit and attachment.	6-50-00		

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L. RIGHT-HAND OUTBOARD WING (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		
9. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
10. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron and aileron tab cable tensions: TEMPERATURE: _____ °F 3/16" Aileron Cable Tension: RIGHT _____ Aileron Tab Cable Tension: _____	27-00-00		
M. RIGHT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-00-00		
3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
4. BATTERY			
a. Service battery as required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions.	24-30-00		
5. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00 28-21-00		

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M. RIGHT-HAND WING CENTER SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
6. MECHANICAL LANDING GEAR TORQUE TUBE AND ASSOCIATED COMPONENTS - Inspect torque tube, bearings, supports, universal joints, and hardware for security of attachment, wear, cracks, breaks, bends, splits, chaffing, alignment, and clearance from associated structures and their components. Disconnect the torque tubes at both ends and rotate check bearing for wear or roughness.			
N. RIGHT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
4. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
6. MAIN LANDING GEAR ACTUATOR			
a. Check actuator support brackets for visible damage and wear.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuators for leakage of internal lubricant.	32-30-00		
7. DRAG BRACE			
a. Inspect elliptical hole for excessive wear.	32-10-00 CMM		
b. Inspect for security of attach fittings.	32-10-00		
c. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
d. Inspect mount bolts for wear.			

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N. RIGHT-HAND MAIN LANDING GEAR AREA (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
8. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	32-00-00		
O. RIGHT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 Biocide (Ref. 12-10-00).	12-10-00		
3. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
5. INERTIAL ENGINE ANTI-ICER			
a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00 30-22-00		
b. On LJ-76, LJ-114 thru LJ-241, inspect plumbing, valve, actuator and limit-switches for damage, leakage, operation and security of attachment.	12-20-00 30-21-00		
c. On LJ-125, LJ-170 thru LJ-241 and airplanes with Kit No. 90-4015 installed, replace or bake dryer cartridge.	12-20-00 30-21-00		
d. On LJ-242 thru LJ-1062, LW-1 and After and airplanes with Kit No, 90-9017 installed, check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-22-00		
6. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		

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O. RIGHT-HAND ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
7. MAGNETIC CHIP DETECTOR (If Installed)			
a. Remove and visually inspect plug for metal particles and damage. For LJ-1 thru LJ-672 and LW-1 thru LW-154 with Beech Kits 100-9011-1 or -3 installed, LJ-637 thru LJ-691, LW-155 thru LW-190, perform the MAGNETIC CHIP DETECTOR 25-HOUR INSPECTION procedure in Chapter 12-10-00. For LJ-692 thru LJ-1062 and LW-191 and after, or prior serials with Beech Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR INSPECTION procedure in Chapter 12-10-00.	12-10-00 79-30-00		
b. Check light in annunciator panel for proper operation. For LJ-692 thru LJ-1062, LW-191 and after, or prior serials with Beech Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR ANNUNCIATOR TEST procedure in Chapter 12-10-00.	12-10-00		
P. LANDING GEAR RETRACTION **NOTE** SINCE BATTERY VOLTAGE IS NOT SUFFICIENT TO PROPERLY CYCLE THE LANDING GEAR, USE ONLY AN EXTERNAL POWER SOURCE CAPABLE OF DELIVERING AND MAINTAINING 28.25 ± 0.25 VOLTS THROUGHOUT THE EXTENSION AND RETRACTION CYCLES WHEN PERFORMING THE LANDING GEAR RETRACTION INSPECTION.			
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32-31-00		
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32-00-00		
b. Check door linkage for wear, damage and rigging.	32-00-00		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		

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P. LANDING GEAR RETRACTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
5. WARNING HORN - Check for proper operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32-30-00		
7. SAFETY SWITCH - Check for security and proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00		
9. LIMIT SWITCHES	32-30-00		
a. Check for correct adjustment.			
b. Check for security of attachment.			
10. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks. ***CAUTION*** *Do not continue operation after receiving a gear-down indication on all gears. Further movement of the handle could damage the drive mechanism and prevent subsequent electrical gear retraction. The landing gear cannot be retracted manually.*	32-30-00		
11. NOSE GEAR RETRACT CHAIN (Exterior only) - Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
12. PLACARDS - Check that all placards are in place and are legible.	11-20-00/ POH		
Q. OPERATIONAL INSPECTION **NOTE** THE FOLLOWING OPERATIONAL INSPECTION PROCEDURES ARE TO BE APPLIED DURING START AND RUN OF THE ENGINE. REFER TO THE APPLICABLE KING AIR 90 PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE ENGINE START AND RUN PROCEDURES.			
1. FIREWALL SHUTOFF VALVES - Check for proper operation.			
2. CROSSFEED VALVE - Check for proper operation.			
3. BOOST PUMPS - Check for proper operation.			
4. AUXILIARY FUEL TRANSFER JET PUMPS (LW-1 and After) - Check for proper operation.			

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
5. STARTER-GENERATOR			
a. Check starter for proper operation.			
b. Check generator for proper output.			
6. IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel light illumination.			
7. ENGINE OIL - Check for proper pressure and temperature limits.			
8. FUEL QUANTITY GAGES - Check for proper operation.			
9. INTERSTAGE TURBINE TEMPERATURE / INLET TEMPERATURE - Check for correct limits on engine start.			
10. VACUUM SYSTEM - Check for correct limits.			
11. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS			
a. Perform low pitch torque check.	76-00-00		
b. Perform secondary low pitch stop check. (If installed)	61-40-00		
14. AUTOFEATHERING CHECK (If Installed) - Refer to AUTOFEATHER OPERATIONAL CHECK.	61-23-00		
15. PROPELLER SYNCHRONIZER / SYNCHROPHASER - Refer to FUNCTIONAL TEST and confirm proper synchronization.	61-24-00 61-25-00 61-26-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).			
17. IDLE RPM - Check for correct rpm (both high and low rpm).			
18. AC INVERTERS - Check for proper operation.			
19. AUTO-IGNITION (If Installed)			
a. Check for proper operation.			
b. Check for annunciator panel illumination.			

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
20. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the Beech King Air Series Component Maintenance Manual.	CMM		
21. SURFACE DEICE SYSTEM - Check for proper operation and cycling.			
22. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
23. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
24. AUTOPILOT - Check for proper operation as outlined in the applicable King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
25. STALL WARNING - Check for proper operation.			
26. ENGINE FIRE DETECTORS (If Installed) - Perform system test according to instructions found in the applicable King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
27. ENGINE FIRE EXTINGUISHERS (If Installed) - Perform system test according to instructions found in the applicable King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
28. PRESSURIZATION SYSTEM - Check for proper operation. **NOTE** REFER TO THE APPLICABLE KING AIR 90 PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL AND PERFORM SYSTEM TEST.			
29. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
30. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
31. LANDING and TAXI LIGHTS - Check for proper operation.			
32. OUTBOARD WING LIGHTS (Right and Left) - Check proper operation of all navigation and strobe (if installed) lights.			

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
33. COCKPIT LIGHTS - Check for proper operation.			
34. EFIS COOLING BLOWERS (IF installed) - Check for proper operation.			
35. ELECTRIC ELEVATOR TRIM - Check for proper operation.			
36. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
37. STATIC SYSTEM - Inspect alternate air valve for operation.			
38. WINDSHIELD - Perform heated operational check.			
39. THRESHOLD LIGHT - Check for proper operation.			
40. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
41. PILOT'S and COPILOT'S SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
42. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. CABIN ENTRANCE DOOR			
a. Check that folding steps (If installed) do not fold too soon and that they fold properly without interference.			
b. Check CABIN DOOR / CABIN DOOR OPEN annunciator for proper operation.			
c. Inspect cabin door damper (If installed) for leakage and proper operation.			
44. EMERGENCY EXIT			
a. Check emergency release handles and latch mechanism for proper operation.			
b. Check that latches open and close freely.			
45. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
46. REAR FUSELAGE and EMPENNAGE LIGHTS - Check for proper operation.			
47. AILERON (LH and RH) - Check for freedom of movement.			
48. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
49. FUEL TANK HEATED VENTS (LH and RH) - Check the operation of the heated vents. They should be warm to the touch.			
50. STALL WARNING HEAT - Check for proper operation.			
51. FLAPS and ACTUATORS (Inboard, Outboard, LH and RH) - Check flaps for noisy or erratic operation.			
52. WING ICING LIGHTS - Check for proper operation.			
53. EXTERNAL POWER RELAY - Check for proper operation.			
54. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.	12-20-00 30-21-00 30-22-00		
55. ELEVATOR TRIM TAB ACTUATOR BUSHINGS - Check for smoothness of operation. Ensure movement is between inner and outer bushings.	27-30-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED as required.	12-20-00		
2. LUBRICATE as NECESSARY.	12-20-00		
3. ENGINES INSPECTED after GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS			
a. Ensure Special Inspection requirements are complied with at the appropriate intervals.	5-21-05		
b. Perform Continuous Corrosion Control Inspection if required by the environmental conditions encountered.	5-29-00		

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R. POST INSPECTION ITEMS (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
6. IN-FLIGHT WORKSHEET - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment are installed in the airplane and serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 AND POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

INSPECTION COMPLETED

I certify that Phase 3 Inspection was performed in accordance with the Beech King Air 90 Inspection Program and that the airplane is approved for return to service:

DATE: _____

MECHANIC: _____

CREW CHIEF: _____

QUALITY CONTROL INSPECTOR: _____

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SCHEDULED INSPECTION PROGRAM (PHASE 4) - MAINTENANCE PRACTICES (LJ-1 THRU LJ-1062; LW-1 AND AFTER)

Owner _____
W/O Number _____
Date In _____ Date Out_____
Serial No. _____ Reg. No. _____
Last Inspection _____ Phase _____
Last Inspection Date _____
Last Inspection Hours _____
Hourmeter _____Total Time _____
Total Cycles_____
Researched By _____

LH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
RH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
LH Prop S/N _____
LH Prop Total Time _____ TSOH _____
RH Prop S/N _____
RH Prop Total Time _____ TSOH _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. AIR-CONDITIONING COMPRESSOR			
a. Inspect for security of attachment and oil leaks.	21-50-00		
b. Inspect drive belt for deterioration, wear and proper tension.	21-50-00		
c. Check for proper compressor oil level if oil leak indications are present.	12-10-00		
2. COMBUSTION HEATER (LJ-1 thru LJ-501)			
a. Check the gap and condition of the heater spark plug.	21-40-00		
b. Check fuel plumbing, pump and regulator for leakage, damage and security of attachment.	21-40-00		
c. Perform the HEATER FUEL FILTER ELEMENT CLEANING procedure.	21-40-00		
d. On LJ-1 thru LJ-53 that have complied with Service Letter 66-4, and on LJ-54 thru LJ-501, check the fuel heater for operation, condition and attachment.	21-40-00		

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A. NOSE SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
e. Inspect the heater drain lines for obstructions.	21-40-00		
f. Perform the CABIN HEAT OUT WARNING LIGHT FUNCTIONAL CHECK procedure.	21-40-00		
3. NOSE SECTION AREA - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
4. RADOME - Inspect the exterior surface for cracks in the paint and fiberglass substrate.			
5. ELECTRIC HEATER (LJ-502 thru LJ-1062, LW-1 and After) - Inspect the heater, heater elements, associated wiring and ducting for condition and attachment.	21-41-00		
B. NOSE AVIONICS COMPARTMENT			
1. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	12-20-00		
2. INSTRUMENT AIR FILTER - Inspect for cleanliness.	12-20-00		
3. AVIONICS EQUIPMENT and RACKS - Inspect for security of attachment.			
4. AVIONICS COMPARTMENT AREA - Inspect for corrosion, trapped water and indications of water leakage.			
5. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
6. DOORS, FASTENERS and SEAL - Inspect seal for deterioration and doors and latches for proper adjustment and fit.	52-30-00		
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
2. FORWARD EVAPORATOR FILTER - Inspect for cleanliness.	12-10-00		
3. REFERIGERANT LINES, SERVICE VALVES and HIGH-PRESSURE RELIEF VALVES - Inspect lines and valves for leakage, damage, attachment and surface corrosion.	21-50-00		
4. NOSE LANDING GEAR AREA - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			

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D. NOSE GEAR	ATA/GAMA REFERENCE	MECH	INSP
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.	32-40-00 CMM		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00 CMM		
2. TIRE			
a. Inspect for wear and deterioration.	12-20-00 CMM		
b. Check for correct inflation.	12-20-00 CMM		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		
4. NOSE GEAR BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS			
a. Inspect the lights for broken lenses or bulbs on LJ-502 thru LJ-1062; LW-1 and After.	33-40-00		
b. Confirm correct focus of landing and taxi lights.	33-40-00		
7. NOSE GEAR LOWER DRAG LEG - Remove nose gear drag brace bolt and inspect lower drag leg hole for corrosion and wear.	32-50-00		
8. NOSE GEAR ACTUATOR - Inspect actuator support brackets for damage, cracks and loose or missing fasteners.	12-20-00 32-20-00		
9. NOSE GEAR RETRACT AND EXTENTION CHAIN (Exterior only)			
a. Inspect chain for broken links, excessive pin and link wear, misalignment, rust, corrosion and dirt.	32-30-00		
b. Check sprocket for excessive wear and hook-shaped teeth.	32-30-00		
c. Check chain for proper tension.	32-30-00		
d. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		

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D. NOSE GEAR (Continued)	ATA/GAMA REFERENCE	MECH	INSP
10. NOSE GEAR COMPONENTS - Inspect all components and attaching hardware for wear, damage and surface corrosion.			
E. PILOT'S COMPARTMENT			
1. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding cracks or wear.	56-10-00		
2. WINDOWS			
a. Inspect exterior surface of cockpit side windows for scratches, cracks, chips, excess crazing or any indication of delamination.	56-10-00		
b. Inspect for any contact of the milled edge of the window with the airframe skin. Correct window contact by reinstalling and recentering the window in the airframe opening.	56-10-00		
c. Inspect for any damage from paint strippers, solvents or any unapproved sealants.	56-10-00		
3. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
4. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
5. VENTILATION BLOWER - Inspect for dirt, grease, moisture and security of attachment. Rotate blower by hand and ensure that it rotates freely. Check for noise or evidence of worn bearings. Turn on the blower and check for noise or vibration.	21-50-00		

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E. PILOT'S COMPARTMENT (Continued)	ATA/GAMA REFERENCE	MECH	INSP
6. HEATING SYSTEM			
a. Check all ducts for damage and deterioration.	21-20-00		
b. Check bleed air ducts (LJ-502 thru LJ-1062; LW-1 and after) for damage, insulation and adequate clearance of electrical wiring and control cables. *CAUTION* *Prior to installing pilot's compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring, bleed air ducts, bleed air duct clamps, and structural components to prevent chaffing and wear.*	21-20-00		
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips, excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.	6-50-00		
4. OUTFLOW and SAFETY VALVES - Drain outflow valve control line.	21-30-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
6. PRESSURIZATION DUCTS - Inspect for security of attachment.	21-20-00		
7. FLAPPER VALVE (LJ-502 thru LJ-1062; LW-1 and After) - Check for proper operation and excessive air noise.	21-20-00		
8. CABIN SECTION AREA - Inspect skin, structure, seats and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Clean and inspect.	53-10-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose connections.	25-60-00		
b. Determine remaining useful life.	25-60-00		

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G. REAR FUSELAGE AND EMPENNAGE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. NAVIGATION LIGHTS and ROTATING (Flashing) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.	6-50-00		
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.			
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.	30-10-00		
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.			
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
9. EMPENNAGE and CONTROL SURFACES			
a. Check elevator trim tab free play.	27-30-00		
b. Check rudder trim tab free play.	27-20-00		
c. Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	53-10-00		
10. OXYGEN SYSTEM - Inspect plumbing for security of attachment.	35-00-00		
11. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
12. AVIONICS and AUTOPILOT - Inspect avionics and autopilot equipment and racks for security, corrosion and signs of water leakage.			
13. VERTICAL STABILIZER - Inspect front and rear spars of the vertical stabilizer for loose or missing rivets or fasteners.	55-30-00		
14. CONTROL CABLE SEALS - Inspect for deterioration, security, cleanliness and lubrication.	12-20-00		

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G. REAR FUSELAGE AND EMPENNAGE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
15. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect the control system components (pushrods, turnbuckles, castings, pulley brackets, etc.) for bulges, splits or cracks which are conditions for replacement.	27 20-04-00		
b. Inspect control cables, pulleys, and associated equipment for cracks, wear, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27 20-04-00		
H. LEFT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition (if installed) lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses, if installed.	33-40-00		
c. Inspect the landing lights for broken or cracked lenses on LJ-1 thru LJ-501.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-00-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		

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H. LEFT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
8. INTEGRAL FUEL TANK (LW-1 and After) - Inspect the exterior surface of the intergral tank access doors for leaks.	6-50-00 28-10-00		
I. LEFT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion	28-10-00		
c. Inspect exterior openings of vents for obstructions.	28-00-00		
3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
4. SUPERCHARGER (LJ-1 thru LJ-113 except LJ-76) - Check Hydraulic Drive system pressure.	21-10-00		
5. SUPERCHARGER DUCTS and FIREWALL PRESSURIZATION SHUTOFF VALVE (LJ-1 thru LJ-501)			
a. Check supercharger and ducts for condition and attachment.			
b. Inspect firewall pressurization shutoff valve for condition and freedom of operation.	21-10-00		
6. SUPERCHARGER MOTOR - (LJ-1 thru LJ-113 except LJ-76) - Check for leaks and general condition.	21-10-00		
7. FLOW CONTROL VALVE - (LJ-1 thru LJ-501) - Inspect valve and associated equipment ducts for damage, deterioration and attachment.	21-10-00		
8. SILENCER (LJ-1 thru LJ-501) - Check for deterioration, damage and security of attachment.	21-10-00		

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J. LEFT-HAND MAIN LANDING GEAR AREA	ATA/GAMA REFERENCE	MECH	INSP
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
4. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.	AC43.13-1B/2B		
6. MAIN LANDING GEAR ACTUATOR			
a. Check actuator support brackets for visible damage and wear.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuators for leakage of internal lubricant.	32-30-00		
K. LEFT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 Biocide (Ref. 12-10-00).	12-10-00		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00		
b. Inspect the carbon block pin for freedom of movement.	61-11-00 76-00-00		
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-11-00 76-00-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-11-00 76-00-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
5. INERTIAL ENGINE ANTI-ICER			
a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00 30-22-00		
b. (LJ-76, LJ-114 thru LJ-241) Inspect plumbing, valve, actuator and limit-switches for damage, leakage, operation and security of attachment.	12-20-00 30-21-00		
c. (LJ-125, LJ-170 thru LJ-241 and airplanes with Kit No. 90-4015 installed, replace or bake dryer cartridge.) Check main and standby actuator motors and limits switches for operation and correct adjustment.	12-20-00 30-21-00		
d. (LJ-242 thru LJ-1062, LW-1 and After, and airplanes with Kit No. 90-9017 installed) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-22-00		
6. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. MAGNETIC CHIP DETECTOR (If Installed)			
a. Remove and visually inspect plug for metal particles and damage. For LJ-1 thru LJ-672 and LW-1 thru LW-154 with Kits 100-9011-1 or -3 installed, LJ-637 thru LJ-691, LW-155 thru LW-190, perform the MAGNETIC CHIP DETECTOR 25-HOUR INSPECTION procedure in Chapter 12-10-00. For LJ-692 thru LJ-1062 and LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR INSPECTION procedure in Chapter 12-10-00.	12-10-00 79-30-00		
b. Check light in annunciator panel for proper operation. For LJ-692 thru LJ-1062, LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR ANNUNCIATOR TEST procedure in Chapter 12-10-00.	12-10-00		
8. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER			
a. Inspect oil cooler and plumbing for leakage, damage and security of attachment.	79-00-00		
b. Inspect drain plug for leakage, security and safety wire.	79-00-00		
11. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.			
12. FIRESEALS - Inspect for condition.	71-00-00		
13. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.			
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
14. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. NOTE Special attention should be made to the cambox.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
15. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
16. STARTER-GENERATOR - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
17. ENGINE			
a. Inspect fuel nozzles per engine manufacturer's manual.	P&W		
b. Inspect engine in accordance with the instructions found in the engine manufacturer's manual.	P&W		
18. IGNITION SYSTEM			
a. IGNITION GLOW PLUGS (LJ-1 thru LJ-922 and LW-1 thru LW-388 without Kit 100-9014-1 installed) - Inspect glow plugs.	P&W		
b. IGNITION REGULATOR BOX (LJ-1 thru LJ-922 and LW-1 thru LW-388 without Kit 100-9014-1 installed)	P&W		
1) Inspect regulator box and electrical harness for damage and security of attachment.	P&W		
2) Inspect that supply cable and ignition cable connectors are installed and safety wired.	P&W		
c. SPARK IGNITER PLUGS (LJ-1 thru LJ-922, LW-1 thru LW-388 with Kit 100-9014-1; LJ-923 and After; LW-339 and After)	P&W		

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d. IGNITION EXCITER (LJ-1 thru LJ-922, LW-1 thru LW-388 with Kit 100-9014-1; LJ-923 and After; LW-339 and After)	P&W		
1) Inspect exciter and electrical harness for damage and security of attachment.	P&W		
2) Inspect that supply cable and ignition cable connectors are installed and safety wired.	P&W		
19. FUEL RECOVERY SYSTEM			
a. FUEL DRAIN COLLECTOR SYSTEM (LJ-1 thru LJ-641 with Kit No. 100-9008-1S; LW-1 thru LW-123 with Kit No. 100-9008-3S; LJ-642 thru LJ-900; LW-124 thru LW-333).			
1) Check tank, pump, pump filter and plumbing for leaks and security of attachment.	71-70-00		
2) Perform a leak check on the collector tank.	71-70-00		
3) Check wiring to pump and tank float switch for damage and security of attachment.	71-70-00		
4) Check pump for proper operation.	71-70-00		
b. FUEL PURGE (LJ-901 thru LJ-1062; LW-334 and After)			
1) Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
2) Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
20. ENVIRONMENTAL BLEED AIR FLOW CONTROL UNIT (LJ-502 thru LJ-1062, LW-1 and After) - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-11-00		
21. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes of dirt deposits, corrosion, erosion, cracks and damage by foreign objects.	P&W		
22. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters.	P&W		
23. SUPERCHARGER GEARBOX (LJ-1 thru LJ-501) - Check gearbox for leaks and fill gearbox as required.	12-10-00		
K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP

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24. SUPERCHARGER HYDRAULIC PUMP (LJ-1 thru LJ-113 except LJ-76) - Check for leaks and general condition.	21-10-00		
25. SUPERCHARGER HYDRAULIC RESERVOIR (LJ-1 thru LJ-113 except LJ-76)			
a. Check fluid level.	12-10-00		
b. After airplane has stood idle for 4 to 5 hours, check system for leakage by loosening the cap on the reservoir; trapped air indicates the system is free of leakage.	21-10-00		
26. OIL PRESSURE SNUBBER (P/N 3R1) with porous-type element (LJ-572 thru LJ-752, LW-39 thru LW-262) - Clean element.	12-10-00		
L. RIGHT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition (if installed) lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses, if installed.	33-40-00		
c. Inspect the landing lights for broken or cracked lenses on LJ-1 thru LJ-501.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-00-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
L. RIGHT-HAND OUTBOARD WING (Continued)	**ATA/GAMA REFERENCE**	**MECH**	**INSP**
7. STATIC WICKS			

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a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
8. INTEGRAL FUEL TANK (LW-1 and After) - Inspect the exterior surfaces of the integral tank access doors for leaks.	6-50-00 28-10-00		
M. RIGHT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00 28-41-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-00-00		
3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	6-50-00		
4. BATTERY			
a. Service battery as required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions.	24-30-00		
N. RIGHT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
4. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		

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N. RIGHT-HAND MAIN LANDING GEAR AREA (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.	AC43.13-1B/2B		
6. MAIN LANDING GEAR ACTUATOR			
a. Check actuator support brackets for visible damage and wear.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuators for leakage of internal lubricant.	32-30-00		
O. RIGHT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 Biocide (Ref. 12-10-00).	12-10-00		
3. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00		
b. Inspect the carbon block pin for freedom of movement.	61-11-00 76-00-00		
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-11-00 76-00-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-11-00 76-00-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		

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O. RIGHT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. INERTIAL ENGINE ANTI-ICER			
a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00 30-22-00		
b. (LJ-76, LJ-114 thru LJ-241) Inspect plumbing, valve, actuator and limit-switches for damage, leakage, operation and security of attachment.	12-20-00 30-21-00		
c. (LJ-125, LJ-170 thru LJ-241 and airplanes with Kit No. 90-4015 installed, replace or bake dryer cartridge.) Check main and standby actuator motors and limits switches for operation and correct adjustment.	12-20-00 30-21-00		
d. (LJ-242 thru LJ-1062, LW-1 and After, and airplanes with Kit No. 90-9017 installed) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-22-00		
6. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
7. MAGNETIC CHIP DETECTOR (If Installed)			
a. Remove and visually inspect plug for metal particles and damage. For LJ-1 thru LJ-672 and LW-1 thru LW-154 with Kits 100-9011-1 or -3 installed, LJ-637 thru LJ-691, LW-155 thru LW-190, perform the MAGNETIC CHIP DETECTOR 25-HOUR INSPECTION procedure in Chapter 12-10-00. For LJ-692 thru LJ-1062 and LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR INSPECTION procedure in Chapter 12-10-00.	12-10-00 79-30-00		
b. Check light in annunciator panel for proper operation. For LJ-692 thru LJ-1062, LW-191 and after, or prior serials with Kit 100-9013-1 installed, perform the MAGNETIC CHIP DETECTOR ANNUNCIATOR TEST procedure in Chapter 12-10-00.	12-10-00		
8. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W		

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O. RIGHT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER			
a. Inspect oil cooler and plumbing for leakage, damage and security of attachment.	79-00-00		
b. Inspect drain plug for leakage, security and safety wire.	79-00-00		
11. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.			
12. FIRESEALS - Inspect for condition.	71-00-00		
13. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.			
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		
14. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. NOTE Special attention should be made to the cambox.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
15. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
16. STARTER-GENERATOR - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		

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17. ENGINE			
a. Inspect fuel nozzles per engine manufacturer's manual.	P&W		
b. Inspect engine in accordance with the instructions found in the engine manufacturer's manual.	P&W		
18. IGNITION SYSTEM			
a. IGNITION GLOW PLUGS (LJ-1 thru LJ-922 and LW-1 thru LW-388 without Kit 100-9014-1 installed) - Inspect glow plugs.	P&W		
b. IGNITION REGULATOR BOX (LJ-1 thru LJ-922 and LW-1 thru LW-388 without Kit 100-9014-1 installed)	P&W		
1) Inspect regulator box and electrical harness for damage and security of attachment.	P&W		
2) Inspect that supply cable and ignition cable connectors are installed and safety wired.	P&W		
c. SPARK IGNITER PLUGS (LJ-1 thru LJ-922, LW-1 thru LW-388 with Kit 100-9014-1; LJ-923 and After; LW-339 and After)	P&W		
d. IGNITION EXCITER (LJ-1 thru LJ-922, LW-1 thru LW-388 with Kit 100-9014-1; LJ-923 and After; LW-339 and After)	P&W		
1) Inspect exciter and electrical harness for damage and security of attachment.	P&W		
2) Inspect that supply cable and ignition cable connectors are installed and safety wired.	P&W		

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19. FUEL RECOVERY SYSTEM			
a. FUEL DRAIN COLLECTOR SYSTEM (LJ-1 thru LJ-641 with Kit No. 100-9008-1S; LW-1 thru LW-123 with Kit No. 100-9008-3S; LJ-642 thru LJ-900; LW-124 thru LW-333).			
1) Check tank, pump, pump filter and plumbing for leaks and security of attachment.	71-70-00		
2) Perform a leak check on the collector tank.	71-70-00		
3) Check wiring to pump and tank float switch for damage and security of attachment.	71-70-00		
4) Check pump for proper operation.	71-70-00		
b. FUEL PURGE (LJ-901 thru LJ-1062; LW-334 and After)			
1) Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
2) Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
20. ENVIRONMENTAL BLEED AIR FLOW CONTROL UNIT (LJ-502 thru LJ-1062, LW-1 and After) - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-11-00		
21. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes of dirt deposits, corrosion, erosion, cracks and damage by foreign objects.	P&W		
22. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters.	P&W		
23. OIL PRESSURE SNUBBER (P/N 3R1) with porous-type element (LJ-572 thru LJ-752, LW-39 thru LW-262) - Clean element.	12-10-00		

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P. LANDING GEAR RETRACTION NOTE Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection.	ATA/GAMA REFERENCE	MECH	INSP
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32		
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32		
b. Check door linkage for wear, damage and rigging.	32		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check for proper operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32		
7. SAFETY SWITCH - Check for security and proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00		
9. LIMIT SWITCHES	32-30-00		
a. Check for correct adjustment.			
b. Check for security of attachment.			

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P. LANDING GEAR RETRACTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
10. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks. ***CAUTION*** *Do not continue operation after receiving a gear-down indication on all gears. Further movement of the handle could damage the drive mechanism and prevent subsequent electrical gear retraction. The landing gear cannot be retracted manually.*	32-30-00		
11. NOSE GEAR RETRACT CHAIN (Exterior only) - Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
12. PLACARDS - Check that all placards are in place and are legible.	11-20-00/ POH		
Q. OPERATIONAL INSPECTION **NOTE** The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF VALVES - Check for proper operation.			
2. CROSSFEED VALVE - Check for proper operation.			
3. BOOST PUMPS - Check for proper operation.			
4. AUXILIARY FUEL TRANSFER JET PUMPS (LW-1 and After) - Check for proper operation.			
5. STARTER-GENERATOR			
a. Check starter for proper operation.			
b. Check generator for proper output.			
6. IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel light illumination.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. ENGINE OIL - Check for proper pressure and temperature limits.			
8. FUEL QUANTITY GAGES - Check for proper operation.			
9. INTERSTAGE TURBINE TEMPERATURE / INLET TEMPERATURE - Check for correct limits on engine start.			
10. VACUUM SYSTEM - Check for correct limits.			
11. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS			
a. Perform low pitch torque check.	76-00-00		
b. Perform secondary low pitch stop check. (If installed)	61-40-00		
14. AUTOFEATHERING CHECK (If Installed) - Refer to AUTOFEATHER OPERATIONAL CHECK.	61-23-00		
15. PROPELLER SYNCHRONIZER / SYNCHROPHASER - Refer to FUNCTIONAL TEST and confirm proper synchronization.	61-24-00 61-25-00 61-26-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).			
17. IDLE RPM - Check for correct rpm (both high and low rpm).			
18. AC INVERTERS - Check for proper operation.			
19. AUTO-IGNITION (If Installed)			
a. Check for proper operation.			
b. Check for annunciator panel illumination.			
20. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.	CMM		
21. SURFACE DEICE SYSTEM - Check for proper operation and cycling.			
22. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
23. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
24. AUTOPILOT - Check for proper operation as outlined in the applicable King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
25. STALL WARNING - Check for proper operation.			
26. ENGINE FIRE DETECTORS (If Installed) - Perform system test according to instructions found in the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
27. ENGINE FIRE EXTINGUISHERS (If Installed) - Perform system test according to instructions found in the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
28. PRESSURIZATION SYSTEM - Check for proper operation. **NOTE** Refer to the King Air 90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
29. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
30. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
31. LANDING and TAXI LIGHTS - Check for proper operation.			
32. OUTBOARD WING LIGHTS (Right and Left) - Check proper operation of all navigation and strobe (if installed) lights.			
33. COCKPIT LIGHTS - Check for proper operation.			
34. EFIS COOLING BLOWERS (IF installed) - Check for proper operation			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
35. ELECTRIC ELEVATOR TRIM - Check for proper operation.			
36. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
37. STATIC SYSTEM - Inspect alternate air valve for operation.			
38. WINDSHIELD - Perform heated operational check.			
39. THRESHOLD LIGHT - Check for proper operation.			
40. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
41. PILOT'S and COPILOT'S SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
42. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. CABIN ENTRANCE DOOR			
a. Check that folding steps (If installed) do not fold too soon and that they fold properly without interference.			
b. Check CABIN DOOR / CABIN DOOR OPEN annunciator for proper operation.			
c. Inspect cabin door damper (If installed) for leakage and proper operation.			
44. EMERGENCY EXIT			
a. Check emergency release handles and latch mechanism for proper operation.			
b. Check that latches open and close freely.			
45. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
46. REAR FUSELAGE and EMPENNAGE LIGHTS - Check for proper operation.			
47. AILERON (LH and RH) - Check for freedom of movement.			
48. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
49. FUEL TANK HEATED VENTS (LH and RH) - Check the operation of the heated vents. They should be warm to the touch.			
50. STALL WARNING HEAT - Check for proper operation.			
51. FLAPS and ACTUATORS (Inboard, Outboard, LH and RH) - Check flaps for noisy or erratic operation.			
52. WING ICING LIGHTS - Check for proper operation.			
53. EXTERNAL POWER RELAY - Check for proper operation.			
54. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.	12-20-00 30-21-00 30-22-00		
55. ELEVATOR TRIM TAB ACTUATOR BUSHINGS - Check for smoothness of operation. Ensure movement is between inner and outer bushings.	27-30-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED as required.	12-20-00		
2. LUBRICATE as NECESSARY.	12-20-00		
3. ENGINES INSPECTED after GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS			
a. Ensure Special Inspection requirements are complied with at the appropriate intervals.	5-21-05		
b. Perform Continuous Corrosion Control Inspection if required by the environmental conditions encountered.	5-29-00		
6. IN-FLIGHT WORKSHEET - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		

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R. POST INSPECTION ITEMS (Continued)	ATA/GAMA REFERENCE	MECH	INSP
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment are installed in the airplane and serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

INSPECTION COMPLETED

I certify that Phase 4 Inspection was performed in accordance with the King Air 90 Inspection Program and that the airplane is approved for return to service:

DATE: _____

MECHANIC: _____

CREW CHIEF: _____

QUALITY CONTROL INSPECTOR: _____

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SCHEDULED INSPECTION PROGRAM (PHASE 1) - MAINTENANCE PRACTICES

Owner _____ LH Eng. S/N _____
W/O Number _____ Total Time _____ Total Cycles _____
Date In _____ Date Out_____ TSOH _____ Cycles SOH _____
Serial No. _____ Reg. No. _____ TSHSI _____ Cycles SHSI _____
Last Inspection _____ Phase _____ RH Eng. S/N _____
Last Inspection Date _____ Total Time _____ Total Cycles _____
Last Inspection Hours _____ TSOH _____ Cycles SOH _____
Hourmeter _____Total Time _____ TSHSI _____ Cycles SHSI _____
Total Cycles_____ LH Prop S/N _____
Researched By _____ LH Prop Total Time _____ TSOH _____
RH Prop S/N _____
RH Prop Total Time _____ TSOH _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE There are no inspections required in this section during this phase.			
B. NOSE AVIONICS COMPARTMENT			
1. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	12-20-00 37-00-00		
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
D. NOSE GEAR			
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.	32-40-00 CMM		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00 CMM		

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D. NOSE GEAR (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
2. TIRE			
a. Inspect for wear and deterioration.	12-20-00 CMM		
b. Check for correct inflation.	12-20-00 CMM		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		
4. NOSE GEAR DRAG BRACE STOP LUGS - Inspect for cracks, damage or distortion.	12-20-00 32-20-00		
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.	12-20-00 32-20-00		
6. LANDING and TAXI LIGHTS - Inspect for broken lenses or bulbs.	33-40-00		
7. STEERING LINKAGE - Inspect nose gear steering mechanism and attaching hardware for wear, damage and corrosion.	32-50-00		
8. NOSE LANDING GEAR STRUT - Check strut for leakage and correct extension.	12-20-00 32-30-00		
9. NOSE GEAR RETRACT and EMERGENCY EXTENSION CHAINS (Mechanical Gear) - Inspect, clean and lubricate chains.	32-30-00		
10. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
E. PILOT'S COMPARTMENT			
1. RETURN AIR INLET FILTERS - Inspect filters in return air inlet of the forward vent blower.	21-50-00		
2. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding, cracks or wear.	56-10-00		

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E. PILOT'S COMPARTMENT (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. WINDOWS - Inspect exterior surface of cockpit side windows for deep scratches, cracks, chips or excess crazing or other damage.	56-15-00		
4. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
6. PORTABLE FIRE EXTINGUISHER - Inspect the bottle for signs of damage and mount for security of attachment.	26-20-00 CMM		
7. SEATS, SEAT BELTS and SHOULDER HARNESSES - Inspect seats, seat belts and shoulder harnesses for deterioration.	25-10-00		
8. BRAKE FLUID RESERVOIR PRESSURE EQUALIZATION ORIFICE - Inspect for blockage.	32-40-00		
9. UPHOLSTERY PANELS - Inspect for security of attachment.			
10. FLIGHT CONTROL CABLE TENSION - Check aileron control cable tension.	27-00-00		
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surface of windows for deep scratches, cracks, chips and excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.			
4. OUTFLOW and SAFETY VALVES - Drain outflow valve control line.	12-20-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
6. AFT EVAPORATOR FILTER - Inspect aft evaporator filter (Not Applicable to: BB-1978, BB-1988 and After; BL-152 and After; BN-10 and After; BT-47 and After; BY-1 and After; BZ-1 and After).	21-50-00		
7. SEATS, SEAT BELTS and SHOULDER HARNESSES			
a. Inspect seats, seat belts and shoulder harnesses for deterioration or missing components.	25-20-00		
b. Inspect shoulder harness attachment post for cracked, worn, brittle or missing grommet.	25-20-00		

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F. CABIN SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
8. PRESSURIZATION DUCTS - Inspect for security of attachment.	21-20-00		
9. OXYGEN SYSTEM			
a. Inspect oxygen system installation for damage and security of attachment.	35-00-00		
b. Perform the appropriate OXYGEN SYSTEM FUNCTIONAL TEST.	35-00-00		
10. TOILET - Inspect for spillage and leakage below the toilet.	38-30-00		
11. CABIN ENTRANCE DOOR (BB-2 and After; BT-1 and After; BY-1 and After)			
a. Inspect the door seal for cuts, abrasions and security of attachment.	52-10-00		
b. Inspect the cabin door support cables for wear, damage and security.	52-10-00		
12. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (BL-1 and After; BN-1 and After; BZ-1 and After) - Inspect door seals for cuts, abrasions, deterioration and security of attachment.	52-11-00		
13. LANDING GEAR HYDRAULIC LINES - Inspect for leaks, damage and security of attachment.			
14. PORTABLE FIRE EXTINGUISHER - Inspect bottle for damage and security.	26-20-00 CMM		
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Inspect rear fuselage drains.	53-10-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose leads.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING or FLASHING BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.			
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.	53-10-00		
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.			

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G. REAR FUSELAGE and EMPENNAGE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	55-40-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wick for proper bonding to the airplane.	23-60-00		
9. RUDDER BOOST FILTER (With Autopilot) - Replace Filter.	27-21-00		
10. FLIGHT CONTROL CABLE TENSION - Inspect elevator, elevator tab, rudder and rudder tab control cable tensions.	27-00-00		
11. AUTOPILOT SERVOS AND CABLES - Inspect the rudder, elevator and elevator trim servos and mounts for security. Inspect mount capstans for cable wear, contamination and excessive cable spool-off angle. Inspect cables for wear and damage. Verify cable tensions are within limits specified in the basic maintenance manual.	22-10-00		
H. LEFT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-10-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect the exterior of the wing for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	CMM 28-10-00		
c. Inspect exterior openings of vents for obstructions.	28-10-00		
5. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		

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H. LEFT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wick for proper bonding to the airplane.	23-60-00		
9. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
10. LEFT-HAND OUTBOARD WING AREA - Inspect skin, structure, all components and attaching hardware for general condition and security of attachment. If damage is found, check the adjacent area.	AC43.13-1B/2B		
11. AILERON and OUTBOARD FLAP - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		
12. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
13. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27-00-00		
b. Inspect control system cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27-00-00		
c. Inspect aileron control cable tensions.	27-00-00		
d. Inspect aileron tab control cable tensions.	27-10-00		
14. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
c. Perform flap safety mechanism functional test.	27-50-00		

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H. LEFT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
15. FUEL PLUMBING - Inspect for leaks, chafing or damage and attachment.	28-20-00		
16. HINGED ACCESS DOORS ABOVE DOORS NO. 13 and 14 - Inspect for cracks or damage to hinge and fasteners.	6-50-00		
I. LEFT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-10-00		
3. CENTER SECTION - Inspect Aux Fuel Cell inboard probe and oval panel for security, leaks, corrosion and general condition. Removal of the probe and cover required. Defuel the effected tank as required to remove the probe.			
a. While fuel cell area is open, inspect fuel cell for condition, cleanliness and security. Inspect internal plumbing for security of attachment and general condition.			
4. NACELLE FUEL CELL and PROBE - Inspect for microbiological sludge buildup. If sludge is found, inspect all fuel probes, tanks, fuel lines and replace the fuel filter. Clean as required. If needed, use BIOBOR JF or Kathon FP 1.5 additive.	12-10-00 Chapter 28		
5. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
6. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
7. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00		
8. LANDING GEAR HYDRAULIC POWER PACK and MOTOR (If Installed)			
a. Inspect the hydraulic power pack gear-up and gear-down port screens.	12-20-00		

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I. LEFT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. Inspect the landing gear hydraulic system bleed air pressure overboard relief orifice screen for blockage.	32-31-00		
c. Inspect the hydraulic power pack fill reservoir screen.	12-20-00		
d. Inspect all plumbing attach points for leaks and security of attachment.	32-31-00		
9. LEFT-HAND WING CENTER SECTION AREA - Inspect skin, structure, all components and attaching hardware for general condition and security of attachment. If damage is found in a given area, check the adjacent area.	57-00-00 SIRM AC43.13-1B/2B		
10. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
11. LEADING EDGE and NACELLE FUEL PLUMBING - Inspect fuel plumbing for leaks, damage and security of attachment.	28-20-00		
12. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27-00-00		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27-00-00		
13. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage and proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
14. BLEED AIR BYPASS VALVE - Check bleed air valve at heat exchanger for operation of linkage to butterfly valve and operation of actuator motor.	21-40-00		
J. LEFT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		

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J. LEFT-HAND MAIN LANDING GEAR AREA (Continued)	ATA/GAMA REFERENCE	MECH	INSP
2. BRAKES - Inspect brake discs, linings and plumbing for wear damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. BRAKE DEICING (If Installed)			
a. Inspect manifold for blocked orifices.	30-21-00		
b. Inspect exterior of lines, hoses and connections for leakage and attachment.	30-21-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
5. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	32-40-00 CMM		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR			
a. ACTUATOR (Mechanical Gear)			
1) Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
2) Inspect brackets for loose or missing rivets.	32-30-00		
3) Inspect actuator for significant leakage of internal lubricant.	32-30-00		
b. ACTUATOR (Hydraulic Gear)			
1) Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-31-00		
2) Inspect actuator and plumbing for leakage.	32-31-00		
8. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
9. LEFT-HAND MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for general condition and security of attachment. If damage is found, check the adjacent area.	AC43.13-1B/2B		

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K. LEFT-HAND ENGINE	ATA/GAMA REFERENCE	MECH	INSP
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. P_3 AIR FILTER - Inspect the filter for cleanliness.	P&W		
3. FIREWALL FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or Kathon FP 1.5 biocide (Ref. 12-10-00).	28-00-00 12-10-00		
4. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00 61-12-00		
5. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
6. LEFT-HAND ENGINE - Inspect all systems, all components and attaching hardware for general condition and security of attachment. Check all tubes and hoses for general condition, leaks and security of attachment.	AC43.13-1B/2B		
L. RIGHT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect the exterior of the wing for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect exterior openings of vents for obstructions.	28-10-00		
5. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		

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L. RIGHT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wick for proper bonding to the airplane.	23-60-00		
9. RIGHT-HAND OUTBOARD WING AREA - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		
10. AILERON and OUTBOARD FLAP - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		
11. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
12. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27-00-00		
b. Inspect control system cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27-00-00		
c. Check aileron control cable tension.	27-00-00		
13. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
c. c. Perform flap safety mechanism functional test.	27-50-00		
14. FUEL PLUMBING - Inspect for leaks, chafing or damage and attachment.	28-20-00		

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L. RIGHT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
15. HINGED ACCESS DOORS ABOVE DOORS NO. 13 and 14 - Inspect for cracks or damage to hinge and fasteners.	6-50-00		
M. RIGHT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-10-00		
3. CENTER SECTION - Inspect Aux Fuel Cell inboard probe and oval panel for security, leaks, corrosion and general condition. Removal of the probe and cover required. Defuel the effected tank as required to remove the probe.			
a. While fuel cell area is open, inspect fuel cell for condition, cleanliness and security. Inspect internal plumbing for security of attachment and general condition.			
4. NACELLE FUEL CELL and PROBE - Inspect for microbiological sludge buildup. If sludge is found, inspect all fuel probes, tanks, fuel lines and replace the fuel filter. Clean as required. If needed, use BIOBOR JF or Kathon FP 1.5 additive.	12-10-00 Chapter 28		
5. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
6. BATTERY			
a. Service battery as required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions. (BB-2 thru BB-1631; BT-1 thru BT-38; BL-1 thru BL-140; BN-1 thru BN-4)	24-31-00		
c. Remove battery and inspect the battery box and cables for deterioration or obstructions. (BB-1632 and After; BT-39 and After; BL-141 and After; BN-5 and After; BY-1 and After; BZ-1 and After)	24-31-00		
7. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security and attachment.	26-20-00		

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M. RIGHT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. Check fire bottle pressure gage.	26-20-00		
8. FUEL PUMPS - Inspect for leaks and security of attachment.	28-20-00		
9. RIGHT-HAND WING CENTER SECTION AREA - Inspect skin, structure, all components and attaching hardware for general condition and security of attachment. If damage is found in a given area, check the adjacent area.	57-00-00 SIRM AC43.13-1B/2B		
10. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
11. LEADING EDGE and NACELLE FUEL PLUMBING - Inspect fuel plumbing for leaks, damage and security of attachment.	28-20-00		
12. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27-00-00		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27-00-00		
13. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage and proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
14. BLEED AIR BYPASS VALVE - Check bleed air valve at heat exchanger for operation of linkage to butterfly valve and operation of actuator motor.	21-40-00		
15. REFRIGERANT LINES and PRESSURE SWITCHES - Inspect lines and switches for leakage, damage and attachment.	21-50-00		
N. RIGHT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		

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N. RIGHT-HAND MAIN LANDING GEAR AREA (Continued)	ATA/GAMA REFERENCE	MECH	INSP
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. BRAKE DEICING (If Installed)			
a. Inspect manifold for blocked orifices.	30-21-00		
b. Inspect exterior of lines, hoses and connections for leakage and attachment.	30-21-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
5. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR			
a. ACTUATOR (Mechanical Gear)			
1) Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
2) Inspect brackets for loose or missing rivets.	32-30-00		
3) Inspect actuator for significant leakage of internal lubricant.	32-30-00		
b. ACTUATOR (Hydraulic Gear)			
1) Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-31-00		
2) Inspect actuator and plumbing for leakage.	32-31-00		
8. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
9. RIGHT-HAND MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	AC43.13-1B/2B		

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O. RIGHT-HAND ENGINE	ATA/GAMA REFERENCE	MECH	INSP
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. P_3 AIR FILTER - Inspect the filter for cleanliness.	P&W		
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide (Ref. 12-10-00).	12-10-00 28-00-00		
4. PROPELLERS - Inspect for damage and attachment (spinner removal required)	61-10-00 61-11-00 61-12-00		
5. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
6. RIGHT-HAND ENGINE - Inspect all systems, all components and attaching hardware for general condition and security of attachment. Check all tubes and hoses for general condition, leaks and security of attachment.	AC43.13-1B/2B		
P. LANDING GEAR RETRACTION			
NOTE Mechanical and Hydraulic Landing Gear Systems - Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection. Hydraulic Landing Gear System - The hydraulic landing gear system pump may cavitate and not operate properly during ground use of the hydraulic power pack for retraction and/or extension of the landing gear. To prevent this, an exterior supply of dry air at 18 to 20 psi must be applied to the power pack reservoir to prevent cavitation. If an exterior air supply is not available, use an exterior hydraulic pressure source. Refer to OPERATING THE LANDING GEAR USING THE POWER PACK in Chapter 32-31-00 of the Super King Air 200 Series Maintenance Manual.			
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32-00-00		
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32-00-00		
b. Check door linkage for wear, damage and rigging.	32-00-00		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Clean terminals and connectors as required.	32-60-00		

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P. LANDING GEAR RETRACTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
c. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Clean terminals and connectors as required.	32-60-00		
c. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32-60-00		
7. SAFETY SWITCH - Check for proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00 32-31-00		
9. LIMIT SWITCHES - (Mechanical Gear)			
a. Check for correct adjustment.	32-60-00		
b. Check for security of attachment.	32-60-00		
10. EMERGENCY EXTENSION (Mechanical Gear) - Check system for freedom of operation and positive engagement of downlocks.	32-30-00		
CAUTION *Do not continue operation after receiving a gear-down indication on all gears. Further movement of the handle could damage the drive mechanism and prevent subsequent electrical gear retraction. The landing gear cannot be retracted manually.*			
11. EMERGENCY EXTENSION (Hydraulic Gear) - Check system for freedom of operation and positive engagement of downlocks.	32-31-00		
12. NOSE GEAR RETRACT CHAIN (Mechanical Gear)			
a. Inspect chains for broken links, excessive pin and link wear, misalignment, rust, corrosion and dirt.	32-30-00		
b. Check sprockets for excessive wear and hook-shaped teeth.	32-30-00		
c. Check for proper chain tension.	32-30-00		

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P. LANDING GEAR RETRACTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
d. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
13. PLACARDS - Check that all placards are in place and are legible.	11-00-00		
Q. OPERATIONAL INSPECTION			
1. LANDING GEAR RETRACTION - Inspect all landing gear components and attaching hardware, structure and hydraulic lines for general condition and security of attachment. .	AC43.13-1B/2B		
2. LANDING GEAR MOTOR CONTROLLER (Mechanical Gear) - Inspect controller for pitted or damaged contacts. Repair as necessary.	CMM		
NOTE The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF FUEL VALVES - Check for proper operation.			
2. CROSSFEED FUEL VALVE - Check for proper operation.			
3. STANDBY PUMPS - Check for proper operation.			
4. STARTER-GENERATOR			
a. Check starter for operation.			
b. Check generator for output.			
5. IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel light illumination.			
6. ENGINE OIL - Check for proper pressure and temperature limits.			
7. FUEL QUANTITY GAGES - Check operation.			
8. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.			
9. VACUUM SYSTEM - Check for correct limits.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
10. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
11. PNEUMATIC SYSTEM SHUTOFF VALVES - Check for proper operation.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS - Perform flight idle torque check.			
14. AUTOFEATHERING CHECK - Refer to AUTOFEATHER SYSTEM OPERATIONAL CHECK.	61-21-00		
15. PROPELLER SYNCHROPHASER - Refer to SYNCHROPHASER SYSTEM FUNCTIONAL TEST and confirm proper synchronization.	61-22-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).			
17. IDLE RPM - Check for correct rpm (both high and low rpm).			
18. AC INVERTERS (If Installed) - Check for proper operation.			
19. RUDDER BOOST - Check for proper operation.			
20. AUTO-IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel illumination.			
21. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.			
22. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.			
23. SURFACE DEICE SYSTEM - Check for proper operation and cycling.			
24. BRAKE DEICE SYSTEM (If Installed) - Check for proper operation with engines running.			
25. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
26. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. Manual cool mode.			
c. Automatic mode.			
27. REFRIGERANT LEVEL - Check for proper level.			
28. AUTOPILOT - Check for proper operation as outlined by the applicable Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
29. STALL WARNING - Check for proper operation.			
30. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
31. ENGINE FIRE EXTINGUISHERS (If Installed) - Perform system test according to instructions found in the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
32. PRESSURIZATION SYSTEM - Check for proper operation. **NOTE** Refer to the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
33. AUXILIARY FUEL TRANSFER JET PUMPS - Check for proper operation.			
34. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
35. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
36. LANDING and TAXI LIGHTS - Check operation of all lights.			
37. OUTBOARD WING LIGHTS (RIGHT and LEFT) - Check operation of all navigation and strobe lights.			
38. COCKPIT LIGHTS - Check operation of all cockpit lights.			
39. EFIS COOLING BLOWERS (If Installed) - Check operation.	34-20-00		

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
40. ELECTRIC ELEVATOR TRIM - Check for proper operation.			
41. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
42. STATIC SYSTEM - Inspect alternate air valve for operation.			
43. WINDSHIELD - Perform heated operational check.			
44. THRESHOLD LIGHT - Check for proper operation.			
45. AUXILIARY ELECTRIC HEAT (If Installed) - Check for proper operation of the Electric Heat System.			
46. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
47. PILOT'S and COPILOT'S SEATS, SEAT BELTS and SHOULDER HARNESSES - Check seat adjustment mechanism, seat belts and shoulder harness inertia reel for operation.			
48. CABIN SEATS, SEAT BELTS and SHOULDER HARNESSES - Check seat adjustment mechanism, seat belts and shoulder harness inertia reel for operation.			
49. CABIN ENTRANCE DOOR (BB-2 and After; BT-1 and After; BY-1 and After)			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check cabin DOOR UNLOCK annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
50. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (BL-1 and After; BN-1 and After; BZ-1 and After)			
a. Inspect door latching mechanism for operation and security of attachment.			
b. Check latching mechanism, folding steps and gas springs for proper operation.			
51. EMERGENCY EXIT (WITH DOOR INSTALLED)			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
a. Check emergency release handles (inside and outside) and latch mechanism for operation.			
b. Check that latches open and close freely.			
52. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
53. REAR FUSELAGE and EMPENNAGE LIGHTS - Check operation of all lights.			
54. AILERON (left and right) - Check for freedom of movement.			
55. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
56. FUEL TANK HEATED VENTS (left and right) - Check the operation of the heated vents. They should be warm to the touch.			
57. STALL WARNING HEAT - Check for proper operation.			
58. FLAPS and ACTUATORS (Inboard, Outboard, left and right) - Check flaps for noisy or erratic operation.			
59. WING CENTER SECTION LIGHTS - Check operation of all lights.			
60. ENGINE INDUCTION SYSTEM (left and right) (BB-2 thru BB-1439, BB-1440 thru BB-1443; BT-1 thru BT-34; BL-1 thru BL-138; BN-1 thru BN-4) - Check the inertial vane and bypass door for movement with the main and manual system.	30-20-00		
61. ENGINE INDUCTION SYSTEM (left and right) (BB-1439, BB-1444 and After; BT-35 and After; BL-139 and After; BN-5 and After; BY-1 and After; BZ-1 and After) - Check the inertial vane and bypass door for movement with the main and standby actuator motors.	30-20-00		
62. EXTERNAL POWER RELAY - Check for proper operation.			
63. DUAL AUXILIARY ELECTRIC HEAT POWER RELAYS (BB-1978, BB-1988 and After; BL-152 and After; BY-1 and After; BZ-1 and After) - Check operation of relays.	21-41-00		

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
64. AUTOPILOT - DCU AURAL WARNING - Perform the AUTOPILOT DATA CONCENTRATOR UNIT (DCU) AURAL WARNING INSPECTION procedure.	22-10-00		
65. STALL WARNING - Autopilot Disconnect - Perform the STALL WARNING AUTOPILOT DISCONNECT INSPECTION procedure.	22-10-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-20-00		
2. LUBRICATE AS NECESSARY.	12-20-00		
3. ENGINES INSPECTED AFTER GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS - Ensure Chapter 5, Special Inspection, and Airworthiness Limitations Manual (P/N 101-590010-453) requirements are complied with at the appropriate intervals.			
6. IN-FLIGHT WORKSHEETS - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment is installed in the airplane and is serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

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INSPECTION COMPLETED

I certify that Phase 1 Inspection was performed in accordance with the 200 Series Inspection Program and that the airplane is approved for return to service:

DATE: .....

MECHANIC: .....

CREW CHIEF: .....

QUALITY CONTROL INSPECTOR: .....

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SCHEDULED INSPECTION PROGRAM (PHASE 2) - MAINTENANCE PRACTICES

Owner _____
W/O Number _____
Date In _____ Date Out_____
Serial No. _____ Reg. No. _____
Last Inspection _____ Phase _____
Last Inspection Date _____
Last Inspection Hours _____
Hourmeter _____Total Time _____
Total Cycles_____
Researched By _____

LH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
RH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
LH Prop S/N _____
LH Prop Total Time _____ TSOH _____
RH Prop S/N _____
RH Prop Total Time _____ TSOH _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE There are no inspections required in this section during this phase.			
B. NOSE AVIONICS COMPARTMENT			
1. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	12-20-00 37-00-00		
2. INSTRUMENT AIR FILTER - Inspect for cleanliness.	12-20-00 37-00-00		
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
2. FORWARD EVAPORATOR FILTER - Inspect forward evaporator filter.	21-50-00		
3. CONDENSER BLOWER - Inspect fittings for dirt, grease, moisture and security of attachment.	21-50-00		

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D. NOSE GEAR	ATA/GAMA REFERENCE	MECH	INSP
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.	32-40-00 CMM		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00 CMM		
2. TIRE			
a. Inspect for wear and deterioration.	12-20-00 CMM		
b. Check for correct inflation.	12-20-00 CMM		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		
4. NOSE GEAR DRAG BRACE STOP LUGS - Inspect for cracks, damage or distortion.	12-20-00 32-20-00		
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.	12-20-00 32-20-00		
6. LANDING and TAXI LIGHTS - Inspect for broken lenses or bulbs.	33-40-00		
7. NOSE GEAR LOWER DRAG LEG - Remove nose gear drag brace bolt and inspect lower drag leg hole for corrosion and wear.	CMM		
8. NOSE GEAR ACTUATOR			
a. Inspect actuator support brackets for damage, cracks and loose or missing fasteners.	32-30-00		
b. Inspect actuator (both types) and plumbing for leakage (hydraulic actuator only).	32-30-00		

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E. PILOT'S COMPARTMENT	ATA/GAMA REFERENCE	MECH	INSP
1. RETURN AIR INLET FILTERS - Inspect filters in return air inlet of the forward vent blower.	21-50-00		
2. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulphide) for debonding cracks or wear.	56-10-00		
3. WINDOWS - Inspect exterior surface of cockpit side windows for deep scratches, cracks, chips, excess crazing or other damage.	56-15-00		
4. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips, excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.			
4. OUTFLOW and SAFETY VALVES - Drain outflow valve control line.	12-20-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
6. UPHOLSTERY PANELS - Inspect for attachment and security.			
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Inspect the rear fuselage drains.	53-10-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose leads.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING or FLASHING BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.			

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G. REAR FUSELAGE AND EMPENNAGE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.	53-10-00		
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.			
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	55-40-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
9. EMPENNAGE and CONTROL SURFACES			
a. Check elevator trim tab free play.	27-30-00		
b. Check rudder trim tab free play.	27-20-00		
c. Inspect elevator and rudder hinge brackets and their spar attach areas.	27-20-00 27-30-00		
H. LEFT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-10-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		

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H. LEFT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
I. LEFT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-10-00		
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
4. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security and attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
c. Perform the FIRE EXTINGUISHING SYSTEM FUNCTIONAL TEST.	26-20-00		
J. LEFT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		

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J. LEFT-HAND MAIN LANDING GEAR AREA (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. BRAKE DEICING (If Installed) - Inspect manifold for blocked orifices.	30-21-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
5. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR			
a. ACTUATOR (Mechanical Gear)			
1) Check actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
2) Inspect brackets for loose or missing rivets.	32-30-00		
3) Inspect actuator for leakage of internal lubricant.	32-30-00		
b. ACTUATOR (Hydraulic Gear)			
1) Check actuator support brackets for visible damage, wear and loose and missing fasteners.	32-31-00		
2) Check actuators and plumbing for leakage.	32-31-00		
K. LEFT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. P_3 AIR FILTER - Inspect the filter for cleanliness.	P&W		
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide (Ref. 12-10-00).	28-00-00 12-10-00		
4. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-00-00		
b. Inspect the carbon block pin for freedom of movement.			
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-00-00		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-00-00		
5. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine driven high pressure fuel pump filters.	P&W		
6. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
7. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT (Sunstrand pumps only) - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W 73-10-02		
8. DRAIN PLUGS - Inspect all drain plugs for leakage, security and safetying.	79-00-00		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER - Inspect oil cooler and plumbing for leakage, damage and attachment.	79-00-00		
11. OIL PRESSURE SNUBBER (P/N 3R1) with porous type element - Clean element.	12-10-00		
12. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.	71-10-00		
13. FIRESEALS - Inspect for condition.	71-00-00		
14. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.	78-00-00		
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		
15. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. NOTE Special attention should be made to the cam box.			

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
16. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
17. STARTER-GENERATOR - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
18. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.	P&W		
19. MAGNETIC CHIP DETECTOR			
a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
b. Check light in annunciator panel for proper operation.	12-10-00		
20. ENGINE			
a. Inspect fuel nozzles per manufacturer's manual.	P&W		
b. Inspect engine in accordance with the instructions found in the engine manufacturer's manual.	P&W		
21. IGNITION EXCITER			
a. Inspect exciter and electrical hamess for damage and security of attachment.	74-00-00		
b. Inspect that supply cable and ignition cable connectors are installed and safetied.	74-00-00		
22. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.	P&W		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
23. FUEL PURGE SYSTEM			
a. FUEL DRAIN COLLECTOR SYSTEM (BB-2 thru BB-665; BT-1 thru BT-16; BL-1 thru BL-9)			
1) Check tank, pump, pump filter and plumbing for leaks and security of attachment.	71-70-00		
2) Perform a pressure test on the collector tank.	71-70-00		
3) Check wiring to collector pump and tank float switch for damage and security of attachment.	71-70-00		
4) Check collector pump for proper operation.	71-70-00		
b. FUEL PURGE (BB-666 and After; BT-17 and After; BL-10 and After; BN-1 and After; BY-1 and After; BZ-1 and After)			
1) Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
2) Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
3) Remove the fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
4) Perform the fuel purge system flow divider/purge valve leakage test.	71-70-00		
24. LEFT-HAND ENGINE - Inspect all systems, all components and attaching hardware for general condition and security of attachment. Check all tubes and hoses for general condition, leaks and security of attachment.	AC43.13-1B/2B		
25. ENGINE MOUNT TRUSS ASSEMBLY			
a. Inspect for cracks, dents, chafing and corrosion. Special attention should be made to areas around clamps.	71-20-00		
b. Inspect vibration isolators (mounts) for deterioration, damage and attachment.	71-20-00		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
26. INDUCTION SYSTEM			
a. Check the inertial anti-icer vane and bypass door for freedom of movement and correct travel with the electrical actuator and the manual override (Airplanes prior to BB-1444, except BB-1439; prior to BT-35; BL-139 and BN-5) or standby actuator (BB-1439, BB-1444 and After; BT-35 and After; BL-139 and After; BN-5 and After; BY-1 and After; BZ-1 and After).	30-20-00		
b. Inspect the engine inlet screen, inertial separator and air inlet duct for obstruction and damage.	30-20-00		
27. ENGINE FIRE DETECTION SYSTEM			
a. FIRE DETECTION SYSTEM (Airplanes prior to BB-1444, except BB-1439; prior to BT-35; BL-139 and BN-5) Check all fire detectors for sensitivity and continuity.			
b. FIRE DETECTION SYSTEM (BB-1439, BB-1444 and After; BT-35 and After; BL-139 and After; BN-5 and After; BY-1 and After; BZ-1 and After)			
1) Check that fire detection sensor element is not kinked, chafed or bent at a radius of less than 2 inches.	26-10-00		
2) Check that the fire detection sensor element does not touch the surrounding structure and that attachment points are secure.	26-10-00		
3) Check the fire detection system for continuity.	26-10-00		
28. PROPELLER SYNCHROPHASER - TYPE I and TYPE II -			
a. TYPE I (BB-2 thru BB-934, BB-991; BT-1 thru BT-22; BL-1 thru BL-41 and BN-1)			
1) Inspect for proper gap between pickups and targets.	61-22-00		
2) Inspect drive unit for damage, security of attachment, electrical connections, wear and proper rigging.	CMM		
3) Check rod end bearing for damage and lubrication.	CMM		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. TYPE II (BB-935 thru BB-990, BB-992 and After; BT-23 and After; BL-42 and After; BN-2 and After; BY-1 and After; BZ-1 and After)			
1) Inspect for proper gap between pickups and targets.	61-22-00		
29. AUTOFEATHER and AUTOIGNITION PRESSURE SWITCHES - Inspect security of attachment, leakage and electrical connection for security.	61-21-00 74-00-00		
30. PRIMARY PROPELLER GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
31. OVERSPEED GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
32. ENVIRONMENTAL BLEED AIR FLOW CONTROL VALVE - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-10-00 21-11-00		
L. RIGHT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		

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L. RIGHT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
M. RIGHT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-10-00		
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
4. BATTERY			
a. Service battery as required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions. (BB-2 thru BB-1631; BT-1 thru BT-38; BL-1 thru BL-140; BN-1 thru BN-4)	24-31-00		
c. Remove battery and inspect the battery box and cables for deterioration or obstructions. (BB-1632 and After; BT-39 and After; BL-141 and After; BN-5 and After; BY-1 and After; BZ-1 and After)	24-31-00		
5. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security and attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
c. Perform the FIRE EXTINGUISHING SYSTEM FUNCTIONAL TEST.			

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N. RIGHT-HAND MAIN LANDING GEAR AREA	ATA/GAMA REFERENCE	MECH	INSP
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.	CMM		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-30-00		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. BRAKE DEICING (If Installed)			
a. Inspect manifold for blocked orifices.	30-21-00		
b. Inspect exterior of lines, hoses and connections for leakage and attachment.	30-21-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
5. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR			
a. ACTUATOR (Mechanical Gear)			
1) Check actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
2) Inspect actuator for leakage of internal lubricant.	32-30-00		
b. ACTUATOR (Hydraulic Gear)			
1) Check actuator support brackets for visible damage, wear and loose and missing fasteners.	32-31-00		
2) Check actuators and plumbing for leakage.	32-31-00		
O. RIGHT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. P_3 AIR FILTER - Inspect the filter for cleanliness.	P&W		

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O. RIGHT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide (Ref. 12-10-00).	28-00-00 12-10-00		
4. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-00-00		
b. Inspect the carbon block pin for freedom of movement.			
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-00-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-00-00		
5. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
6. RIGHT-HAND ENGINE - Inspect all systems, all components and attaching hardware for general condition and security of attachment. Check all tubes and hoses for general condition, leaks and security of attachment.	AC43.13-1B/2B		
7. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters.	P&W		
8. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT (Sunstrand pumps only) - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W 73-10-02		
9. DRAIN PLUGS - Inspect all drain plugs for leakage, security and safetying.	79-00-00		
10. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
11. OIL COOLER - Inspect oil cooler and plumbing for leakage, damage and attachment.	79-00-00		
12. OIL PRESSURE SNUBBER (P/N 3R1) with porous type element - Clean element.	12-10-00		
13. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.	71-10-00		
14. FIRESEALS - Inspect for condition.	71-00-00		

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O. RIGHT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
15. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.	78-00-00		
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		
16. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. **NOTE** Special attention should be made to the cam box.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
17. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
18. STARTER-GENERATOR - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
19. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.	P&W		
20. MAGNETIC CHIP DETECTOR			
a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
b. Check light in annunciator panel for proper operation.	12-10-00		
21. ENGINE			
a. Inspect fuel nozzles per manufacturer's manual.	P&W		
b. Inspect engine in accordance with the instructions found in the engine manufacturer's manual.	P&W		

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22. AIR-CONDITIONING COMPRESSOR			
a. Inspect for security of attachment and oil leaks.	21-50-00		
b. Inspect for wear and lubricate the spline on the pulley end of the quill shaft.	21-50-00		
c. Inspect drive belt for deterioration, wear and proper tension.	21-50-00		
d. Check for proper compressor oil level if oil leak indications are present.	12-10-00		
e. Inspect the integrity and security of the clutch assembly. Remove the belt from the compressor. Inspect for freedom of rotation, bearing roughness and free play (wobble). Check for corrosion or evidence of inappropriate wear (belt dust, metal shavings).	21-50-00		
23. REFRIGERANT LINES and SERVICE VALVES - Inspect lines and valves for leakage, damage and attachment.	21-50-00		
24. ENGINE MOUNT TRUSS ASSEMBLY			
a. Inspect for cracks, dents, chafing and corrosion. Special attention should be made to areas around clamps.	71-20-00		
b. Inspect vibration isolators (mounts) for deterioration, damage and attachment.	71-20-00		
25. INDUCTION SYSTEM			
a. Check the inertial anti-icer vane and bypass door for freedom of movement and correct travel with the electrical actuator and the manual override (Airplanes prior to BB-1444, except BB-1439; prior to BT-35; BL-139 and BN-5) or standby actuator (BB-1439, BB-1444 and After; BT-35 and After; BL-139 and After; BN-5 and After; BY-1 and After; BZ-1 and After).	30-20-00		
b. Inspect the engine inlet screen, inertial separator and air inlet duct for obstruction and damage.	30-20-00		
26. ENGINE FIRE DETECTION SYSTEM			
a. FIRE DETECTION SYSTEM (Airplanes prior to BB-1444, except BB-1439; prior to BT-35; BL-139 and BN-5) Check all fire detectors for sensitivity and continuity.			

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b. FIRE DETECTION SYSTEM (BB-1439, BB-1444 and After; BT-35 and After; BL-139 and After; BN-5 and After; BY-1 and After; BZ-1 and After)			
1) Check that the fire detection sensor element is not kinked, chafed or bent at a radius of less than 2 inches.	26-10-00		
2) Check that the fire detection sensor element does not touch the surrounding structure and that attachment points are secure.	26-10-00		
3) Check the fire detection system for continuity.	26-10-00		
27. PROPELLER SYNCHROPHASER - TYPE I and TYPE II -			
a. TYPE I (BB-2 thru BB-934, BB-991; BT-1 thru BT-22; BL-1 thru BL-41 and BN-1)			
1) Inspect for proper gap between pickups and targets.	61-22-00		
2) Inspect drive unit for damage, security of attachment, electrical connections, wear and proper rigging.	CMM		
3) Check rod end bearing for damage and lubrication.	CMM		
b. TYPE II (BB-935 thru BB-990, BB-992 and After; BT-23 and After; BL-42 and After; BN-2 and After; BY-1 and After; BZ-1 and After)			
1) Inspect for proper gap between pickups and targets.	61-22-00		
28. AUTOFEATHER and AUTOIGNITION PRESSURE SWITCHES - Inspect security of attachment, leakage and electrical connection for security.	61-21-00 74-00-00		
29. PRIMARY PROPELLER GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
30. OVERSPEED GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
31. IGNITION EXCITER			
a. Inspect exciter and electrical harness for damage and security of attachment.	74-00-00		
b. Inspect that supply cable and ignition cable connectors are installed and safetied.	74-00-00		

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O. RIGHT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
32. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.	P&W		
33. FUEL PURGE SYSTEM			
a. FUEL DRAIN COLLECTOR SYSTEM (BB-2 thru BB-665; BT-1 thru BT-16; BL-1 thru BL-9)			
1) Check tank, pump, pump filter and plumbing for leaks and security of attachment.	71-70-00		
2) Perform a pressure test on the collector tank.	71-70-00		
3) Check wiring to collector pump and tank float switch for damage and security of attachment.	71-70-00		
4) Check collector pump for proper operation.	71-70-00		
b. FUEL PURGE (BB-666 and After; BT-17 and After; BL-10 and After; BN-1 and After; BY-1 and After; BZ-1 and After)			
1) Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
2) Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
3) Remove the fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
4) Perform the fuel purge system flow divider/purge valve leakage test.	71-70-00		
34. ENVIRONMENTAL BLEED AIR FLOW CONTROL VALVE - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-10-00 21-11-00		

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P. LANDING GEAR RETRACTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE Mechanical and Hydraulic Landing Gear Systems - Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection. Hydraulic Landing Gear System - The hydraulic landing gear system pump may cavitate and not operate properly during ground use of the hydraulic power pack for retraction and/or extension of the landing gear. To prevent this, an exterior supply of dry air at 18 to 20 psi must be applied to the power pack reservoir to prevent cavitation. If an exterior air supply is not available, use an exterior hydraulic pressure source. Refer to OPERATING THE LANDING GEAR USING THE POWER PACK in Chapter 32-31-00 of the Super King Air 200 Series Maintenance Manual.			
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32-00-00		
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32-00-00		
b. Check door linkage for wear, damage and rigging.	32-00-00		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Clean terminals and connectors as required.	32-60-00		
c. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Clean terminals and connectors as required.	32-60-00		
c. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32-60-00		
7. SAFETY SWITCH - Check for proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00 32-31-00		
9. LIMIT SWITCHES - (Mechanical Gear)			
a. Check for correct adjustment.	32-60-00		
b. Check for security of attachment.	32-60-00		

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P. LANDING GEAR RETRACTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
10. EMERGENCY EXTENSION (Mechanical Gear) - Check system for freedom of operation and positive engagement of downlocks.	32-30-00		
CAUTION *Do not continue operation after receiving a gear-down indication on all gears. Further movement of the handle could damage the drive mechanism and prevent subsequent electrical gear retraction. The landing gear cannot be retracted manually.*			
11. EMERGENCY EXTENSION (Hydraulic Gear) - Check system for freedom of operation and positive engagement of downlocks.	32-31-00		
12. NOSE GEAR RETRACT CHAIN (Mechanical Gear)			
a. Check for proper chain tension.	32-30-00		
b. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
13. PLACARDS - Check that all placards are in place and are legible.	11-00-00		
14. LANDING GEAR RETRACTION - Inspect all landing gear components and attaching hardware, structure and hydraulic lines for general condition and security of attachment.	AC43.13-1B/2B		
Q. OPERATIONAL INSPECTION			
NOTE The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF FUEL VALVES - Check for proper operation.			
2. CROSSFEED FUEL VALVE - Check for proper operation.			
3. STANDBY PUMPS - Check for proper operation.			
4. STARTER-GENERATOR			
a. Check starter for operation.			
b. Check generator for output.			

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5. IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel light illumination.			
6. ENGINE OIL - Check for proper pressure and temperature limits.			
7. FUEL QUANTITY GAGES - Check operation.			
8. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.			
9. VACUUM SYSTEM - Check for correct limits.			
10. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
11. PNEUMATIC SYSTEM SHUTOFF VALVES - Check for proper operation.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS - Perform flight idle torque check.			
14. AUTOFEATHERING CHECK - Refer to AUTOFEATHER SYSTEM OPERATIONAL CHECK.	61-21-00		
15. PROPELLER SYNCHROPHASER - Refer to SYNCHROPHASER SYSTEM FUNCTIONAL TEST and confirm proper synchronization.	61-22-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).			
17. IDLE RPM - Check for correct rpm (both high and low rpm).			
18. AC INVERTERS (If Installed) - Check for proper operation.			
19. RUDDER BOOST - Check for proper operation.			
20. AUTO-IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel illumination.			
21. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.			
22. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.			

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23. SURFACE DEICE SYSTEM - Check for proper operation and cycling.			
24. BRAKE DEICE SYSTEM (If Installed) - Check for proper operation with engines running.			
25. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
26. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
27. REFRIGERANT LEVEL - Check for proper level.			
28. AUTOPILOT - Check for proper operation as outlined by the applicable Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
29. STALL WARNING - Check for proper operation.			
30. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
31. ENGINE FIRE EXTINGUISHERS (If Installed) - Perform system test according to instructions found in the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
32. PRESSURIZATION SYSTEM - Check for proper operation. **NOTE** Refer to the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
33. AUXILIARY FUEL TRANSFER JET PUMPS - Check for proper operation.			
34. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
35. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
36. LANDING and TAXI LIGHTS - Check operation of all lights.			

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37. OUTBOARD WING LIGHTS (RIGHT and LEFT) - Check operation of all navigation and strobe lights.			
38. COCKPIT LIGHTS - Check operation of all cockpit lights.			
39. EFIS COOLING BLOWERS (If Installed) - Check operation.	34-20-00		
40. ELECTRIC ELEVATOR TRIM - Check for proper operation.			
41. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
42. STATIC SYSTEM - Inspect alternate air valve for operation.			
43. WINDSHIELD - Perform heated operational check.			
44. THRESHOLD LIGHT - Check for proper operation.			
45. AUXILIARY ELECTRIC HEAT (If Installed) - Check for proper operation of the Electric Heat System.			
46. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
47. PILOT'S and COPILOT'S SEATS, SEAT BELTS and SHOULDER HARNESSES - Check seat adjustment mechanism, seat belts and shoulder harness inertia reel for operation.			
48. CABIN SEATS, SEAT BELTS and SHOULDER HARNESSES - Check seat adjustment mechanism, seat belts and shoulder harness inertia reel for operation.			
49. CABIN ENTRANCE DOOR (BB-2 and After; BT-1 and After; BY-1 and After)			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check cabin DOOR UNLOCK annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
50. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (BL-1 and After; BN-1 and After; BZ-1 and After)			
a. Inspect door latching mechanism for operation and security of attachment.			
b. Check latching mechanism, folding steps and gas springs for proper operation.			

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51. EMERGENCY EXIT (WITH DOOR INSTALLED)			
a. Check emergency release handles (inside and outside) and latch mechanism for operation.			
b. Check that latches open and close freely.			
52. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
53. REAR FUSELAGE and EMPENNAGE LIGHTS - Check operation of all lights.			
54. AILERON (left and right) - Check for freedom of movement.			
55. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
56. FUEL TANK HEATED VENTS (left and right) - Check the operation of the heated vents. They should be warm to the touch.			
57. STALL WARNING HEAT - Check for proper operation.			
58. FLAPS and ACTUATORS (Inboard, Outboard, left and right) - Check flaps for noisy or erratic operation.			
59. WING CENTER SECTION LIGHTS - Check operation of all lights.			
60. ENGINE INDUCTION SYSTEM (left and right) (BB-2 thru BB-1439, BB-1440 thru BB-1443; BT-1 thru BT-34; BL-1 thru BL-138; BN-1 thru BN-4) Check the inertial vane and bypass door for movement with the main and manual system.	30-20-00		
61. ENGINE INDUCTION SYSTEM (left and right) (BB-1439, BB-1444 and After; BT-35 and After; BL-139 and After; BN-5 and After; BY-1 and After; BZ-1 and After) Check the inertial vane and bypass door for movement with the main and standby actuator motors.	30-20-00		
62. EXTERNAL POWER RELAY - Check for proper operation.			
63. DUAL AUXILIARY ELECTRIC HEAT POWER RELAYS (BB-1978, BB-1988 and After; BL-152 and After; BY-1 and After: BZ-1 and After) - Check operation of relays.	21-41-00		

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
64. PILOT DISPLAY SWITCH - Perform the ENGINE INDICATION REVERSION INSPECTION procedure.	77-40-00		
65. AUTOPILOT - DCU Aural Warning - Perform the AUTOPILOT DATA CONCENTRATOR UNIT (DCU) AURAL WARNING INSPECTION procedure.	22-15-00		
66. STALL WARNING - Autopilot Disconnect - Perform the STALL WARNING AUTOPILOT DISCONNECT INSPECTION procedure.	22-15-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-20-00		
2. LUBRICATE AS NECESSARY.	12-20-00		
3. ENGINES INSPECTED AFTER GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS - Ensure Chapter 5, Special Inspection, and Airworthiness Limitations Manual (P/N 101-590010-453) requirements are complied with at the appropriate intervals.			
6. IN-FLIGHT WORKSHEETS - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment is installed in the airplane and is serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

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INSPECTION COMPLETED

I certify that Phase 2 Inspection was performed in accordance with the 200 Series Inspection Program and that the airplane is approved for return to service:

DATE: .....

MECHANIC: .....

CREW CHIEF: .....

QUALITY CONTROL INSPECTOR: .....

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SCHEDULED INSPECTION PROGRAM (PHASE 3) - MAINTENANCE PRACTICES

Owner _____ LH Eng. S/N _____
W/O Number _____ Total Time _____ Total Cycles _____
Date In _____ Date Out_____ TSOH _____ Cycles SOH _____
Serial No. _____ Reg. No. _____ TSHSI _____ Cycles SHSI _____
Last Inspection _____ Phase _____ RH Eng. S/N _____
Last Inspection Date _____ Total Time _____ Total Cycles _____
Last Inspection Hours _____ TSOH _____ Cycles SOH _____
Hourmeter _____Total Time _____ TSHSI _____ Cycles SHSI _____
Total Cycles_____ LH Prop S/N _____
Researched By _____ LH Prop Total Time _____ TSOH _____
RH Prop S/N _____
RH Prop Total Time _____ TSOH _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE There are no inspections required in this section during this phase.			
B. NOSE AVIONICS COMPARTMENT			
1. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	12-20-00 37-00-00		
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING AND EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
D. NOSE GEAR			
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.	32-40-00		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		

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D. NOSE GEAR (Continued)	ATA/GAMA REFERENCE	MECH	INSP
2. TIRE			
a. Inspect for wear and deterioration.	12-20-00		
b. Check for correct inflation.	12-20-00		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		
4. NOSE GEAR DRAG BRACE STOP LUGS - Inspect for cracks, damage or distortion.	12-20-00 32-20-00		
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.	12-20-00 32-20-00		
6. LANDING AND TAXI LIGHTS - Inspect for broken lenses or bulbs.	33-40-00		
7. STEERING LINKAGE - Inspect nose gear steering mechanism and attaching hardware for wear, damage and corrosion.	32-50-00		
E. PILOT'S COMPARTMENT			
1. RETURN AIR INLET FILTERS - Inspect filters in return air inlet of the forward vent blower.	21-50-00		
2. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks, or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding, cracks or wear.	56-10-00		
d. Inspect windshield attachment screws for 20 inch-pounds of torque.	56-10-00		
3. WINDOWS - Inspect exterior surface of cockpit side windows for deep scratches, cracks, chips, excess crazing or other damage.	56-15-00		
4. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
6. PORTABLE FIRE EXTINGUISHER - Inspect the bottle for signs of damage and mount for security of attachment.	CMM		
7. SEATS, SEAT BELTS and SHOULDER HARNESSES - Inspect seat belts and shoulder harness for deterioration.	25-10-00		

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E. PILOT'S COMPARTMENT (Continued)	ATA/GAMA REFERENCE	MECH	INSP
8. BRAKE FLUID RESERVOIR PRESSURE EQUALIZATION ORIFICE - Inspect for blockage.	32-40-00		
9. PILOT'S COMPARTMENT - Inspect skin, structure, seats and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		
10. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
11. REFRIGERANT LINES and SERVICE VALVES - Inspect lines for leakage, damage and attachment.	21-50-00		
12. RUDDER PEDALS			
a. Inspect rudder pedals for wear, clearance and attachment.	27-20-00		
b. Inspect rudder pedal linkage for wear, damage, attachment and operation.	27-20-00		
13. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27-00-00		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27-00-00 20-04-00		
14. BRAKE SYSTEM - Inspect brake system components and plumbing for leakage and attachment.	32-40-00		
15. INSTRUMENT PANEL, PLUMBING and WIRING - Inspect instrument panel, subpanels, placards, shock mounts and instrument plumbing for damage, attachment, chafing and hoses for hardness or cracks.	39-10-00		
16. CONTROL COLUMN			
a. Inspect for wear, damage, corrosion, attachment and operation.	27-10-00		
b. Inspect control wheel adapter for cracks in the weld area of adapter or forward side of control wheel.	27-10-00		
c. Inspect control wheel switches for condition and security of attachment.	27-10-00		

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E. PILOT'S COMPARTMENT (Continued)	ATA/GAMA REFERENCE	MECH	INSP
17. PEDESTAL			
a. Inspect pedestal components and plumbing for damage, attachment and chafing and hoses for hardness or cracks.	39-10-00		
b. Inspect condition lever control gates for wear.	76-00-00		
18. PRESSURIZATION CONTROLLER			
a. Inspect for security of attachment, plumbing and wiring for damage and connection security.	21-30-00		
b. Inspect filter in controller assembly located within the pedestal.	21-30-00		
19. MANUAL LANDING GEAR EXTENSION - Inspect the manual extension handle assembly and linkage from the handle to the manual extension system for proper installation, wear and security of attachment.			
20. ACCESS DOORS - Inspect for fit and attachment.			
21. HEATED WINDSHIELD - Inspect heated windshield antistatic coating and tab bonding.	56-10-00		
22. RELIEF TUBE (If Installed)			
a. Inspect plumbing and storage box for corrosion.			
b. Inspect relief tube outlet area for corrosion.			
23. DUAL BUS FEEDER and FUEL PANEL DIODES - Inspect diodes per inspection procedure in maintenance manual.	24-50-00		
24. ENVIRONMENTAL SYSTEM			
a. Inspect ducts for condition and security of installation.			
b. Check ducts for evidence of thermal leaks and/or degradation, such as discoloration of duct insulator, adjacent structure or components.			
c. Physically inspect ducts by touching ducts, checking for thermal deterioration, deformation of the ducts, and proper connection at the joints.			
d. Perform the BLEED AIR BYPASS VALVE OPERATIONAL CHECK procedure.	21-40-00		

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F. CABIN SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips and excessive crazing or other damage.	56-15-00		
2. ROTATING or (FLASHING) BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.			
4. OUTFLOW and SAFETY VALVES			
a. Drain outflow valve control line.	12-20-00		
b. Inspect plumbing and components for attachment.	21-30-00		
c. Inspect safety valve screen.	12-20-00		
d. Inspect poppet and seat of both valves.	12-20-00		
e. Perform functional test of outflow and safety valves.	21-30-00		
5. AFT EVAPORATOR FILTERS - Inspect aft evaporator filter (Not Applicable to: BB-1978, BB-1988 and After; BL-152 and After; BN-10 and After; BT-47 and After; BY-1 and After; BZ-1 and After).	21-50-00		
6. SEATS, SEAT BELTS AND SHOULDER HARNESSES			
a. Inspect seat belts and shoulder harness for deterioration and missing components.	25-20-00		
b. Inspect shoulder harness attachment post for cracked, warn, brittle or missing grommets.	25-20-00		
7. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
8. OXYGEN SYSTEM			
a. Inspect oxygen system installation for damage and security of attachment.	35-00-00		
b. Perform the appropriate OXYGEN SYSTEM FUNCTIONAL TEST.	35-00-00		
9. TOILET - Inspect for spillage and leakage below the toilet.	38-30-00		

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F. CABIN SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
10. CABIN ENTRANCE DOOR (BB-2 and After; BT-1 and After; BY-1 and After)			
a. Inspect the door seal for cuts, abrasions and security of attachment.	52-10-00		
b. Inspect door seal solenoid valve and pressure regulator valve for security and electrical connection.	52-10-00		
c. Inspect the cabin door support cables for wear, damage and security.	52-10-00		
d. Inspect door latching mechanism and cables for damage, deterioration and security of attachment.	52-10-00		
e. Inspect upper latch hooks and retaining pins for rigging, wear and damage. (Pin removal and inspection required.)	52-10-00		
f. Inspect upper latch hooks for proper tension.	52-10-00		
g. Inspect side latch bolts (bayonets) and rollers for rigging and freedom of movement.	52-10-00		
h. Inspect the cabin DOOR UNLOCKED annunciator switch spring.	52-70-00		
11. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (BL-1 and After; BN-1 and After; BZ-1 and After) Inspect door seals for cuts, abrasions, deterioration and security of attachment.	52-11-00		
12. AVIONICS EQUIPMENT and RACKS (If Installed) - Inspect avionics equipment and racks for security of attachment.			
13. BULKHEADS - Inspect for water traps.			
14. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends and cracks which are conditions for replacement.	27-00-00		
b. Inspect control cables, pulleys and associated equipment for cracks, damage, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27-00-00		
15. LANDING GEAR HYDRAULIC LINES - Inspect for leaks, damage and security of attachment.			

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F. CABIN SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
16. FLAP MOTOR and DRIVES - Inspect for damage and attachment.	27-50-00		
17. AILERON QUADRANT REGULATOR - Inspect for security, attachment, operation and travel.	27-10-00		
18. BELLY DRAIN VALVES - Inspect for possible obstructions.			
19. CABIN WINDOW ATTACH FRAMES - Perform inspection and repair of window attach frames.	56-15-00		
20. CABIN SECTION AREA - Inspect skin, structure, seats, all components and attaching hardware for general condition and security of attachment. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		
a. Inspect the crossties at stringer left and right #7 position FS 179 thru FS 271.	53-10-00		
21. PNEUMATIC PRESSURE REGULATOR, VACUUM EJECTOR and DEICER DISTRIBUTION VALVE - Inspect equipment and plumbing for security.			
22. CONTROL CABLE SEALS - Inspect for damage, security, cleanliness and lubrication.	27-00-00		
23. AUTOPILOT COMPONENTS - Inspect components for security of attachment.	22-00-00		
24. RELIEF TUBE (If Installed)			
a. Inspect plumbing and storage box for corrosion.			
b. Inspect relief tube outlet area for corrosion.			
25. ANTENNAS - Inspect all external antennas for leading edge erosion and condition of base seals.			
26. PORTABLE FIRE EXTINGUISHER (If Installed) - Inspect bottle for signs of damage and security.	26-20-00 CMM		
27. CABIN DOORS and EMERGENCY EXITS			
a. Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		
b. Inspect corner areas of emergency exit (removed) for cracks and abrasion in area of curvature between seal and outer face of exit.	52-20-00		

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F. CABIN SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
28. EMERGENCY EXITS (With door installed and properly rigged)			
a. Inspect latches for damage and check all moving parts for proper operation.			
b. Check for proper latch adjustment and seal of closed latches.			
29. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
30. ENVIRONMENTAL SYSTEM			
a. Inspect ducts for condition and security of installation.			
b. Check ducts for evidence of thermal leaks and/or degradation, such as discoloration of duct insulator, adjacent structure or components.			
c. Physically inspect ducts by touching ducts, checking for thermal deterioration, deformation of the ducts, and proper connection at the joints.			
31. FLUORESCENT LIGHT POWER SUPPLIES (BB-2 thru BB-309, BB-311 thru BB-342, BB-344 thru BB-382, BB-384 thru BB-414, BB-417 thru BB-449; BL-1 THRU BL-128; BN-1 THRU BN-4; BT-1 THRU BT-4) Inspect the edge card connector and power supply for contamination and corrosion. Ensure the edge card is clean and the plug that slips over the edge card is tight.			
32. UPHOLSTERY PANELS - Inspect for attachment and security.			
33. PRESSURIZATION DUCTS - Inspect for security of attachment.	21-20-00		
34. FLAPPER VALVE - Check for proper operation and excessive air noise.	21-20-00		
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Inspect rear fuselage drains.	53-10-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose leads.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING (FLASHING) BEACONS - Inspect for broken or cracked lenses.	33-40-00		

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G. REAR FUSELAGE AND EMPENNAGE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
4. ACCESS DOORS - Inspect for fit and security of attachment.			
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.	53-10-00		
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.			
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	55-40-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wicks for proper bonding to the airplane.	23-60-00		
9. RUDDER BOOST FILTER (With Auto Pilot) - Replace filter.	27-21-00		
H. LEFT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-10-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect The navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		

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H. LEFT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wick for proper bonding to the airplane.	23-60-00		
9. AILERON AND TRIM TAB - Check trim tab free play.	27-10-00		
I. LEFT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel filter cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-10-00		
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
4. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00		
5. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
6. LANDING GEAR HYDRAULIC POWER PACK and MOTOR (If Installed)			
a. Inspect the hydraulic power pack gear-up and gear-down port screens.	12-20-00 32-31-00		
b. Inspect the alternate extension hand pump suction line filter.	12-20-00 32-31-00		
c. Inspect the landing gear hydraulic system bleed air pressure overboard relief orifice screen for blockage.	12-20-00 32-31-00		
d. Inspect the hydraulic power pack fill reservoir screen.	12-20-00 32-31-00		
e. Inspect all plumbing attach points for leaks and security of attachment.	32-31-00		

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I. LEFT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. MECHANICAL LANDING GEAR TORQUE TUBE AND ASSOCIATED COMPONENTS - Inspect torque tube, bearings, supports, universal joints, and hardware for security of attachment, wear, cracks, breaks, bends, splits, chaffing, alignment, and clearance from associated structures and their components. Disconnect the torque tubes at both ends and rotate to check the bearing for wear and roughness.			
J. LEFT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. BRAKE DEICING (If Installed)			
a. Inspect manifold for blocked orifices.	30-21-00		
b. Inspect exterior of lines, hoses and connections for leakage and attachment.	30-21-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	32-40-00 12-20-00		
5. LEFT-HAND MAIN GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
6. ELECTRICAL WIRING AND EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR			
a. ACTUATOR (Mechanical Gear)			
1) Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
2) Inspect brackets for loose or missing rivets.	32-30-00		
3) Inspect actuator for leakage of internal lubricant.	32-30-00		

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J. LEFT-HAND MAIN LANDING GEAR AREA (Continued)	ATA/GAMA REFERENCE	MECH	INSP
b. ACTUATOR (Hydraulic Gear)			
1) Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-31-00		
2) Inspect actuator and plumbing for leakage.	32-31-00		
8. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger tight and safetied).	CMM		
9. LEFT-HAND MAIN LANDING GEAR AREA - Inspect wheel well, gear door structure, all components and attaching hardware for general condition and security of attachment. If damage is found, check adjacent areas.	AC43.13-1B/2B		
K. LEFT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. P_3 AIR FILTER - Inspect the filter for cleanliness.	P&W		
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive or KATHON FP 1.5 biocide (Ref. 12-10-00).	28-00-00 12-10-00		
4. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00 61-12-00		
5. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
6. LEFT-HAND ENGINE - Inspect all systems, all components and attaching hardware for general condition and security of attachment. Check all tubes and hoses for general condition, leaks and security of attachment.	AC43.13-1B/2B		
L. RIGHT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		

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L. RIGHT-HAND OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wick for proper bonding to the airplane.	23-60-00		
9. AILERON - Check.	27-10-00		
M. RIGHT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-10-00		
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		

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M. RIGHT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
4. BATTERY			
a. Service battery as required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions. (BB-2 thru BB-1631; BT-1 thru BT-38; BL-1 thru BL-140; BN-1 thru BN-4)	24-31-00		
c. Remove battery and inspect the battery box and cables for deterioration or obstructions. (BB-1632 and After; BT-39 and After; BL-141 and After; BN-5 and After; BY-1 and After; BZ-1 and After)	24-31-00		
5. FUEL PUMPS - Inspect for leaks and security of attachment.	28-20-00		
6. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security and attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
7. MECHANICAL LANDING GEAR TORQUE TUBE AND ASSOCIATED COMPONENTS - Inspect torque tube, bearings, supports, universal joints, and hardware for security of attachment, wear, cracks, breaks, bends, splits, chaffing, alignment, and clearance from associated structures and their components. Disconnect the torque tubes at both ends and rotate to check the bearing for wear and roughness.			
N. RIGHT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. BRAKE DEICING (If Installed)			
a. Inspect manifold for blocked orifices.	30-21-00		
b. Inspect exterior of lines, hoses and connections for leakage and attachment.	30-21-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		

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N. RIGHT-HAND MAIN LANDING GEAR AREA (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
6. ELECTRICAL WIRING AND EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR			
a. ACTUATOR (Mechanical Gear)			
1) Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
2) Inspect actuator for leakage of internal lubricant.	32-30-00		
b. ACTUATOR (Hydraulic Gear)			
1) Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-31-00		
2) Inspect actuator and plumbing for leakage.	32-31-00		
8. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger tight and safetied).	CMM		
9. RIGHT-HAND MAIN LANDING GEAR AREA - Inspect wheel well, gear door structure, all components and attaching hardware for general condition and security of attachment. If damage is found, check adjacent areas.	AC43.13-1B/2B		
O. RIGHT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. P_3 AIR FILTER - Inspect the filter for cleanliness.	P&W		
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive or KATHON FP 1.5 biocide (Ref. 12-10-00).	12-10-00 28-00-00		
4. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00 61-11-00 61-12-00		
5. ENGINE OIL FILTER - Inspect for metal particles.	P&W		

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O. RIGHT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
6. RIGHT-HAND ENGINE - Inspect all systems, all components and attaching hardware for general condition and security of attachment. Check all tubes and hoses for general condition, leaks and security of attachment.	AC43.13-1B/2B		
P. LANDING GEAR RETRACTION **NOTE** Mechanical and Hydraulic Landing Gear Systems - Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection. Hydraulic Landing Gear System - The hydraulic landing gear system pump may cavitate and not operate properly during ground use of the hydraulic power pack for retraction and/or extension of the landing gear. To prevent this, an exterior supply of dry air at 18 to 20 psi must be applied to the power pack reservoir to prevent cavitation. If an exterior air supply is not available, use an exterior hydraulic pressure source. Refer to OPERATING THE LANDING GEAR USING THE POWER PACK in Chapter 32-31-00 of the Super King Air 200 Series Maintenance Manual.			
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32-00-00		
2. DOORS AND LINKAGE			
a. Check door for damage, operation and fit.	32-00-00		
b. Check door linkage for wear, damage and rigging.	32-00-00		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Clean terminals and connectors as required.	32-60-00		
c. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Clean terminals and connectors as required.	32-60-00		
c. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.			

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P. LANDING GEAR RETRACTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. SAFETY SWITCH - Check for proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00		
9. LIMIT SWITCHES - (Mechanical Gear)			
a. Check for correct adjustment.	32-60-00		
b. Check for security of attachment.	32-60-00		
10. EMERGENCY EXTENSION (Mechanical Gear) - Check system for freedom of operation and positive engagement of downlocks.	32-30-00		
CAUTION *Do not continue operation after receiving a gear-down indication on all gears. Further movement of the handle could damage the drive mechanism and prevent subsequent electrical gear retraction. The landing gear cannot be retracted manually.*			
11. EMERGENCY EXTENSION (Hydraulic Gear) - Check system for freedom of operation and positive engagement of downlocks.	32-31-00		
12. NOSE GEAR RETRACT CHAIN (Mechanical Gear)			
a. Check for proper chain tension.	32-30-00		
b. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
13. PLACARDS - Check that all placards are in place and are legible.	11-00-00		
14. LANDING GEAR RETRACTION - Inspect all landing gear components and attaching hardware, structure and hydraulic lines for general condition and security of attachment.	AC43.13-1B/2B		
Q. OPERATIONAL INSPECTION **NOTE** The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF VALVES - Check for proper operation.			
2. CROSSFEED FUEL VALVE - Check for proper operation.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. STANDBY PUMPS - Check for proper operation.			
4. STARTER-GENERATOR			
a. Check for proper operation.			
b. Check generator for output.			
5. IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel light illumination.			
6. ENGINE OIL - Check for proper pressure and temperature limits.			
7. FUEL QUANTITY GAGES - Check operation.			
8. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.			
9. VACUUM SYSTEM - Check for correct limits.			
10. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
11. PNEUMATIC SYSTEM SHUTOFF VALVES - Check for proper operation.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS - Perform flight idle torque check.			
14. AUTOFEATHERING CHECK - Refer to AUTOFEATHER SYSTEM OPERATIONAL CHECK.	61-21-00		
15. PROPELLER SYNCHROPHASER - Refer to the SYNCHROPHASER SYSTEM FUNCTIONAL TEST and confirm proper synchronization.	61-22-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).			
17. IDLE RPM - Check for correct rpm (both high and low rpm).			
18. AC INVERTERS (If Installed) - Check for proper operation.			
19. RUDDER BOOST - Check for proper operation.			
20. AUTO-IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel illumination.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
21. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.			
22. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.			
23. SURFACE DEICER SYSTEM - Check for proper operation and cycling.			
24. BRAKE DEICE SYSTEM (If Installed) - Check for proper operation with engines running.			
25. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
26. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
27. REFRIGERANT LEVEL - Check for proper level.			
28. AUTOPILOT - Check for proper operation as outlined by the applicable Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
29. STALL WARNING - Check for proper operation.			
30. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
31. ENGINE FIRE EXTINGUISHERS (If Installed) - Perform system test according to instructions found in the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
32. PRESSURIZATION SYSTEM - Check for proper operation. NOTE Refer to the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
33. AUXILIARY FUEL TRANSFER JET PUMPS - Check for operation.			
34. CONDITION LEVERS - Check for clean shutdown at IDLE-CUT-OFF.			
35. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
36. LANDING and TAXI LIGHTS - Check operation of all lights.			
37. OUTBOARD WING LIGHTS (RIGHT and LEFT) - Check operation of all navigation and strobe lights.			
38. COCKPIT LIGHTS - Check operation of all cockpit lights.			
39. EFIS COOLING BLOWERS (If Installed) - Check operation.	34-20-00		
40. ELECTRIC ELEVATOR TRIM - Check for proper operation.			
41. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
42. STATIC SYSTEM - Inspect alternate air valve for operation.			
43. WINDSHIELD - Perform heated operational check.			
44. THRESHOLD LIGHT - Check for proper operation.			
45. AUXILIARY ELECTRIC HEAT - Check for proper operation of the Electric Heat System.			
46. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
47. PILOT'S and COPILOT'S SEATS, SEAT BELTS and SHOULDER HARNESSES - Check seat adjustment mechanism, seat belts and shoulder harness inertia reel for operation.			
48. CABIN SEATS, SEAT BELTS AND SHOULDER HARNESSES - Check seat adjustment mechanism, seat belts and shoulder harness inertia reel for operation.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
49. CABIN ENTRANCE DOOR (BB-2 and After; BT-1 and After; BY-1 and After)			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check cabin DOOR UNLOCK annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
50. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (BL-1 and After; BN-1 and After; BZ-1 and After)			
a. Inspect door latching mechanism for operation and security of attachment.			
b. Check latching mechanism, folding steps and gas springs for proper operation.			
51. EMERGENCY EXITS (WITH DOOR INSTALLED)			
a. Check emergency release handles (inside and outside) and latch mechanism for operation.			
b. Check that latches open and close freely.			
52. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
53. REAR FUSELAGE and EMPENNAGE LIGHTS - Check operation of all lights.			
54. AILERON (left and right) - Check for freedom of movement.			
55. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
56. FUEL TANK HEATED VENTS (left and right) - Check the operation of the heated vents. They should be warm to the touch.			
57. STALL WARNING HEAT - Check for proper operation.			
58. FLAPS and ACTUATORS (Inboard, Outboard, left and right) - Check flaps for noisy or erratic operation.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
59. WING CENTER SECTION LIGHTS - Check operation of all lights.			
60. ENGINE INDUCTION SYSTEM (left and right) (BB-2 thru BB-1439, BB-1440 thru BB-1443; BT-1 thru BT-34; BL-1 thru BL-138; BN-1 thru BN-4) Check the inertial vane and bypass door for movement with the main and manual system.	30-20-00		
61. ENGINE INDUCTION SYSTEM (left and right) (BB-1439, BB-1444 and After; BT-35 and After; BL-139 and After; BN-5 and after; BY-1 and After; BZ-1 and After) Check the inertial vane and bypass door for movement with the main and standby actuator motors.	30-20-00		
62. EXTERNAL POWER RELAY - Check for proper operation.			
63. DUAL AUXILIARY ELECTRIC HEAT POWER RELAYS (BB-1978, BB-1988 and After; BL-152 and After; BY-1 and After: BZ-1 and After) - Check operation of relays.	21-41-00		
64. AUTOPILOT - DCU Aural Warning - Perform the AUTOPILOT DATA CONCENTRATOR UNIT (DCU) AURAL WARNING INSPECTION procedure.	22-10-00		
65. STALL WARNING - Autopilot Disconnect - Perform the STALL WARNING AUTOPILOT DISCONNECT INSPECTION procedure.	22-10-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-20-00		
2. LUBRICATE AS NECESSARY.	12-20-00		
3. ENGINES INSPECTED AFTER GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS - Ensure Chapter 5, Special Inspection, and Airworthiness Limitations Manual (P/N 101-590010-453) requirements are complied with at the appropriate intervals.			
6. IN-FLIGHT WORKSHEETS - All discrepancies noted by the pilot must be checked and corrected as required.			

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R. POST INSPECTION ITEMS (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment is installed in the airplane and is serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

INSPECTION COMPLETED

I certify that Phase 3 Inspection was performed in accordance with the Super King Air 200 Series Inspection Program and that the airplane is approved for return to service:

DATE: .....

MECHANIC: .....

CREW CHIEF: .....

QUALITY CONTROL INSPECTOR: .....

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

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SCHEDULED INSPECTION PROGRAM (PHASE 4) - MAINTENANCE PRACTICES

Owner _____
W/O Number _____
Date In _____ Date Out_____
Serial No. _____ Reg. No. _____
Last Inspection _____ Phase _____
Last Inspection Date _____
Last Inspection Hours _____
Hourmeter _____Total Time _____
Total Cycles_____
Researched By _____

LH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
RH Eng. S/N _____
Total Time _____ Total Cycles _____
TSOH _____ Cycles SOH _____
TSHSI _____ Cycles SHSI _____
LH Prop S/N _____
LH Prop Total Time _____ TSOH _____
RH Prop S/N _____
RH Prop Total Time _____ TSOH _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. NOSE SECTION - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
2. RADOME - Inspect the exterior surface for cracks in the paint and fiberglass substrate.			
B. NOSE AVIONICS COMPARTMENT			
1. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	12-20-00 37-00-00		
2. INSTRUMENT AIR FILTER - Inspect for cleanliness.	12-20-00 37-00-00		
3. AVIONICS EQUIPMENT and RACKS - Inspect for security of attachment.			
4. AVIONICS COMPARTMENT AREA - Inspect for corrosion, trapped water and indications of water leakage.			

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B. NOSE AVIONICS COMPARTMENT (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
6. DOORS, FASTENERS and SEAL - Inspect seal for deterioration and doors and latches for proper adjustment and fit.			
7. NOSE AVIONICS COMPARTMENT - Inspect skin, structure, all components and attaching hardware for general condition and security of attachment.	AC43.13-1B/2B		
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
2. FORWARD EVAPORATOR FILTER - Inspect forward evaporator filter.	21-50-00		
3. CONDENSER BLOWER - Inspect fittings for dirt, grease, moisture and security of attachment.	21-50-00		
4. REFRIGERANT LINES, SERVICE VALVES and HIGH PRESSURE RELIEF VALVES - Inspect lines and valves for leakage, damage, attachment and surface corrosion.	21-50-00		
5. NOSE LANDING GEAR AREA - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		
D. NOSE GEAR			
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.	32-40-00 CMM		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00 CMM		
2. TIRE			
a. Inspect for wear and deterioration.	12-20-00 CMM		
b. Check for correct inflation.	12-20-00 CMM		

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D. NOSE GEAR (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		
4. NOSE GEAR DRAG BRACE STOP LUGS - Inspect for cracks, damage or distortion.	12-20-00 32-20-00		
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.	12-20-00 32-20-00		
6. LANDING and TAXI LIGHTS			
a. Inspect for broken lenses or bulbs.	33-40-00		
b. Confirm correct focus of landing and taxi lights.	33-40-00		
7. NOSE GEAR LOWER DRAG LEG - Remove nose gear drag brace bolt and inspect lower drag leg hole for corrosion and wear.	CMM		
8. NOSE GEAR ACTUATOR			
a. Inspect actuator support brackets for damage, cracks and loose or missing fasteners.	32-30-00		
b. Inspect actuator (both types) and plumbing for leakage (hydraulic actuator only).	32-30-00		
9. NOSE GEAR COMPONENTS - Inspect all components and attaching hardware for wear, damage and surface corrosion.	32-20-00		
10. NOSE GEAR - Inspect nose gear, attaching structure and all components for general condition and security of attachment.	AC43.13-1B/2B		
E. PILOT'S COMPARTMENT			
1. RETURN AIR INLET FILTERS - Inspect filters in return air inlet of the forward vent blower.	21-50-00		
2. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding cracks or wear.	56-10-00		
3. WINDOWS - Inspect exterior surface of cockpit side windows for deep scratches, cracks, chips, excess crazing or other damage.	56-15-00		
4. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		

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E. PILOT'S COMPARTMENT (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips, excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.			
4. OUTFLOW and SAFETY VALVES - Drain outflow valve control line.	12-20-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Inspect the rear fuselage drains.	53-10-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose leads.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING or FLASHING BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.			
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.	53-10-00		
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.			
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	55-40-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wicks for proper bonding to the airplane.	23-60-00		

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G. REAR FUSELAGE AND EMPENNAGE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
9. EMPENNAGE and CONTROL SURFACES			
a. Check elevator trim tab free play.	27-30-00		
b. Check rudder trim tab free play.	27-20-00		
c. Inspect elevator and rudder hinge brackets and their spar attach areas.	AC43.13-1B/2B		
10. CABIN PRESSURIZATION OVERBOARD DUMP SYSTEM (If Installed) - Inspect louver and screen for obstruction and hoses for security.			
11. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
12. AVIONICS and AUTOPILOT EQUIPMENT and RACKS - Inspect avionics and autopilot equipment and racks for security, corrosion and signs of water leakage.			
13. VERTICAL STABILIZER - Inspect front and rear spars of the vertical stabilizer for loose or missing rivets or fasteners.			
14. CONTROL CABLE SEALS - Inspect for deterioration, security, cleanliness and lubrication.	27-00-00		
15. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect the control system components (pushrods, turnbuckles, castings, etc.) for bulges, splits or cracks which are conditions for replacement. Inspect rudder torque shaft arm for loose or working fasteners.	27-00-00		
b. Inspect control cables, pulleys and associated equipment for cracks, wear, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27-00-00		
16. OXYGEN SYSTEM PLUMBING - Inspect plumbing for security of attachment.	35-00-00		
17. REAR FUSELAGE and EMPENNAGE AREA - Inspect skin, structure, all components and attaching hardware for general condition and security of attachment. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		

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H. LEFT-HAND OUTBOARD WING	ATA/GAMA REFERENCE	MECH	INSP
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-10-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wicks for proper bonding to the airplane.	23-60-00		
I. LEFT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-10-00		

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I. LEFT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
4. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security and attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
J. LEFT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. BRAKE DEICING (If Installed) - Inspect manifold for blocked orifices.	30-21-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
5. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR			
a. ACTUATOR (Mechanical Gear)			
1) Check actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
2) Inspect brackets for loose or missing rivets.	32-30-00		
3) Inspect actuator for leakage of internal lubricant.	32-30-00		
b. ACTUATOR (Hydraulic Gear)			
1) Check actuator support brackets for visible damage, wear and loose and missing fasteners.	32-31-00		
2) Check actuators and plumbing for leakage.	32-31-00		

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K. LEFT-HAND ENGINE	ATA/GAMA REFERENCE	MECH	INSP
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. P_3 AIR FILTER - Inspect the filter for cleanliness.	P&W		
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide (Ref. 12-10-00).	28-00-00 12-10-00		
4. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-00-00		
b. Inspect the carbon block pin for freedom of movement.			
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-00-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-00-00		
5. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters.	P&W		
6. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
7. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT (Sunstrand pumps only) - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W 73-10-02		
8. DRAIN PLUGS - Inspect all drain plugs for leakage, security and safetying.	79-00-00		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER - Inspect oil cooler and plumbing for leakage, damage and attachment.	79-00-00		
11. OIL PRESSURE SNUBBER (P/N 3R1) with porous type element - Clean element.	12-10-00		
12. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.	71-10-00		
13. FIRESEALS - Inspect for condition.	71-00-00		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
14. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.	78-00-00		
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		
15. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. NOTE Special attention should be made to the cam box.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
16. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
17. STARTER-GENERATOR - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
18. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.	P&W		
19. MAGNETIC CHIP DETECTOR			
a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
b. Check light in annunciator panel for proper operation.	12-10-00		
20. ENGINE			
a. Inspect fuel nozzles per manufacturer's manual.	P&W		
b. Inspect engine in accordance with the instructions found in the engine manufacturer's manual.	P&W		

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K. LEFT-HAND ENGINE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
21. IGNITION EXCITER			
a. Inspect exciter and electrical harness for damage and security of attachment.	74-00-00		
b. Inspect that supply cable and ignition cable connectors are installed and safetied.	74-00-00		
22. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.	P&W		
23. FUEL PURGE SYSTEM			
a. FUEL DRAIN COLLECTOR SYSTEM (BB-2 thru BB-665; BT-1 thru BT-16; BL-1 thru BL-9)			
1) Check tank, pump, pump filter and plumbing for leaks and security of attachment.	71-70-00		
2) Perform a pressure test on the collector tank.	71-70-00		
3) Check wiring to collector pump and tank float switch for damage and security of attachment.	71-70-00		
4) Check collector pump for proper operation.	71-70-00		
b. FUEL PURGE (BB-666 and After; BT-17 and After; BL-10 and After; BN-1 and After; BY-1 and After; BZ-1 and After)			
1) Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
2) Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
3) Remove the fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
4) Perform the fuel purge system flow divider/purge valve leakage test.	71-70-00		
24. LEFT-HAND ENGINE - Inspect all systems, all components and attaching hardware for general condition and security of attachment. Check all tubes and hoses for general condition, leaks and security of attachment.	AC43.13-1B/2B		

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L. RIGHT-HAND OUTBOARD WING	ATA/GAMA REFERENCE	MECH	INSP
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
6. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
7. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wicks for proper bonding to the airplane.	23-60-00		
M. RIGHT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks or distortion.	CMM 28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-10-00		
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	6-50-00		

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M. RIGHT-HAND WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
4. BATTERY			
a. Service battery as required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions. (BB-2 thru BB-1631; BT-1 thru BT-38; BL-1 thru BL-140; BN-1 thru BN-4).	24-31-00		
c. Remove battery and inspect the battery box and cables for deterioration or obstructions (BB-1632 and After; BT-39 and After; BL-141 and After; BN-5 and After; BY-1 and After; BZ-1 and After).	24-31-00		
5. ENGINE FIRE EXTINGUISHER (If Installed)			
a. Inspect plumbing for security and attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
N. RIGHT-HAND MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
3. BRAKE DEICING (If Installed)			
a. Inspect manifold for blocked orifices.	30-21-00		
b. Inspect exterior of lines, hoses and connections for leakage and attachment.	30-21-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
5. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.	AC43.13-1B/2B		

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N. RIGHT-HAND WING MAIN LANDING GEAR AREA (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. MAIN GEAR ACTUATOR			
a. ACTUATOR (Mechanical Gear)			
1) Check actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
2) Inspect actuator for leakage of internal lubricant.	32-30-00		
b. ACTUATOR (Hydraulic Gear)			
1) Check actuator support brackets for visible damage, wear and loose and missing fasteners.	32-31-00		
2) Check actuators and plumbing for leakage.	32-31-00		
O. RIGHT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. P_3 AIR FILTER - Inspect the filter for cleanliness.	P&W		
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive or KATHON FP 1.5 biocide (Ref. 12-10-00).	28-00-00 12-10-00		
4. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-00-00		
b. Inspect the carbon block pin for freedom of movement.			
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-00-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-00-00		
5. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters.	P&W		
6. ENGINE OIL FILTER - Inspect for metal particles.	P&W		

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7. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT (Sunstrand pumps only) - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W 73-10-02		
8. DRAIN PLUGS - Inspect all drain plugs for leakage, security and safetying.	79-00-00		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER - Inspect oil cooler and plumbing for leakage, damage and attachment.	79-00-00		
11. OIL PRESSURE SNUBBER (P/N 3R1) with porous type element - Clean element.	12-10-00		
12. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.	71-10-00		
13. FIRESEALS - Inspect for condition.	71-00-00		
14. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.	78-00-00		
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		
15. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. **NOTE** Special attention should be made to the cam box.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
16. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			

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17. STARTER-GENERATOR - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
18. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.	P&W		
19. MAGNETIC CHIP DETECTOR			
a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
b. Check light in annunciator panel for proper operation.	12-10-00		
20. ENGINE			
a. Inspect fuel nozzles per manufacturer's manual.	P&W		
b. Inspect engine in accordance with the instructions found in the engine manufacturer's manual.	P&W		
21. IGNITION EXCITER			
a. Inspect exciter and electrical harness for damage and security of attachment.	74-00-00		
b. Inspect that supply cable and ignition cable connectors are installed and safetied.	74-00-00		
22. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.	P&W		
23. FUEL PURGE SYSTEM			
a. FUEL DRAIN COLLECTOR SYSTEM (BB-2 thru BB-665; BT-1 thru BT-16; BL-1 thru BL-9)			
1) Check tank, pump, pump filter and plumbing for leaks and security of attachment.	71-70-00		
2) Perform a pressure test on the collector tank.	71-70-00		
3) Check wiring to collector pump and tank float switch for damage and security of attachment.	71-70-00		
4) Check collector pump for proper operation.	71-70-00		

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b. FUEL PURGE (BB-666 and After; BT-17 and After; BL-10 and After; BN-1 and After; BY-1 and After; BZ-1 and After)			
1) Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
2) Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
3) Remove the fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
4) Perform the fuel purge system flow divider/purge valve leakage test.	71-70-00		
24. RIGHT-HAND ENGINE - Inspect all systems, all components and attaching hardware for general condition and security of attachment. Check all tubes and hoses for general condition, leaks and security of attachment.	AC43.13-1B/2B		
25. AIR-CONDITIONING COMPRESSOR			
a. Inspect for security of attachment and oil leaks.	21-50-00		
b. Inspect for wear and lubricate the spline on the pulley end of the quill shaft.	21-50-00		
c. Inspect drive belt for deterioration, wear and proper tension.	21-50-00		
d. Check for proper compressor oil level if oil leak indications are present.	12-10-00		
e. Inspect the integrity and security of the clutch assembly. Remove the belt from the compressor. Inspect for freedom of rotation, bearing roughness and free play (wobble). Check for corrosion or evidence of inappropriate wear (belt dust, metal shavings).	21-50-00		
26. REFRIGERANT LINES and SERVICE VALVES - Inspect lines and valves for leakage, damage and attachment.	21-50-00		

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P. LANDING GEAR RETRACTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE Mechanical and Hydraulic Landing Gear Systems - Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection. Hydraulic Landing Gear System - The hydraulic landing gear system pump may cavitate and not operate properly during ground use of the hydraulic power pack for retraction and/or extension of the landing gear. To prevent this, an exterior supply of dry air at 18 to 20 psi must be applied to the power pack reservoir to prevent cavitation. If an exterior air supply is not available, use an exterior hydraulic pressure source. Refer to OPERATING THE LANDING GEAR USING THE POWER PACK in Chapter 32-31-00 of the Super King Air 200 Series Maintenance Manual.			
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32-00-00		
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32-00-00		
b. Check door linkage for wear, damage and rigging.	32-00-00		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Clean terminals and connectors as required.	32-60-00		
c. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Clean terminals and connectors as required.	32-60-00		
c. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.			
7. SAFETY SWITCH - Check for proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00 32-31-00		
9. LIMIT SWITCHES			
a. Check for correct adjustment.	32-60-00		
b. Check for security of attachment.	32-60-00		

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P. LANDING GEAR RETRACTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
10. EMERGENCY EXTENSION (Mechanical Gear) - Check system for freedom of operation and positive engagement of downlocks.			
CAUTION *Do not continue operation after receiving a gear-down indication on all gears. Further movement of the handle could damage the drive mechanism and prevent subsequent electrical gear retraction. The landing gear cannot be retracted manually.*			
11. EMERGENCY EXTENSION (Hydraulic Gear) - Check system for freedom of operation and positive engagement of downlocks.	32-31-00		
12. NOSE GEAR RETRACT CHAIN (Mechanical Gear)			
a. Check for proper chain tension.	32-30-00		
b. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
13. PLACARDS - Check that all placards are in place and are legible.	11-00-00		
14. LANDING GEAR RETRACTION - Inspect all landing gear components and attaching hardware, structure and hydraulic lines for general condition and security of attachment.	AC43.13-1B/2B		
Q. OPERATIONAL INSPECTION **NOTE** The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF FUEL VALVES - Check for proper operation.			
2. CROSSFEED FUEL VALVE - Check for proper operation.			
3. STANDBY PUMPS - Check for proper operation.			
4. STARTER-GENERATOR			
a. Check starter for operation.			
b. Check generator for output.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
5. IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel light illumination.			
6. ENGINE OIL - Check for proper pressure and temperature limits.			
7. FUEL QUANTITY GAGES - Check operation.			
8. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.			
9. VACUUM SYSTEM - Check for correct limits.			
10. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
11. PNEUMATIC SYSTEM SHUTOFF VALVES - Check for proper operation.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS - Perform flight idle torque check.			
14. AUTOFEATHERING CHECK - Refer to AUTOFEATHER SYSTEM OPERATIONAL CHECK.	61-21-00		
15. PROPELLER SYNCHROPHASER - Refer to SYNCHROPHASER SYSTEM FUNCTIONAL TEST and confirm proper synchronization.	61-22-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).			
17. IDLE RPM - Check for correct rpm (both high and low rpm).			
18. AC INVERTERS (If Installed) - Check for proper operation.			
19. RUDDER BOOST - Check for proper operation.			
20. AUTO-IGNITION			
a. Check for proper operation.			
b. Check for annunciator panel illumination.			
21. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.			
22. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
23. SURFACE DEICE SYSTEM - Check for proper operation and cycling.			
24. BRAKE DEICE SYSTEM (If Installed) - Check for proper operation with engines running.			
25. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
26. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
27. REFRIGERANT LEVEL - Check for proper level.			
28. AUTOPILOT - Check for proper operation as outlined by the applicable Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
29. STALL WARNING - Check for proper operation.			
30. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
31. ENGINE FIRE EXTINGUISHERS (If Installed) - Perform system test according to instructions found in the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
32. PRESSURIZATION SYSTEM - Check for proper operation. NOTE Refer to the Super King Air 200 and B200 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
33. AUXILIARY FUEL TRANSFER JET PUMPS - Check for proper operation.			
34. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
35. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
36. LANDING and TAXI LIGHTS - Check operation of all lights.			

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37. OUTBOARD WING LIGHTS (right and left) - Check operation of all navigation and strobe lights.			
38. COCKPIT LIGHTS - Check operation of all cockpit lights.			
39. EFIS COOLING BLOWERS (If Installed) - Check operation.	34-20-00		
40. ELECTRIC ELEVATOR TRIM - Check for proper operation.			
41. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
42. STATIC SYSTEM - Inspect alternate air valve for operation.			
43. WINDSHIELD - Perform heated operational check.			
44. THRESHOLD LIGHT - Check for proper operation.			
45. AUXILIARY ELECTRIC HEAT (If Installed) - Check for proper operation of the Electric Heat System.			
46. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
47. PILOT'S and COPILOT'S SEATS, SEAT BELTS and SHOULDER HARNESSES - Check seat adjustment mechanism, seat belts and shoulder harness inertia reel for operation.			
48. CABIN SEATS, SEAT BELTS and SHOULDER HARNESSES - Check seat adjustment mechanism, seat belts and shoulder harness inertia reel for operation.			
49. CABIN ENTRANCE DOOR (BB-2 and After; BT-1 and After; BY-1 and After)			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check cabin DOOR UNLOCK annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
50. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (BL-1 and After; BN-1 and After; BZ-1 and After)			
a. Inspect door latching mechanism for operation and security of attachment.			
b. Check latching mechanism, folding steps and gas springs for proper operation.			

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51. EMERGENCY EXIT (WITH DOOR INSTALLED)			
a. Check emergency release handles (inside and outside) and latch mechanism for operation.			
b. Check that latches open and close freely.			
52. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
53. REAR FUSELAGE and EMPENNAGE LIGHTS - Check operation of all lights.			
54. AILERON (left and right) - Check for freedom of movement.			
55. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
56. FUEL TANK HEATED VENTS (left and right) - Check operation of the heated vents. They should be warm to the touch.			
57. STALL WARNING HEAT - Check for proper operation.			
58. FLAPS and ACTUATORS (Inboard, Outboard, left and right) - Check flaps for noisy or erratic operation.			
59. WING CENTER SECTION LIGHTS - Check operation of all lights.			
60. ENGINE INDUCTION SYSTEM (left and right) (BB-2 thru BB-1439, BB-1440 thru BB-1443; BT-1 thru BT-34; BL-1 thru BL-138; BN-1 THRU BN-4) Check the inertial vane and bypass door for movement with the main and manual system.	30-20-00		
61. ENGINE INDUCTION SYSTEM (left and right) (BB-1439, BB-1444 and After; BT-35 and After; BL-139 and After; BN-5 and After; BY-1 and After; BZ-1 and After) Check the inertial vane and bypass door for movement with the main and standby actuator motors.	30-20-00		
62. EXTERNAL POWER RELAY - Check for proper operation.			
63. DUAL AUXILIARY ELECTRIC HEAT POWER RELAYS (BB-1978, BB-1988 and After; BL-152 and After; BY-1 and After: BZ-1 and After) - Check operation of relays.	21-41-00		

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
64. PILOT DISPLAY SWITCH - Perform the ENGINE INDICATION REVERSION INSPECTION procedure.	77-40-00		
65. AUTOPILOT - DCU Aural Warning - Perform the AUTOPILOT DATA CONCENTRATOR UNIT (DCU) AURAL WARNING INSPECTION procedure.	22-10-00		
66. STALL WARNING - Autopilot Disconnect - Perform the STALL WARNING AUTOPILOT DISCONNECT INSPECTION procedure.	22-10-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-20-00		
2. LUBRICATE AS NECESSARY.	12-20-00		
3. ENGINES INSPECTED AFTER GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS - Ensure Chapter 5, Special Inspection, and Airworthiness Limitations Manual (P/N 101-590010-453) requirements are complied with at the appropriate intervals.			
6. IN-FLIGHT WORKSHEETS - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment is installed in the airplane and is serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

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INSPECTION COMPLETED

I certify that Phase 4 Inspection was performed in accordance with the 200 Series Inspection Program and that the airplane is approved for return to service:

DATE: .....

MECHANIC: .....

CREW CHIEF: .....

QUALITY CONTROL INSPECTOR: .....

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SCHEDULED INSPECTION PROGRAM (PHASE 1) - MAINTENANCE PRACTICES

Owner_____ LH Eng. S/N_____
W/O Number_____ Total Time _____ Total Cycles_____
Date In _____ Date Out_____ TSOH _____ Cycles SOH_____
Serial No. _____ Reg. No._____ TSHSI _____ Cycles SHSI_____
Last Inspection _____ Phase_____ RH Eng. S/N_____
Last Inspection Date_____ Total Time _____ Total Cycles _____
Last Inspection Hours_____ TSOH _____ Cycles SOH_____
Hourmeter _____ Total Time_____ TSHSI _____ Cycles SHSI _____
Total Cycles_____ LH Prop S/N _____
Researched By_____ LH Prop Total Time _____ TSOH _____
RH Prop S/N _____
RH Prop Total Time _____ TSOH _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE There are no inspections required in this section during this phase.			
B. NOSE AVIONICS COMPARTMENT			
NOTE There are no inspections required in this section during this phase.			
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B		
D. NOSE GEAR			
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		

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D. NOSE GEAR (Continued)	ATA/GAMA REFERENCE	MECH	INSP
2. TIRE			
a. Inspect for wear and deterioration.			
b. Check for correct inflation.	12-10-00		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	32-20-00, 12-10-00		
4. NOSE GEAR DRAG BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS - Inspect for broken lenses or bulbs.	33-40-00		
7. STEERING LINKAGE - Inspect nose gear steering mechanism and attaching hardware for wear, damage and corrosion.			
8. STRUT - Check strut for leakage and correct extension.	12-10-00		
9. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B		
E. PILOT'S COMPARTMENT			
1. RETURN AIR INLET FILTERS - Inspect filters in return air inlet of the forward vent blower.	21-50-00		
2. WINDSHIELDS			
a. Inspect windshields for cracks, visibility impairment.	56-10-00		
b. Inspect windshield silicon weather seal for debonding, cracks or wear.			
3. WINDOWS - Inspect exterior surface of cockpit side windows for deep scratches, cracks, chips or excess crazing or other damage.	56-15-00		
4. SEAT BELTS and SHOULDER HARNESSES - Inspect seat belts and shoulder harness for deterioration.	AC43.13-1B/2B		
5. FIRE EXTINGUISHER (PORTABLE) - Inspect the bottle for signs of damage and mount for security of attachment.			
6. UPHOLSTERY PANELS - Inspect for security of attachment.			
7. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
8. FLIGHT CONTROL CABLE TENSION - Check aileron control cable tension.	27-10-00		

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F. CABIN SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips and excessive crazing or other damage.	56-15-00		
2. ROTATING (FLASHING) BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.			
4. EMERGENCY EXIT LIGHT - Inspect emergency exit light for battery leakage and security of lamp.	33-20-00		
5. OUTFLOW and SAFETY VALVES - Drain outflow valve control line (two locations).	21-30-00		
6. AFT EVAPORATOR FILTERS - Inspect aft evaporator filter.	21-50-00		
7. SEAT BELTS and SHOULDER HARNESSES			
a. Inspect seat belt and shoulder harness for deterioration and missing components.	AC43.13-1B/2B		
b. Inspect shoulder harness attachment post for cracked, worn, brittle or missing grommets.	AC43.13-1B/2B		
8. OXYGEN SYSTEM - Test all masks for oxygen flow.			
9. TOILET - Inspect for spillage and leakage below the toilet.			
10. CABIN ENTRANCE DOOR (FL-1 and After)			
a. Inspect the door seal for cuts, abrasions and security of attachment.	52-10-00		
b. Inspect the cabin door support cables for wear, damage and security.	52-10-00		
11. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (FM-1 and After) - Inspect door seals for cuts, abrasions, deterioration and security of attachment.	52-11-00		
12. AUTOPILOT SERVO AND CABLE - Inspect the aileron servo and mount for security. Inspect mount capstan for cable wear, contamination and excessive cable spool-off angle. Inspect cables for wear and damage. Verify cable tensions are within limits specified in the maintenance manual.	22-15-00		
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Inspect rear fuselage drains.	53-00-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose leads.	25-60-00		
b. Determine remaining useful life.	25-60-00		

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G. REAR FUSELAGE AND EMPENNAGE (Continued)	ATA/GAMA REFERENCE	MECH	INSP
3. NAVIGATION LIGHTS and ROTATING (FLASHING) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.			
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.	53-00-00		
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.			
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	55-40-00		
8. STATIC WICKS - Inspect for damage and security of attachment.	23-60-00		
9. FLIGHT CONTROL CABLE TENSION - Inspect elevator, elevator tab, rudder and rudder tab control cable tensions.	27-30-00		
10. AUTOPILOT SERVOS AND CABLES - Inspect the rudder, elevator and elevator trim servos and mounts for security. Inspect mount capstans for cable wear, contamination and excessive cable spool-off angle. Inspect cables for wear and damage. Verify cable tensions are within limits specified in the maintenance manual.	22-15-00		
H. LEFT SIDE OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel filler cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. STATIC GROUND RECEPTACLES - Inspect for damage.	10-10-00		
6. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		

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H. LEFT SIDE OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
7. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
8. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
9. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wick for proper bonding to the airplane.	23-60-00		
10. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
11. LEFT-HAND OUTBOARD WING - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	57-00-00		
12. AILERON and OUTBOARD FLAP - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	27-10-00, 27-50-00		
13. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B		
14. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27		
b. Inspect control system cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
c. Inspect aileron control cable tensions.	27-10-00		
d. Inspect aileron tab control cable tensions.	27-10-00		
15. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
c. Perform FLAP SAFETY MECHANISM FUNCTIONAL TEST. Refer to Chapter 27-50-00.	27-50-00		
16. FUEL PLUMBING - Inspect for leaks, chafing or damage and attachment.	28-20-00		
17. HINGED ACCESS DOORS ABOVE DOORS NO. 13 and 14 - Inspect for cracks or damage to hinge and fasteners.	57-30-00		

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I. LEFT SIDE WING CENTER SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel filler cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.			
3. CENTER SECTION - Inspect Aux Fuel Cell inboard probe and oval panel for security, leaks, corrosion and general condition. Removal of the probe and cover required. Defuel the effected tank as required to remove the probe.			
a. While fuel cell area is open, inspect fuel cell for condition, cleanliness and security. Inspect internal plumbing for security of attachment and general condition.			
4. NACELLE FUEL CELL and PROBE - Inspect for microbiological sludge buildup. If sludge is found, inspect all fuel probes, tanks, fuel lines and replace the fuel filter. Clean as required. If needed, use BIOBOR JF or Kathon FP 1.5 additive.	12-10-00, Chapter 28		
5. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
6. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00		
7. ENGINE FIRE EXTINGUISHER	26-20-00		
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
c. Check for presence of activation voltage to the cartridge/squib. Perform the EXTINGUISHER ACTIVATION CHECK procedure.	26-20-00		
8. LANDING GEAR POWER PACK and MOTOR			
a. Inspect the hydraulic power pack gear-up and gear-down port screens.	32-30-00		
b. Inspect the landing gear hydraulic system bleed air pressure overboard relief orifice screen for blockage.	32-30-00		
c. Inspect all plumbing attach points for leaks and security of attachment.	32-30-00		

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I. LEFT SIDE WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
9. LEFT-HAND WING CENTER SECTION - Inspect wing center section and inboard flap, skin structure and attaching hardware for wear, damage and corrosion. If damage is found in a given area, check the adjacent area.			
10. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
11. LEADING EDGE and NACELLE FUEL PLUMBING - Inspect fuel plumbing for leaks, damage and security of attachment.	28-20-00		
12. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
13. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage and proper routing of wire bundles and security of attachment.	AC43.13-1B		
14. BLEED AIR BYPASS VALVE - Check bleed air valve at heat exchanger for operation of linkage to butterfly valve and operation of actuator motor.	21-40-00		
15. UPPER SURFACE BONDED PANEL - Inspect bonded panel.	51-00-00		
16. EXTENDED RANGE FUEL TANK (Model 350ER/CER)			
a. Inspect exterior of the fuel tank for loose rivets, fasteners and leaks.	28-00-00		
b. Inspect fuel tank filler cap, cap/filler adapter and anti-siphon valve for wear, condition of rubber seals, damage and proper operation.	28-00-00		
c. Remove fuel tank fairings and inspect for fuel leaks around access panels, fuel lines and the fuel tank structure.	28-00-00		
d. Inspect external fuel tank electrical wiring for chafing, damage, routing and security of attachment.	28-00-00		
e. Inspect fuel tank fairing seals for condition and security.	28-00-00		

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f. Use bonding tester (1, Table 201, 5-00-00) to measure electrical bonding between fuel tank (from bare area at fuel tank drain to structure) and wing skin for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
g. Use bonding tester (1, Table 201, 5-00-00) to inspect electrical bonding between bare area at fuel tank drain and forward fuel tank structure for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
h. Inspect fuel tank drain valve for evidence of leaking, condition of rubber seals, evidence of damage and overall condition.	28-00-00		
J. LEFT SIDE MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00		
3. BRAKE DEICING (IF INSTALLED)			
a. Inspect manifold for blocked orifices.	32-41-00		
b. Inspect exterior of lines, hoses and connections for leakage and attachment.	32-41-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	32-40-00, 12-10-00, CMM		
5. STRUT - Check strut for leaks and proper extension.	12-10-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B		
7. MAIN GEAR ACTUATOR - Inspect actuator and plumbing for leakage and attachment.	32-30-00		
8. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger tight and safetied).	CMM		

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J. LEFT SIDE MAIN LANDING GEAR AREA (Continued)	ATA/GAMA REFERENCE	MECH	INSP
9. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	AC43.13-1B/2B		
K. LEFT SIDE ENGINE			
1. PROPELLER DEICER BOOTS - Inspect propeller deice system (spinner removal required).	30-60-00		
2. P_3 AIR FILTER - Inspect the filter for cleanliness. Refer to the engine maintenance manual for procedure.			
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or Kathon FP 1.5 additive.	28-20-00, 12-10-00		
4. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00		
5. ENGINE OIL FILTER - Inspect for metal particles. Refer to the engine maintenance manual.			
L. RIGHT SIDE OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel filler cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. STATIC GROUND RECEPTACLES - Inspect for damage.	10-10-00		
6. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
7. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		

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L. RIGHT SIDE OUTBOARD WING (Continued)	ATA/GAMA REFERENCE	MECH	INSP
8. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
9. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wick for proper bonding to the airplane.	23-60-00		
10. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
11. RIGHT-HAND OUTBOARD WING - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	57-00-00		
12. AILERON and OUTBOARD FLAP - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	27-10-00, 27-50-00		
13. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B		
14. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27		
b. Inspect control system cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
c. Inspect aileron control cable tension.	27-10-00		
15. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
c. Perform FLAP SAFETY MECHANISM FUNCTIONAL TEST. Refer to Chapter 27-50-00.	27-50-00		
16. FUEL PLUMBING - Inspect for leaks, chafing or damage and attachment.	28-20-00		
17. HINGED ACCESS DOORS ABOVE DOORS NO. 13 and 14 - Inspect for cracks or damage to hinge and fasteners.	57-30-00		

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M. RIGHT SIDE WING CENTER SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel filler cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.			
3. CENTER SECTION - Inspect Aux Fuel Cell inboard probe and oval panel for security, leaks, corrosion and general condition. Removal of the probe and cover required. Defuel the effected tank as required to remove the probe.			
a. While fuel cell area is open, inspect fuel cell for condition, cleanliness and security. Inspect internal plumbing for security of attachment and general condition.			
4. NACELLE FUEL CELL and PROBE - Inspect for microbiological sludge buildup. If sludge is found, inspect all fuel probes, tanks, fuel lines and replace the fuel filter. Clean as required. If needed, use BIOBOR JF or Kathon FP 1.5 additive.	12-10-00, Chapter 28		
5. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
6. BATTERY			
a. Service battery as required.	12-10-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions. (FL-1 thru FL-214; FM-1 thru FM-9)	24-31-00		
c. Remove battery and inspect the battery box and cables for deterioration or obstructions. (FL-215 and After; FM-10 and After)	24-31-00		
7. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00		
8. ENGINE FIRE EXTINGUISHER	26-20-00		
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
c. Check for presence of activation voltage to the cartridge/squib. Perform the EXTINGUISHER ACTIVATION CHECK procedure.	26-20-00		

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M. RIGHT SIDE WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
9. RIGHT-HAND WING CENTER SECTION - Inspect wing center section and inboard flap, skin structure and attaching hardware for wear, damage and corrosion. If damage is found in a given area, check the adjacent area.			
10. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
11. LEADING EDGE and NACELLE FUEL PLUMBING - Inspect fuel plumbing for leaks, damage and security of attachment.	28-20-00		
12. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
13. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage and proper routing of wire bundles and security of attachment.	AC43.13-1B		
14. BLEED AIR BYPASS VALVE - Check bleed air valve at heat exchanger for operation of linkage to butterfly valve and operation of actuator motor.	21-40-00		
15. UPPER SURFACE BONDED PANEL - Inspect bonded panel.	51-00-00		
16. REFRIGERANT LINES and PRESSURE SWITCHES - Inspect lines and switches for leakage, damage and attachment.	21-50-00		
17. EXTENDED RANGE FUEL TANK (Model 350ER/CER)			
a. Inspect exterior of the fuel tank for loose rivets, fasteners and leaks.	28-00-00		
b. Inspect fuel tank filler cap, cap/filler adapter and anti-siphon valve for wear, condition of rubber seals, damage and proper operation.	28-00-00		
c. Remove fuel tank fairings and inspect for fuel leaks around access panels, fuel lines and the fuel tank structure.	28-00-00		
d. Inspect external fuel tank electrical wiring for chafing, damage, routing and security of attachment.	28-00-00		
e. Inspect fuel tank fairing seals for condition and security.	28-00-00		

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M. RIGHT SIDE WING CENTER SECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
f. Use bonding tester (1, Table 201, 5-00-00) to measure electrical bonding between fuel tank (from bare area at fuel tank drain to structure) and wing skin for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
g. Use bonding tester (1, Table 201, 5-00-00) to inspect electrical bonding between bare area at fuel tank drain and forward fuel tank structure for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
h. Inspect fuel tank drain valve for evidence of leaking, condition of rubber seals, evidence of damage and overall condition.	28-00-00		
N. RIGHT SIDE MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00		
3. BRAKE DEICING (IF INSTALLED)			
a. Inspect manifold for blocked orifices.	32-41-00		
b. Inspect exterior of lines, hoses and connections for leakage and attachment.	32-41-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	32-40-00, 12-10-00, CMM		
5. STRUT - Check strut for leaks and proper extension.	12-10-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B		
7. MAIN GEAR ACTUATOR - Inspect actuator and plumbing for leakage and attachment.	32-30-00		
8. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger tight and safetied).	CMM		
9. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	AC43.13-1B/2B		

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O. RIGHT SIDE ENGINE			
1. PROPELLER DEICER BOOTS - Inspect propeller deice system (spinner removal required).	30-60-00		
2. P_3 AIR FILTER - Inspect the filter for cleanliness. Refer to the engine maintenance manual for procedure.			
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or Kathon FP 1.5 additive.	28-20-00, 12-10-00		
4. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00		
5. ENGINE OIL FILTER - Inspect for metal particles. Refer to the engine maintenance manual.			
P. LANDING GEAR RETRACTION			
1. RETRACT MECHANISM			
NOTE Since battery voltage is not sufficient to properly cycle the landing gear, use only an exterior power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection. When cycling the landing gear with the power pack, allow a one minute cooling period between cycles and a five minute cooling period every five cycles. Also, an exterior supply of dry air at 18 to 20 psi must be applied to the fill reservoir to prevent cavitation. If an exterior air supply is not available, use an exterior hydraulic pressure source.			
a. Check hydraulic power pack and motor for proper operation.	32-30-00		
b. Check retraction system for proper operation of all components through at least two complete cycles.	32-30-00		
c. Check for unusual noises and evidence of binding.	32-30-00		
2. DOORS and LINKAGE - Check door for operation, fit and rigging.	32-30-00		
3. POSITION INDICATORS - Check for proper operation of switches.	32-60-00		
4. WARNING HORN - Check operation.	32-60-00		
5. DOWNLOCKS MECHANISM			
a. Check locking mechanism for positive engagement in extended position.	32-10-00, 32-20-00		
b. Check downlock switch for proper adjustment.	32-60-00		
6. SAFETY SWITCH - Check for proper operation.	32-60-00		
7. ACTUATOR - Check for noise, binding and proper rigging.	32-30-00		

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P. LANDING GEAR RETRACTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
CAUTION *Do not continue operation after receiving a gear-down indication on all gears.*			
8. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks.	32-30-00		
Q. OPERATIONAL INSPECTION			
NOTE The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF VALVES - Check for proper operation.			
2. CROSSFEED FUEL VALVE - Check for proper operation.			
3. STANDBY PUMPS - Check for proper operation.			
4. STARTER - Check operation.			
5. IGNITION - Check for annunciator panel light illumination.			
6. ENGINE OIL TEMPERATURE and PRESSURE - Check for proper pressure and temperature limits.			
7. FUEL QUANTITY GAGES - Check operation.			
8. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.			
9. VACUUM SYSTEM INSTRUMENTS - Check for correct limits.			
10. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
11. PNEUMATIC SYSTEM SHUTOFF VALVES - Check for proper operation.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS - Perform flight idle torque check.	76-00-00		
14. AUTOFEATHERING CHECK - Refer to AUTOFEATHER SYSTEM OPERATIONAL CHECK.	61-21-00		
15. PROPELLER SYNCHROPHASER - Refer to the SYNCHROPHASER SYSTEM FUNCTIONAL TEST and confirm proper synchronization.	61-22-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).	76-00-00		
17. IDLE RPM - Check for correct rpm (both high and low rpm).	76-00-00		
18. AC INVERTERS (If installed) - Check for proper operation.	24-20-00		
19. RUDDER BOOST - Check for proper operation.	POH		

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
20. AUTOIGNITION - Check for proper operation.	74-00-00		
21. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.	CMM		
22. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.			
23. DEICE SYSTEM			
a. Check for proper operation and cycling.			
b. Functionally test tail and wing deice annunciator lights for operation.			
24. BRAKE DEICE SYSTEM (IF INSTALLED) - Check for proper operation with engines running.			
25. ELECTRICAL SYSTEM - Perform functional checks.	24-50-00		
26. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
27. AUTOPILOT - Check for proper operation as outlined in the applicable Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
28. STALL WARNING - Check for proper operation.			
29. GENERATORS - Check the output.			
30. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
31. ENGINE FIRE EXTINGUISHERS - Perform system test according to instructions found in the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
32. PRESSURIZATION SYSTEM - Check for proper operation.			
NOTE Refer to the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
33. AUXILIARY FUEL TRANSFER JET PUMPS - Check for operation.			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
34. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
35. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
36. LANDING and TAXI LIGHTS - Check operation of all lights.	33-40-00		
37. OUTBOARD WING LIGHTS (Right Side and Left Side) - Check operation of all navigation and strobe lights.	33-40-00		
38. COCKPIT LIGHTS - Check operation of all cockpit lights.	33-10-00		
39. EFIS COOLING BLOWERS (If Installed) - Check operation.	34-20-00		
40. ELECTRIC ELEVATOR TRIM - Check for proper operation.	27-30-00		
41. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction lock operation.	76-00-00		
42. PILOT'S and COPILOT'S SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. STATIC SYSTEM - Inspect alternate air valve for operation.	34-00-00		
44. WINDSHIELDS - Perform heated operational check.	30-40-00		
45. THRESHOLD LIGHT - Check for proper operation.			
46. AUXILIARY ELECTRIC HEAT - Check for proper operation of the Electric Heat System.			
47. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
48. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
49. CABIN ENTRANCE DOOR (FL-1 and After)			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check cabin DOOR UNLOCK annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
50. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (FM-1 and After)			
a. Inspect door latching mechanism for operation and security of attachment.			
b. Check latching mechanism, folding steps and gas springs for proper operation.			

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51. EMERGENCY EXITS (With door installed and properly rigged)			
a. Check emergency release handles (inside and outside) and latch mechanism for operation.			
b. Check that latches open and close freely.			
52. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
53. REAR FUSELAGE and EMPENNAGE LIGHTS - Check operation of all lights.			
54. AILERON (Left Side and Right Side) - Check for freedom of movement.			
55. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
56. FUEL TANK VENTS (Left Side and Right Side) - Check the operation of the heated vents. They should be warm to the touch.	28-10-00		
57. STALL WARNING HEAT - Check for proper operation.			
58. FLAPS and ACTUATORS (INBOARD, OUTBOARD, Left Side and Right Side) - Check flaps for noisy or erratic operation.	27-50-00		
59. WING CENTER SECTION LIGHTS - Check operation of all lights.	33-40-00		
60. ENGINE INDUCTION SYSTEM (Left Side and Right Side) - Check the inertial vane and bypass door for movement with the main and standby actuator motors.			
61. EXTERNAL POWER RELAY - Check for proper operation.	24-40-00		
62. ELECTRIC HEATER POWER RELAYS - Check for proper operation.	21-40-00		
63. RUDDER BOOST OPERATION - Perform the RUDDER BOOST OPERATION INSPECTION procedure.	22-15-00		
64. AUTOPILOT - DCU Aural Warning - Perform the AUTOPILOT DATA CONCENTRATOR UNIT (DCU) AURAL WARNING INSPECTION procedure.	22-15-00		
65. STALL WARNING - Autopilot Disconnect - Perform the STALL WARNING AUTOPILOT DISCONNECT INSPECTION procedure.	22-15-00		
66. EXTENDED RANGE FUEL TANK FUEL TRANSFER JET PUMPS			

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Q. OPERATIONAL INSPECTION (Continued)	ATA/GAMA REFERENCE	MECH	INSP
a. Check for operation.	28-00-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-00-00		
2. LUBRICATE AS NECESSARY.	12-20-00		
3. ENGINES INSPECTED AFTER GROUND RUN-UP OR FLIGHTTEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS - Make sure Chapter 5, Special Inspection, and Airworthiness Limitations Manual (P/N 130-590031-211) requirements are complied with at the appropriate intervals.			
6. IN-FLIGHT WORKSHEETS DISCREPANCIES - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and make sure ELT is ARMED before returning airplane to service.			
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	35-00-00		
9. EMERGENCY and SURVIVAL EQUIPMENT - (If required) Make sure all necessary emergency and survival equipment is installed in the airplane and is serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00, and POH		
11. LOGBOOK ENTRY - Make sure that log books are filled out properly.			

INSPECTION COMPLETED

I certify that Phase 1 Inspection was performed in accordance with the Model B300/B300C Inspection Program and that the airplane is approved for return to service:

DATE:.....

MECHANIC:.....

CREW CHIEF:.....

QUALITY CONTROL INSPECTOR:.....

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SCHEDULED INSPECTION PROGRAM (PHASE 2) - MAINTENANCE PRACTICES

Owner _____ Total Time _____ Total Cycles_____
W/O Number _____ TSOH _____ Cycles SOH _____
Date In _____ Date Out _____ TSHSI _____ Cycles SHSI _____
Serial No. _____ Reg. No. _____ RH Eng. Gas Gen. S/N _____
Last Inspection _____ Phase _____ RH Eng. Power Module S/N _____
Last Inspection Date _____ Total Time _____ Total Cycles _____
Last Inspection Hours _____ TSOH _____ Cycles SOH _____
Hourmeter _____ Total Time _____ TSHSI _____ Cycles SHSI _____
Total Cycles _____ LH Prop S/N _____
Researched By _____ LH Prop Total Time _____ TSOH _____
Inspection Being Conducted _____ Phase RH Prop S/N _____
LH Eng. Gas Gen. S/N _____ RH Prop Total Time _____ TSOH _____
LH Eng. Power Module S/N _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE There are no inspections required in this section during this phase.			
B. NOSE AVIONICS COMPARTMENT			
1. INSTRUMENT AIR FILTER - Inspect for cleanliness.			
2. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	37-00-00		
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
2. FORWARD EVAPORATOR FILTER - Inspect forward evaporator filter.	21-50-00		
3. CONDENSER BLOWER - Inspect fittings for dirt, grease, moisture and security of attachment.	21-50-00		

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D. NOSE GEAR	ATA/GAMA REFERENCE	MECH	INSP
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. TIRE			
a. Inspect for wear and deterioration.			
b. Check for correct inflation.	12-10-00		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	32-20-00, 12-10-00		
4. NOSE GEAR DRAG BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS - Inspect for broken lenses or bulbs.	33-40-00		
7. NOSE GEAR LOWER DRAG LEG - Remove nose gear drag brace bolt and inspect lower drag leg hole for corrosion and wear.	CMM		
8. NOSE GEAR ACTUATOR			
a. Inspect actuator support brackets for damage, cracks and loose or missing fasteners.			
b. Inspect actuator and plumbing for leakage.			
E. PILOT'S COMPARTMENT			
1. RETURN AIR INLET FILTERS - Inspect filters in return air inlet of the forward vent blower.	21-50-00		
2. WINDSHIELDS			
a. Inspect windshields for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal for debonding, cracks or wear.	56-10-00		
3. WINDOWS - Inspect exterior surface of cockpit side windows for deep scratches, cracks, chips, excess crazing or other damage.	56-15-00		

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E. PILOT'S COMPARTMENT (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
4. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips, excessive crazing or other damage.	56-15-00		
2. ROTATING (FLASHING) BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.			
4. EMERGENCY EXIT LIGHT - Inspect emergency exit light for battery leakage and security of lamp.	33-20-00		
5. OUTFLOW and SAFETY VALVES - Drain outflow valve control line (two locations).	21-30-00		
6. UPHOLSTERY PANELS - Inspect for attachment and security.	25-20-00		
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAIN HOLES - Inspect the rear fuselage drains.	53-00-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose leads.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING (FLASHING) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.			
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.	53-00-00		
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.			
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	55-40-00		
8. STATIC WICKS - Inspect for damage and security of attachment.	23-60-00		
9. EMPENNAGE and CONTROL SURFACES			
a. Check elevator trim tab free play.	27-30-00		
b. Check rudder trim tab free play.	27-20-00		

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G. REAR FUSELAGE AND EMPENNAGE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
c. Inspect elevator and rudder hinge brackets and their spar attach areas.	27-20-00, 27-30-00		
H. LEFT SIDE OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. STATIC GROUND RECEPTACLES - Inspect for damage.	10-10-00		
6. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
7. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
8. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
9. STATIC WICKS - Inspect for damage and security of attachment.	23-60-00		
I. LEFT SIDE WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		

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I. LEFT SIDE WING CENTER SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
c. Inspect the exterior openings of the vents for obstructions.			
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
4. EXTENDED RANGE FUEL TANK (Model 350ER/CER)			
a. Inspect exterior of the fuel tank for loose rivets, fasteners and leaks.	28-00-00		
b. Inspect fuel tank filler cap, cap/filler adapter and anti-siphon valve for wear, condition of rubber seals, damage and proper operation.	28-00-00		
c. Remove fuel tank fairings and inspect for fuel leaks around access panels, fuel lines and the fuel tank structure.	28-00-00		
d. Inspect external fuel tank electrical wiring for chafing, damage, routing and security of attachment.	28-00-00		
e. Inspect fuel tank fairing seals for condition and security.	28-00-00		
f. Use bonding tester (1, Table 201, 5-00-00) to measure electrical bonding between fuel tank (from bare area at fuel tank drain to structure) and wing skin for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
g. Use bonding tester (1, Table 201, 5-00-00) to inspect electrical bonding between bare area at fuel tank drain and forward fuel tank structure for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
h. Inspect fuel tank drain valve for evidence of leaking, condition of rubber seals, evidence of damage and overall condition.	28-00-00		
J. LEFT SIDE MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00		
3. BRAKE DEICING (IF INSTALLED) - Inspect manifold for blocked orifices.	32-41-00		

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J. LEFT SIDE MAIN LANDING GEAR AREA (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	32-40-00, 12-10-00, CMM		
5. STRUT - Check strut for leaks and proper extension.	12-10-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR - Inspect actuator and plumbing for leakage and attachment.	32-30-00		
K. LEFT SIDE ENGINE			
1. PROPELLER DEICER BOOTS - Inspect propeller deice system (spinner removal required).	30-60-00		
2. P_3 AIR FILTER - Inspect the filter for cleanliness. Refer to the engine maintenance manual for procedure.			
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide.	28-20-00, 12-10-00		
4. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00		
b. Inspect the carbon block pin for freedom of movement.			
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-10-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-10-00		
5. HIGH PRESSURE FUEL PUMP FILTER - Inspect the engine-driven high pressure fuel pump filters as instructed in the appropriate engine maintenance manual.			
6. ENGINE OIL FILTER - Inspect for metal particles. Refer to the engine maintenance manual.			
7. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - If Sunstrand fuel pump is installed, check the exterior of the fuel pump coupling for fretting and corrosion as instructed by the engine maintenance manual.	P&W 72-00-00, P&W 73-10-02		

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K. LEFT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
8. DRAIN PLUGS - Inspect all drain plugs for leakage, security and safetying.	79-00-00		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER - Inspect oil cooler and plumbing for leakage, damage and attachment.	79-00-00		
11. AFT COWLING ACCESS DOOR - Check adjustment of latches.	71-10-00		
12. FIRESEALS - Inspect for condition.	71-30-00		
13. EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.			
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks. If any of these conditions are found, refer to the engine maintenance manual for corrective action.			
14. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	76-00-00		
15. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
16. STARTER-GENERATOR BRUSHES - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
17. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.			

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K. LEFT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
18. MAGNETIC CHIP DETECTOR			
a. Check plug.	79-30-00		
b. Check light in annunciator panel.	79-30-00		
19. ENGINE			
a. Inspect fuel nozzles per manufacturer's manual.			
b. Inspect engine in accordance with the instructions found in the engine manufacturer's manual (Ref. Chapter 72).			
20. ENGINE MOUNT TRUSS ASSEMBLY			
a. Inspect for cracks, dents, chafing and corrosion. Special attention should be made to areas around clamps.	71-20-00		
b. Inspect vibration isolators (mounts) for deterioration, damage and attachment.	71-20-00		
21. INDUCTION SYSTEM			
a. Check the inertial anti-icer vanes for proper travel.	30-20-00		
b. Inspect the engine inlet screen, inertial separator and air inlet duct for obstruction and damage.	71-00-00, 30-20-00		
22. FIRE DETECTION SYSTEM			
a. Inspect fire detection cable for kinks, abrasions or bends with a radius of less than 2 inches.	26-10-00		
b. Inspect the fire detection cables to make sure they do not contact the surrounding structure and for security of attachment.	26-10-00		
c. Perform a check of the system.	26-10-00		
23. PROPELLER SYNCHROPHASER - Inspect for proper gap between pickups and targets.	61-22-00		
24. AUTOFEATHER and AUTOIGNITION PRESSURE SWITCHES - Inspect security of attachment, leakage and electrical connection for security.	61-21-00, 74-00-00		
25. PRIMARY PROPELLER GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
26. OVERSPEED GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		

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K. LEFT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
27. RUDDER BOOST TRANSDUCER - Inspect for security of attachment, leakage and security of electrical connectors and wiring.			
28. IGNITION EXCITER			
a. Inspect exciter and electrical harness for damage and security of attachment.	74-00-00		
b. Inspect that supply cable and ignition cable connectors are installed and safetied.	74-00-00		
29. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.			
30. FUEL PURGE SYSTEM			
a. Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
b. Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
c. Remove the fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
d. Perform the Fuel Purge System Flow Divider/Purge Valve Leakage Test.	71-70-00		
31. ENVIRONMENTAL BLEED AIR FLOW CONTROL VALVE -Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-10-00		
L. RIGHT SIDE OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		

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L. RIGHT SIDE OUTBOARD WING (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. STATIC GROUND RECEPTACLES - Inspect for damage.	10-10-00		
6. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
7. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
8. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
9. STATIC WICKS - Inspect for damage and security of attachment.	23-60-00		
M. RIGHT SIDE WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.	28-10-00		
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
4. BATTERY - Service battery as required.	12-10-00		
5. EXTENDED RANGE FUEL TANK (Model 350ER/CER)			
a. Inspect exterior of the fuel tank for loose rivets, fasteners and leaks.	28-00-00		
b. Inspect fuel tank filler cap, cap/filler adapter and anti-siphon valve for wear, condition of rubber seals, damage and proper operation.	28-00-00		
c. Remove fuel tank fairings and inspect for fuel leaks around access panels, fuel lines and the fuel tank structure.	28-00-00		
d. Inspect external fuel tank electrical wiring for chafing, damage, routing and security of attachment.	28-00-00		

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M. RIGHT SIDE WING CENTER SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
e. Inspect fuel tank fairing seals for condition and security.	28-00-00		
f. Use bonding tester (1, Table 201, 5-00-00) to measure electrical bonding between fuel tank (from bare area at fuel tank drain to structure) and wing skin for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
g. Use bonding tester (1, Table 201, 5-00-00) to inspect electrical bonding between bare area at fuel tank drain and forward fuel tank structure for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
h. Inspect fuel tank drain valve for evidence of leaking, condition of rubber seals, evidence of damage and overall condition.	28-00-00		
N. RIGHT SIDE MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00		
3. BRAKE DEICING (IF INSTALLED) - Inspect manifold for blocked orifices.	32-41-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	32-40-00, 12-10-00, CMM		
5. STRUT - Check strut for leaks and proper extension.	12-10-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR - Inspect actuator and plumbing for leakage and attachment.	32-30-00		
O. RIGHT SIDE ENGINE			
1. PROPELLER DEICER BOOTS - Inspect propeller deice system (spinner removal required).	30-60-00		
2. P_3 AIR FILTER - Inspect the filter for cleanliness. Refer to the engine maintenance manual for procedure.			

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O. RIGHT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide.	28-20-00, 12-10-00		
4. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00		
b. Inspect the carbon block pin for freedom of movement.	61-10-00		
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-10-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-10-00		
5. HIGH PRESSURE FUEL PUMP FILTER - Inspect the engine-driven high pressure fuel pump filters as instructed in the appropriate engine maintenance manual.			
6. ENGINE OIL FILTER - Inspect for metal particles. Refer to the engine maintenance manual.			
7. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - If Sunstrand fuel pump is installed, check the exterior of the fuel pump coupling for fretting and corrosion as instructed by the engine maintenance manual.	P&W 72-00-00, P&W 73-10-02		
8. DRAIN PLUGS - Inspect all drain plugs for leakage, security and safetying.	79-00-00		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER - Inspect oil cooler and plumbing for leakage, damage and attachment.	79-00-00		
11. AFT COWLING ACCESS DOOR - Check adjustment of latches.	71-10-00		
12. FIRESEALS - Inspect for condition.	71-30-00		
13. EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.			

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O. RIGHT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks. If any of these conditions are found, refer to the engine maintenance manual for corrective action.			
14. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment.			
NOTE Special attention should be directed to the cam box.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	76-00-00		
15. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
16. STARTER-GENERATOR BRUSHES - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
17. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.			
18. MAGNETIC CHIP DETECTOR			
a. Check plug.	79-30-00		
b. Check light in annunciator panel.	79-30-00		
19. ENGINE			
a. Inspect fuel nozzles per manufacturer's manual.			
b. Inspect engine in accordance with instructions found in the engine manufacturer's manual (Ref. Chapter 72).			
20. AIR-CONDITIONER COMPRESSOR			
a. Inspect for security of attachment and oil leaks.	21-50-00		

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O. RIGHT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
b. Inspect for wear and lubricate the spline on the pulley end of the quill shaft.	21-50-00		
c. Inspect drive belt for deterioration, wear and proper tension.	21-50-00		
d. Inspect the integrity and security of the clutch assembly. Remove the belt from the compressor. Inspect for freedom of rotation, bearing roughness and free play (wobble). Check for corrosion or evidence of inappropriate wear (belt dust, metal shavings). Install belt on compressor.	21-50-00		
21. REFRIGERANT LINES and SERVICE VALVES - Inspect lines and valves for leakage, damage and attachment.	21-50-00		
22. ENGINE MOUNT TRUSS ASSEMBLY			
a. Inspect for cracks, dents, chafing and corrosion. Special attention should be directed to areas around clamps.	71-20-00		
b. Inspect vibration isolators (mounts) for deterioration, damage and attachment.	71-20-00		
23. INDUCTION SYSTEM			
a. Check the inertial anti-icer vanes for proper travel.	30-20-00		
b. Inspect the engine inlet screen, inertial separator and air inlet duct for obstruction and damage.	71-00-00, 30-20-00		
24. FIRE DETECTION SYSTEM			
a. Inspect fire detection cable for kinks, abrasions or bends with a radius of less than 2 inches.	26-10-00		
b. Inspect fire detection cables to make sure they do not contact the surrounding structure and for security of attachment.	26-10-00		
c. Perform a check of the system.	26-10-00		
25. PROPELLER SYNCHROPHASER - Inspect for proper gap between pickups and targets.	61-22-00		
26. AUTOFEATHER and AUTOIGNITION PRESSURE SWITCHES - Inspect for security of attachment, leakage and electrical connection for security.	61-21-00, 74-00-00		
27. PRIMARY PROPELLER GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		

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O. RIGHT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
28. OVERSPEED GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
29. RUDDER BOOST TRANSDUCER - Inspect for security of attachment, leakage and security of electrical connectors and wiring.			
30. IGNITION EXCITER			
a. Inspect exciter and electrical harness for damage and security of attachment.	74-00-00		
b. Inspect that supply cable and ignition cable connectors are installed and safetied.	74-00-00		
31. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.			
32. FUEL PURGE SYSTEM			
a. Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
b. Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
c. Remove fuel purge check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
d. Perform the Fuel Purge System Flow Divider/Purge Valve Leakage Test.	71-70-00		
33. ENVIRONMENTAL BLEED AIR FLOW CONTROL VALVE - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-10-00		

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P. LANDING GEAR RETRACTION	ATA/GAMA REFERENCE	MECH	INSP
1. RETRACT MECHANISM			
NOTE Since battery voltage is not sufficient to properly cycle the landing gear, use only an exterior power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection. When cycling the landing gear with the power pack, allow a one minute cooling period between cycles and a five minute cooling period every five cycles. Also, an exterior supply of dry air at 18 to 20 psi must be applied to the fill reservoir to prevent cavitation. If an exterior air supply is not available, use an exterior hydraulic pressure source.			
a. Check hydraulic power pack and motor for proper operation.	32-30-00		
b. Check retraction system for proper operation of all components through at least two complete cycles.	32-30-00		
c. Check for unusual noises and evidence of binding.	32-30-00		
2. DOORS and LINKAGE - Check door for operation, fit and rigging.	32-30-00		
3. POSITION INDICATORS - Check for proper operation of switches.	32-60-00		
4. WARNING HORN - Check operation.	32-60-00		
5. DOWNLOCKS MECHANISM			
a. Check locking mechanism for positive engagement in extended position.	32-10-00, 32-20-00		
b. Check downlock switch for proper adjustment.	32-60-00		
6. SAFETY SWITCH - Check for proper operation.	32-60-00		
7. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00		
CAUTION *Do not continue operation after receiving a gear-down indication on all gears.*			
8. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks.	32-30-00		

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Q. OPERATIONAL INSPECTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF VALVES - Check for proper operation.			
2. CROSSFEED FUEL VALVE - Check for proper operation.			
3. BOOST PUMPS - Check for proper operation.			
4. STARTERS - Check operation.			
5. IGNITION LIGHTS - Check for annunciator panel light illumination.			
6. ENGINE OIL TEMPERATURE and PRESSURE - Check for proper pressure and temperature limits.			
7. FUEL QUANTITY GAGES - Check operation.			
8. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.			
9. VACUUM SYSTEM INSTRUMENTS - Check for correct limits.			
10. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
11. PNEUMATIC SYSTEM SHUTOFF VALVES - Check for proper operation.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS - Perform flight idle torque check.	76-00-00		
14. AUTOFEATHERING CHECK - Refer to AUTOFEATHER SYSTEM OPERATIONAL CHECK.	61-21-00		
15. PROPELLER SYNCHROPHASER - Refer to the SYNCHROPHASER SYSTEM FUNCTIONAL TEST and confirm proper synchronization.	61-22-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).	76-00-00		
17. IDLE RPM - Check for correct rpm (both high and low rpm).	76-00-00		
18. AC INVERTERS (If installed) - Check for proper operation.	24-20-00		
19. RUDDER BOOST - Check for proper operation.	POH		
20. AUTOIGNITION - Check for proper operation.	74-00-00		

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
21. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.	CMM		
22. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.			
23. DEICE SYSTEM			
a. Check for proper operation and cycling.			
b. Functionally test tail and wing deice annunciator lights for operation.			
24. BRAKE DEICE SYSTEM (IF INSTALLED) - Check for proper operation with engines running.			
25. ELECTRICAL SYSTEM - Perform functional check.	24-50-00		
26. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
27. AUTOPILOT - Check for proper operation as outlined by the applicable Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
28. STALL WARNING - Check for proper operation.			
29. GENERATORS - Check the output.			
30. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
31. ENGINE FIRE EXTINGUISHERS - Perform system test according to instructions found in the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
32. PRESSURIZATION SYSTEM - Check for proper operation.			
NOTE Refer to the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
33. AUXILIARY FUEL TRANSFER JET PUMPS - Check for operation.			
34. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
35. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
36. LANDING and TAXI LIGHTS - Check operation of all lights.	33-40-00		
37. OUTBOARD WING LIGHTS (Right Side and Left Side) - Check operation of all navigation and strobe lights.	33-40-00		
38. COCKPIT LIGHTS - Check operation of all cockpit lights.	33-10-00		
39. EFIS COOLING BLOWERS (If Installed) - Check operation.	34-20-00		
40. ELECTRIC ELEVATOR TRIM - Check for proper operation.	27-30-00		
41. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.	76-00-00		
42. PILOT'S and COPILOT'S SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. STATIC SYSTEM - Inspect alternate air valve for operation.	34-00-00		
44. WINDSHIELDS - Perform heated operational check.	30-40-00		
45. THRESHOLD LIGHT - Check for proper operation.			
46. AUXILIARY ELECTRIC HEAT - Check for proper operation of the Electric Heat System.			
47. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
48. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
49. CABIN ENTRANCE DOOR (FL-1 and AFTER)			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check cabin DOOR UNLOCK annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			

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50. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (FM-1 and After)			
a. Inspect door latching mechanism for operation and security of attachment.			
b. Check latching mechanism, folding steps and gas springs for proper operation.			
51. EMERGENCY EXITS (With door installed and properly rigged)			
a. Check emergency release handles (inside and outside) and latch mechanism for operation.			
b. Check that latches open and close freely.			
52. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
53. REAR FUSELAGE and EMPENNAGE LIGHTS - Check operation of all lights.	33-40-00		
54. AILERON (Left Side and Right Side) - Check for freedom of movement.			
55. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
56. FUEL TANK VENTS (Left Side and Right Side) - Check the operation of the heated vents. They should be warm to the touch.	28-10-00		
57. STALL WARNING HEAT - Check for proper operation.			
58. FLAPS and ACTUATORS (INBOARD, OUTBOARD, Left Side and Right Side) - Check flaps for noisy or erratic operation.	27-50-00		
59. WING CENTER SECTION LIGHTS - Check operation of all lights.	33-40-00		
60. ENGINE INDUCTION SYSTEM (Left Side and Right Side) - Check the inertial vane and bypass door for movement with the main and standby actuator motors.			
61. EXTERNAL POWER RELAY - Check for proper operation.	24-40-00		
62. ELECTRIC HEATER POWER RELAYS - Check for proper operation.	21-40-00		

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
63. PILOT DISPLAY SWITCH - Perform the ENGINE INDICATION REVERSION INSPECTION procedure.	77-40-00		
64. RUDDER BOOST OPERATION - Perform the RUDDER BOOST OPERATION INSPECTION procedure.	22-15-00		
65. AUTOPILOT - DCU Aural Warning - Perform the AUTOPILOT DATA CONCENTRATOR UNIT (DCU) AURAL WARNING INSPECTION procedure.	22-15-00		
66. STALL WARNING - Autopilot Disconnect - Perform the STALL WARNING AUTOPILOT DISCONNECT INSPECTION procedure.	22-15-00		
67. EXTENDED RANGE FUEL TANK FUEL TRANSFER JET PUMPS			
a. Check for operation.	28-00-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-00-00		
2. LUBRICATE AS NECESSARY.	12-20-00		
3. ENGINES INSPECTED AFTER GROUND RUN-UP OR FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS - Make sure Chapter 5, Special Inspection, and Airworthiness Limitations Manual (P/N 130-590031-211) requirements are complied with at the appropriate intervals.			
6. IN-FLIGHT WORKSHEETS DISCREPANCIES - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and make sure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.			
9. EMERGENCY and SURVIVAL EQUIPMENT - (If required) Make sure all necessary emergency and survival equipment is installed in the airplane and is serviceable.			

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R. POST INSPECTION ITEMS (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

INSPECTION COMPLETED

I certify that Phase 2 Inspection was performed in accordance with the Model B300/B300C Inspection Program and that the airplane is approved for return to service:

DATE: .....

MECHANIC: .....

CREW CHIEF: .....

QUALITY CONTROL INSPECTOR: .....

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SCHEDULED INSPECTION PROGRAM (PHASE 3) - MAINTENANCE PRACTICES

Owner _____ Total Time _____ Total Cycles _____
W/O Number _____ TSOH _____ Cycles SOH _____
Date In _____ Date Out _____ TSHSI _____ Cycles SHSI _____
Serial No. _____ Reg. No. _____ RH Eng. Gas Gen. S/N _____
Last Inspection _____ Phase _____ RH Eng. Power Module S/N _____
Last Inspection Date _____ Total Time _____ Total Cycles _____
Last Inspection Hours _____ TSOH _____ Cycles SOH _____
Hourmeter _____ Total Time _____ TSHSI _____ Cycles SHSI _____
Total Cycles _____ LH Prop S/N _____
Researched By _____ LH Prop Total Time _____ TSOH _____
Inspection Being Conducted _____ Phase RH Prop S/N _____
LH Eng. Gas Gen. S/N _____ RH Prop Total Time _____ TSOH _____
LH Eng. Power Module S/N _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE There are no inspections required in this section during this phase.			
B. NOSE AVIONICS COMPARTMENT			
NOTE There are no inspections required in this section during this phase.			
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
D. NOSE GEAR			
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.			

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D. NOSE GEAR (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. TIRE			
a. Inspect for wear and deterioration.			
b. Check for correct inflation.	12-10-00		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	32-20-00, 12-10-00		
4. NOSE GEAR DRAG BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS - Inspect for broken lenses or bulbs.	33-40-00		
7. STEERING LINKAGE - Inspect nose gear steering mechanism and attaching hardware for wear, damage and corrosion.			
E. PILOT'S COMPARTMENT			
1. RETURN AIR INLET FILTERS - Inspect filters in return air inlet of the forward vent blower.	21-50-00		
2. WINDSHIELDS			
a. Inspect windshields for cracks, visibility impairment.	56-10-00		
b. Inspect windshield weather seal for debonding, cracks or wear.			
3. WINDOWS - Inspect exterior surface of cockpit side windows for deep scratches, cracks, chips or excess crazing or other damage.	56-15-00		
4. SEAT BELTS and SHOULDER HARNESSES - Inspect seat belts and shoulder harness for deterioration.	AC43.13-1B/2B		
5. FIRE EXTINGUISHER, (PORTABLE) - Inspect the bottle for signs of damage and mount for security of attachment.			
6. PILOT'S COMPARTMENT - Inspect skin, structure, seats and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
7. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		

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E. PILOT'S COMPARTMENT (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
8. REFRIGERANT LINES and SERVICE VALVES - Inspect lines for leakage, damage and attachment.			
9. RUDDER PEDALS			
a. Inspect rudder pedals for wear, clearance and attachment.	27-20-00		
b. Inspect rudder pedal linkage for wear, damage, attachment and operation.	27-20-00		
10. BRAKE FLUID RESERVOIR PRESSURE EQUALIZATION ORIFICE - Inspect for blockage.	32-40-00		
11. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
12. BRAKE SYSTEM - Inspect brake system components and plumbing for leakage and attachment.			
13. INSTRUMENT PANEL, PLUMBING and WIRING - Inspect instrument panel, subpanels, placards, shock mounts and instrument plumbing for damage, attachment, chafing and hoses for hardness or cracks.			
14. CONTROL COLUMN			
a. Inspect for wear, damage, corrosion, attachment and operation.			
b. Inspect control wheel adapter for cracks in the weld area of adapter or forward side of control wheel.			
c. Inspect control wheel switches for condition and security of attachment.			
d. Operate control wheel full forward and aft, left and right. Check for binding or interference.	27-10-00		
15. PEDESTAL			
a. Inspect pedestal components and plumbing for damage, attachment and chafing and hoses for hardness or cracks.			

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E. PILOT'S COMPARTMENT (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
b. Inspect condition lever catch gates for wear.	76-00-00		
16. PRESSURIZATION CONTROLLER			
a. Inspect for security of attachment, plumbing and wiring for damage and connection security.	21-30-00		
b. Inspect and clean filter in controller assembly located within the pedestal.	21-30-00		
17. SEAT TRACKS - Inspect seat tracks for damage and wear.	53-40-00		
18. ACCESS DOORS - Inspect for fit and attachment.			
19. WINDSHIELDS - Inspect heated windshield antistatic coating and tab bonding.	56-10-00		
20. RELIEF TUBE (If installed)			
a. Inspect plumbing and storage box for corrosion.			
b. Inspect relief tube outlet area for corrosion.			
21. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
22. BUS CONFORMITY CHECK - Perform the bus conformity check. Refer to procedure in Chapter 24-50-00.	24-50-00		
23. ENVIRONMENTAL SYSTEM			
a. Inspect ducts for condition and security of installation.			
b. Check ducts for evidence of thermal leaks and/or degradation, such as discoloration of duct insulator, adjacent structure or components.			
c. Physically inspect ducts by touching ducts, checking for thermal deterioration, deformation of the ducts, and proper connection at the joints.			
24. MANUAL LANDING GEAR EXTENSION HANDLE - Inspect the manual extension handle assembly and linkage from the handle to the manual extension pump for proper installation, wear and security of attachment.			

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F. CABIN SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips and excessive crazing or other damage.	56-15-00		
2. ROTATING (FLASHING) BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.			
4. EMERGENCY EXIT LIGHT			
a. Inspect emergency exit light for battery leakage and security of lamp.	33-20-00		
b. Inspect electrical wiring and equipment for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
5. OUTFLOW and SAFETY VALVES			
a. Drain outflow valve control line (two locations).	21-30-00		
b. Inspect plumbing and components for attachment.	21-30-00		
c. Inspect and clean safety valve screen.	21-30-00		
d. Inspect poppet and seat of both valves.	21-30-00		
e. Perform functional test of outflow and safety valves and cabin altitude limit controllers.	21-30-00		
6. AFT EVAPORATOR FILTER - Inspect aft evaporator filter.	21-50-00		
7. SEAT BELTS and SHOULDER HARNESSES			
a. Inspect seat belts and shoulder harness for deterioration and missing components.	AC43.13-1B/2B		
b. Inspect shoulder harness attachment post for cracked, warn, brittle or missing grommets.	AC43.13-1B/2B		
8. SEAT TRACKS - Inspect seat tracks for damage and wear.	53-40-00		
9. OXYGEN SYSTEM			
a. Test all masks for oxygen flow.	35-00-00		
b. Inspect oxygen system installation for damage and security of attachment.	35-00-00		
10. TOILET - Inspect for spillage and leakage below the toilet.			

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F. CABIN SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
11. CABIN ENTRANCE DOOR (FL-1 and After)			
a. Inspect the door seal for cuts, abrasions and security of attachment.	52-10-00		
b. Inspect door seal solenoid valve and pressure regulator valve for security and electrical connection.	52-10-00		
c. Inspect the cabin door support cables for wear, damage and security.	52-10-00		
d. Inspect door latching mechanism and cables for damage, deterioration and security of attachment.	52-10-00		
e. Inspect upper latch hooks and retaining pins for rigging, wear and damage. Replace pin at 10% diameter wear. (Pin removal required)	52-10-00		
f. Inspect upper latch hooks for proper tension.	52-10-00		
g. Inspect side latch bolts (bayonets) and rollers for rigging and freedom of movement.	52-10-00		
h. Inspect the cabin door unlocked annunciator switch spring.	52-10-00		
12. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (FM-1 and After) - Inspect door seals for cuts, abrasions, deterioration and security of attachment.	52-11-00		
13. AVIONICS EQUIPMENT and RACKS (IF INSTALLED) - Inspect avionics equipment and racks for security of attachment.			
14. BULKHEADS - Inspect for water traps.			
15. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends and cracks which are conditions for replacement.	27		
b. Inspect control cables, pulleys and associated equipment for cracks, damage, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		

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F. CABIN SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
16. HYDRAULIC LINES, LANDING GEAR - Inspect for leaks, damage and security of attachment.			
17. FLAP MOTOR and DRIVES - Inspect for damage and attachment.	27-50-00		
18. AILERON QUADRANT REGULATOR - Inspect for security, attachment, operation and travel.	27-10-00		
19. BELLY DRAIN VALVES - Inspect for possible obstructions.			
20. CABIN WINDOW ATTACH FRAMES - Inspect windows for looseness or movement.	56-15-00		
21. PNEUMATIC PRESSURE REGULATOR, VACUUM EJECTOR and DEICER DISTRIBUTION VALVE - Inspect equipment and plumbing for security.			
22. WINDOW DEFOG SYSTEM - Inspect associated plumbing for kinks, security and general condition. Inspect the three inline filters (if installed) for moisture, contamination and proper installation (recommend replacement to coincide with Chapter 5-11-00 requirements).	30-40-00		
23. CONTROL CABLE SEALS - Inspect for damage, security, cleanliness and lubrication.			
24. AUTOPILOT COMPONENTS - Inspect components for security of attachment.			
25. RELIEF TUBE (If installed)			
a. Inspect plumbing and storage box for corrosion.			
b. Inspect relief tube outlet area for corrosion.			
26. ANTENNAS - Inspect all external antennas for leading edge erosion and condition of base seals.			
27. FIRE EXTINGUISHER, (PORTABLE) - Inspect bottle for signs of damage and security.			
28. CABIN DOOR and EMERGENCY EXITS			
a. Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	AC43.13-1B/2B		
b. Inspect corner areas of emergency exit (removed) for cracks and abrasion in area of curvature between seal and outer face of exit.	52-20-00		

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29. EMERGENCY EXITS			
a. Inspect latches for damage and check all moving parts for proper operation.			
b. Check for proper latch adjustment and seal of closed latches.			
30. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
31. CABIN AREA - Inspect skin, structure, seats and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	25-20-00		
a. Inspect the crossties at stringer left and right #7 position FS 179 thru FS 271.	53-10-00		
32. ENVIRONMENTAL SYSTEM			
a. Inspect ducts for condition and security of installation.			
b. Check ducts for evidence of thermal leaks and/or degradation, such as discoloration of duct insulator, adjacent structure or components.			
c. Physically inspect ducts by touching ducts, checking for thermal deterioration, deformation of the ducts, and proper connection at the joints.			
33. AUTOPILOT SERVO AND CABLE - Inspect the aileron servo and mount for security. Inspect mount capstan for cable wear, contamination and excessive cable spool-off angle. Inspect cables for wear and damage.	22-15-00		
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Inspect rear fuselage drains.	53-00-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose leads.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING (FLASHING) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.			

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G. REAR FUSELAGE AND EMPENNAGE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.	53-00-00		
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.			
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	55-40-00		
8. AUTOPILOT SERVOS AND CABLES - Inspect the rudder, elevator and elevator trim servos and mounts for security. Inspect mount capstans for cable wear, contamination and excessive cable spool-off angle. Inspect cables for wear and damage.	22-15-00		
H. LEFT SIDE OUTBOARD WING			
1. STATIC WICKS - Inspect for damage and security of attachment.	23-60-00		
2. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
3. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		
4. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
5. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
6. STATIC GROUND RECEPTACLES - Inspect for damage.	10-10-00		
7. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
8. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
9. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		

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H. LEFT SIDE OUTBOARD WING (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
10. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wick for proper bonding to the airplane.	23-60-00		
11. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
I. LEFT SIDE WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel filler cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.			
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
4. FUEL PUMP - Inspect the pumps for leaks and security of attachment.	28-20-00		
5. ENGINE FIRE EXTINGUISHER	26-20-00		
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
c. Check for presence of activation voltage to the cartridge/squib. Perform the EXTINGUISHER ACTIVATION CHECK procedure.	26-20-00		
6. LANDING GEAR POWER PACK and MOTOR			
a. Inspect the hydraulic power pack gear-up and gear-down port screens.	32-30-00		
b. Inspect the landing gear hydraulic system bleed air pressure overboard relief orifice screen for blockage.	32-30-00		
c. Inspect all plumbing attach points for leaks and security of attachment.	32-30-00		
d. Inspect the landing gear emergency extension hand pump suction line filter.	32-30-00		

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I. LEFT SIDE WING CENTER SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
7. EXTENDED RANGE FUEL TANK (Model 350ER/CER)			
a. Inspect exterior of the fuel tank for loose rivets, fasteners and leaks.	28-00-00		
b. Inspect fuel tank filler cap, cap/filler adapter and anti-siphon valve for wear, condition of rubber seals, damage and proper operation.	28-00-00		
c. Remove fuel tank fairings and inspect for fuel leaks around access panels, fuel lines and the fuel tank structure.	28-00-00		
d. Inspect external fuel tank electrical wiring for chafing, damage, routing and security of attachment.	28-00-00		
e. Inspect fuel tank fairing seals for condition and security.	28-00-00		
f. Use bonding tester (1, Table 201, 5-00-00) to measure electrical bonding between fuel tank (from bare area at fuel tank drain to structure) and wing skin for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
g. Use bonding tester (1, Table 201, 5-00-00) to inspect electrical bonding between bare area at fuel tank drain and forward fuel tank structure for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
h. Inspect fuel tank drain valve for evidence of leaking, condition of rubber seals, evidence of damage and overall condition.	28-00-00		
J. LEFT SIDE MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00		
3. BRAKE DEICING (IF INSTALLED)			
a. Inspect manifold for blocked orifices.	32-41-00		
b. Inspect exterior of lines, hoses and connections for leakage and attachment.	32-41-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	32-40-00, 12-10-00, CMM		

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J. LEFT SIDE MAIN LANDING GEAR AREA (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
5. STRUT - Check strut for leaks and proper extension.	12-10-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR - Inspect actuator and plumbing for leakage and attachment.	32-30-00		
8. DRAG LEG			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger tight and safetied).	CMM		
9. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	AC43.13-1B/2B		
K. LEFT SIDE ENGINE			
1. PROPELLER DEICER BOOTS - Inspect propeller deice system (spinner removal required).	30-60-00		
2. P_3 AIR FILTER - Inspect the filter for cleanliness. Refer to the engine maintenance manual for procedure.			
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide.	28-20-00, 12-10-00		
4. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00		
5. ENGINE OIL FILTER (Left) - Inspect for metal particles. Refer to engine maintenance manual.			
L. RIGHT SIDE OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		

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L. RIGHT SIDE OUTBOARD WING (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. STATIC GROUND RECEPTACLES - Inspect for damage.	10-10-00		
6. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
7. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
8. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
9. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check the static wick for proper bonding to the airplane.	23-60-00		
10. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
M. RIGHT SIDE WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.			
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
4. BATTERY - Service Battery as required.	12-10-00		
5. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00		
6. ENGINE FIRE EXTINGUISHER	26-20-00		

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M. RIGHT SIDE WING CENTER SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
a. Inspect plumbing for security of attachment.	26-20-00		
b. Check fire bottle pressure gage.	26-20-00		
c. Check for presence of activation voltage to the cartridge/squib. Perform the EXTINGUISHER ACTIVATION CHECK procedure.	26-20-00		
7. EXTENDED RANGE FUEL TANK (Model 350ER/CER)			
a. Inspect exterior of the fuel tank for loose rivets, fasteners and leaks.	28-00-00		
b. Inspect fuel tank filler cap, cap/filler adapter and anti-siphon valve for wear, condition of rubber seals, damage and proper operation.	28-00-00		
c. Remove fuel tank fairings and inspect for fuel leaks around access panels, fuel lines and the fuel tank structure.	28-00-00		
d. Inspect external fuel tank electrical wiring for chafing, damage, routing and security of attachment.	28-00-00		
e. Inspect fuel tank fairing seals for condition and security.	28-00-00		
f. Use bonding tester (1, Table 201, 5-00-00) to measure electrical bonding between fuel tank (from bare area at fuel tank drain to structure) and wing skin for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
g. Use bonding tester (1, Table 201, 5-00-00) to inspect electrical bonding between bare area at fuel tank drain and forward fuel tank structure for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
h. Inspect fuel tank drain valve for evidence of leaking, condition of rubber seals, evidence of damage and overall condition.	28-00-00		
N. RIGHT SIDE MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00		

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N. RIGHT SIDE MAIN LANDING GEAR AREA (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
3. BRAKE DEICING (IF INSTALLED) - Inspect manifold for blocked orifices.	32-41-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	32-40-00, 12-10-00, CMM		
5. STRUT - Check strut for leaks and proper extension.	12-10-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR - Inspect actuator and plumbing for leakage and attachment.	32-30-00		
8. DRAG LEG			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger tight and safetied).	32-10-00		
9. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	AC43.13-1B/2B		
O. RIGHT SIDE ENGINE			
1. PROPELLER DEICER BOOTS - Inspect propeller deice system (spinner removal required).	30-60-00		
2. P_3 AIR FILTER - Inspect the filter for cleanliness. Refer to the engine maintenance manual for procedure.			
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide.	28-20-00, 12-10-00		
4. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00		
5. ENGINE OIL FILTER - Inspect for metal particles. Refer to engine maintenance manual.			

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P. LANDING GEAR RETRACTION	ATA/GAMA REFERENCE	MECH	INSP
1. RETRACT MECHANISM			
NOTE Since battery voltage is not sufficient to properly cycle the landing gear, use only an exterior power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection. When cycling the landing gear with the power pack, allow a one minute cooling period between cycles and a five minute cooling period every five cycles. Also, an exterior supply of dry air at 18 to 20 psi must be applied to the fill reservoir to prevent cavitation. If an exterior air supply is not available, use an exterior hydraulic pressure source.			
a. Check hydraulic power pack and motor for proper operation.	32-30-00		
b. Check retraction system for proper operation of all components through at least two complete cycles.	32-30-00		
c. Check for unusual noises and evidence of binding.	32-30-00		
2. DOORS and LINKAGE - Check door for operation, fit and rigging.	32-30-00		
3. POSITION INDICATORS - Check for proper operation of switches.	32-60-00		
4. WARNING HORN - Check operation.	32-60-00		
5. DOWNLOCKS MECHANISM			
a. Check down locking mechanism for positive engagement in extended position.	32-10-00, 32-20-00		
b. Check downlock switch for proper adjustment.	32-60-00		
6. SAFETY SWITCH - Check for proper operation.	32-60-00		
7. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00		
CAUTION *Do not continue operation after receiving a gear-down indication on all gears.*			
8. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks.	32-30-00		

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Q. OPERATIONAL INSPECTION	ATA/GAMA REFERENCE	MECH	INSP
NOTE The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF VALVES - Check for proper operation.			
2. CROSSFEED FUEL VALVE - Check for proper operation.			
3. STANDBY PUMPS - Check for proper operation.			
4. STARTERS - Check operation.			
5. IGNITION LIGHT - Check for annunciator panel light illumination.			
6. ENGINE OIL TEMPERATURE and PRESSURE - Check for proper pressure and temperature limits.			
7. FUEL QUANTITY GAGES - Check operation.			
8. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.			
9. VACUUM SYSTEM - Check for correct limits.			
10. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			
11. PNEUMATIC SYSTEM SHUTOFF VALVES - Check for proper operation.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS - Perform flight idle torque check.	76-00-00		
14. AUTOFEATHERING CHECK - Refer to AUTOFEATHER SYSTEM OPERATIONAL CHECK.	61-21-00		
15. PROPELLER SYNCHROPHASER - Refer to the SYNCHROPHASER SYSTEM FUNCTIONAL TEST and confirm proper synchronization.	61-22-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).	76-00-00		
17. IDLE RPM - Check for correct rpm (both high and low rpm).	76-00-00		
18. AC INVERTERS (If installed) - Check for proper operation.	24-20-00		
19. RUDDER BOOST - Check for proper operation.	POH		
20. AUTOIGNITION - Check for proper operation.	74-00-00		

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
21. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.	CMM		
22. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.			
23. DEICER SYSTEM			
a. Check for proper operation and cycling.			
b. Functionally test tail and wing deice annunciator lights for operation.			
24. BRAKE DEICE SYSTEM (IF INSTALLED) - Check for proper operation with engines running.			
25. ELECTRICAL SYSTEM - Perform functional checks.	24-50-00		
26. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			
27. AUTOPILOT - Check for proper operation as outlined by the applicable Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
28. STALL WARNING - Check for proper operation.			
29. GENERATORS - Check the output.			
30. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
31. ENGINE FIRE EXTINGUISHERS - Perform system test according to instructions found in the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			

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32. PRESSURIZATION SYSTEM - Check for proper operation.			
NOTE Refer to the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
33. AUXILIARY FUEL TRANSFER JET PUMPS - Check for operation.			
34. CONDITION LEVERS - Check for clean shutdown at IDLE-CUT-OFF.			
35. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
36. LANDING and TAXI LIGHTS - Check operation of all lights.	33-40-00		
37. OUTBOARD WING LIGHTS (Right Side and Left Side) - Check operation of all navigation and strobe lights.	33-40-00		
38. COCKPIT LIGHTS - Check operation of all cockpit lights.	33-10-00		
39. EFIS COOLING BLOWERS (If Installed) - Check operation.	34-20-00		
40. ELECTRIC ELEVATOR TRIM - Check for proper operation.	27-30-00		
41. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.	76-00-00		
42. PILOT'S and COPILOT'S SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. STATIC SYSTEM - Inspect alternate air valve for operation.	34-00-00		
44. WINDSHIELDS - Perform heated operational check.	30-40-00		
45. THRESHOLD LIGHT - Check for proper operation.			
46. AUXILIARY ELECTRIC HEAT - Check for proper operation of the Electric Heat System.			
47. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
48. SEAT BELTS and SHOULDER HARNESSES, CABIN - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
49. CABIN ENTRANCE DOOR (FL-1 and After)			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check cabin DOOR UNLOCK annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
50. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (FM-1 and After)			
a. Inspect door latching mechanism for operation and security of attachment.			
b. Check latching mechanism, folding steps and gas springs for proper operation.			
51. EMERGENCY EXITS (With door installed and properly rigged)			
a. Check emergency release handles (inside and outside) and latch mechanism for operation.			
b. Check that latches open and close freely.			
52. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
53. REAR FUSELAGE and EMPENNAGE LIGHTS - Check operation of all lights.	33-40-00		
54. AILERON (Left Side and Right Side) - Check for freedom of movement.			
55. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
56. FUEL TANK HEATED VENTS (Left Side and Right Side) - Check the operation of the heated vents. They should be warm to the touch.	28-10-00		
57. STALL WARNING HEAT - Check for proper operation.			
58. FLAPS and ACTUATORS (INBOARD, OUTBOARD, Left Side and Right Side) - Check flaps for noisy or erratic operation.	27-50-00		

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
59. WING CENTER SECTION LIGHTS - Check operation of all lights.	33-40-00		
60. ENGINE INDUCTION SYSTEM (Left Side and Right Side) Check the inertial vane and bypass door for movement with the main and standby actuator motors.			
61. EXTERNAL POWER RELAY - Check for proper operation.	24-40-00		
62. ELECTRIC HEATER POWER RELAYS - Check for proper operation.	21-40-00		
63. RUDDER BOOST OPERATION - Perform the RUDDER BOOST OPERATION INSPECTION procedure.	22-15-00		
64. AUTOPILOT - DCU Aural Warning - Perform the AUTOPILOT DATA CONCENTRATOR UNIT (DCU) AURAL WARNING INSPECTION procedure.	22-15-00		
65. STALL WARNING - Autopilot Disconnect - Perform the STALL WARNING AUTOPILOT DISCONNECT INSPECTION procedure.	22-15-00		
66. EXTENDED RANGE FUEL TANK FUEL TRANSFER JET PUMPS			
a. Check for operation.	28-00-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-00-00		
2. LUBRICATE AS NECESSARY.	12-20-00		
3. ENGINES INSPECTED AFTER GROUND RUN-UP OR FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS - Make sure Chapter 5, Special Inspection, and Airworthiness Limitations Manual (P/N 130-590031-211) requirements are complied with at the appropriate intervals.			
6. IN-FLIGHT WORKSHEETS DISCREPANCIES - All discrepancies noted by the pilot must be checked and corrected as required.			

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R. POST INSPECTION ITEMS (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and make sure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.			
9. EMERGENCY and SURVIVAL EQUIPMENT - (If required) Make sure all necessary emergency and survival equipment is installed in the airplane and is serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00, and POH		
11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

INSPECTION COMPLETED

I certify that Phase 3 Inspection was performed in accordance with the Model B300/B300C Inspection Program and that the airplane is approved for return to service:

DATE: .....

MECHANIC: .....

CREW CHIEF: .....

QUALITY CONTROL INSPECTOR: .....

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SCHEDULED INSPECTION PROGRAM (PHASE 4) - MAINTENANCE PRACTICES

Owner _____ Total Time _____ Total Cycles _____
W/O Number _____ TSOH _____ Cycles SOH _____
Date In _____ Date Out _____ TSHSI _____ Cycles SHSI _____
Serial No. _____ Reg. No. _____ RH Eng. Gas Gen. S/N _____
Last Inspection _____ Phase _____ RH Eng. Power Module S/N _____
Last Inspection Date _____ Total Time _____ Total Cycles _____
Last Inspection Hours _____ TSOH _____ Cycles SOH _____
Hourmeter _____ Total Time _____ TSHSI _____ Cycles SHSI _____
Total Cycles _____ LH Prop S/N _____
Researched By _____ LH Prop Total Time _____ TSOH _____
Inspection Being Conducted _____ Phase RH Prop S/N _____
LH Eng. Gas Gen. S/N _____ RH Prop Total Time _____ TSOH _____
LH Eng. Power Module S/N _____

A. NOSE SECTION	ATA/GAMA REFERENCE	MECH	INSP
1. NOSE SECTION - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
2. RADOME - Inspect the exterior surface for cracks in the paint and fiberglass substrate.			
B. NOSE AVIONICS COMPARTMENT			
1. INSTRUMENT AIR FILTER - Inspect for cleanliness.			
2. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	37-00-00		
3. AVIONICS EQUIPMENT and RACKS - Inspect for security of attachment.			
4. AVIONICS COMPARTMENT - Inspect for corrosion, trapped water and indications of water leakage.			

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B. NOSE AVIONICS COMPARTMENT (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
5. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
6. DOORS, FASTENERS and SEAL - Inspect seal for deterioration and doors and latches for proper adjustment and fit.			
7. NOSE AVIONICS COMPARTMENT - Inspect skin, structure, all components and attaching hardware for general condition and security of attachment.	AC43.13-1B/2B		
C. NOSE LANDING GEAR AREA			
1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.	AC43.13-1B/2B		
2. FILTER, FORWARD EVAPORATOR - Inspect forward evaporator filter.	21-50-00		
3. NOSE LANDING GEAR AREA - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
4. REFRIGERANT LINES, SERVICE VALVES and HIGH PRESSURE RELIEF VALVES - Inspect lines and valves for leakage, damage, attachment and surface corrosion.			
5. CONDENSER BLOWER - Inspect fittings for dirt, grease, moisture and security of attachment.	21-50-00		
D. NOSE GEAR			
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. TIRE			
a. Inspect for wear and deterioration.			
b. Check for correct inflation.	12-10-00		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	32-20-00, 12-10-00		
4. NOSE GEAR DRAG BRACE STOP LUGS - Inspect for cracks, damage or distortion.			

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D. NOSE GEAR (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS			
a. Inspect for broken lenses or bulbs.	33-40-00		
b. Confirm correct focus of landing and taxi lights.	33-40-00		
7. NOSE GEAR LOWER DRAG LEG - Remove nose gear drag brace bolt and inspect lower drag leg hole for corrosion and wear.	CMM		
8. NOSE GEAR ACTUATOR			
a. Inspect actuator support brackets for damage, cracks and loose or missing fasteners.			
b. Inspect actuator and plumbing for leakage.			
9. ALL COMPONENTS - Inspect all components and attaching hardware for wear, damage and surface corrosion.			
E. PILOT'S COMPARTMENT			
1. RETURN AIR INLET FILTERS - Inspect filters in return air inlet of the forward vent blower.	21-50-00		
2. WINDSHIELDS			
a. Inspect windshields for cracks, visibility impairment.	56-10-00		
b. Inspect windshield weather seal for debonding, cracks or wear.	56-10-00		
3. WINDOWS - Inspect exterior surface of cockpit side windows for deep scratches, cracks, chips or excess crazing or other damage.	56-15-00		
4. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips and excessive crazing or other damage.	56-15-00		
2. ROTATING (FLASHING) BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.			

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F. CABIN SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
4. EMERGENCY EXIT LIGHT - Inspect emergency exit light for battery leakage and security of lamp.	33-20-00		
5. OUTFLOW and SAFETY VALVES - Drain outflow valve control line (two locations).	21-30-00		
6. PRESSURIZATION DUCTS - Inspect for security of attachment.	21-20-00		
7. FLAPPER VALVE - Inspect for proper operation and excessive air noise.	21-20-00		
8. AUTOPILOT SERVO AND CABLE - Inspect the aileron servo and mount for security. Inspect mount capstan for cable wear, contamination and excessive cable spool-off angle. Inspect cables for wear and damage. Verify cable tensions are within limits specified in the basic maintenance manual.	22-15-00		
G. REAR FUSELAGE AND EMPENNAGE			
1. REAR FUSELAGE DRAINS - Inspect rear fuselage drains.	53-00-00		
2. ELT BATTERY			
a. Inspect for leakage, corrosion or loose leads.	25-60-00		
b. Determine remaining useful life.	25-60-00		
3. NAVIGATION LIGHTS and ROTATING (FLASHING) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.			
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.	53-00-00		
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.			
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	55-40-00		
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
9. EMPENNAGE and CONTROL SURFACES			
a. Check elevator trim tab free play.	27-30-00		
b. Check rudder trim tab free play.	27-20-00		

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G. REAR FUSELAGE AND EMPENNAGE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
10. REAR FUSELAGE and EMPENNAGE - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
11. CABIN PRESSURIZATION OVERBOARD DUMP SYSTEM -Inspect louver and screen for obstruction and hoses for security.			
12. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.	AC43.13-1B/2B		
13. AVIONICS and AUTOPILOT EQUIPMENT and RACKS - Inspect avionics and autopilot equipment and racks for security, corrosion and signs of water leakage.			
14. VERTICAL STABILIZER - Inspect front and rear spars of the vertical stabilizer for loose or missing rivets or fasteners.			
15. CONTROL CABLE SEALS - Inspect for deterioration, security, cleanliness and lubrication.			
16. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect the control system components (pushrods, turnbuckles, castings, etc.) for bulges, splits or cracks which are conditions for replacement. Inspect rudder torque shaft arm for loose or working fasteners.	27		
b. Inspect control cables, pulleys and associated equipment for cracks, wear, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
17. PLUMBING - Inspect plumbing for security of attachment.			
18. AUTOPILOT SERVOS AND CABLES - Inspect the rudder, elevator and elevator trim servos and mounts for security. Inspect mount capstans for cable wear, contamination and excessive cable spool-off angle. Inspect cables for wear and damage. Verify cable tensions are within limits specified in the basic maintenance manual.	22-15-00		

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H. LEFT SIDE OUTBOARD WING	ATA/GAMA REFERENCE	MECH	INSP
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. STATIC GROUND RECEPTACLES - Inspect for damage.	10-10-00		
6. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		
7. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
8. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
9. STATIC WICKS - Inspect for damage and security of attachment.	23-60-00		
I. LEFT SIDE WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.			
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		

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I. LEFT SIDE WING CENTER SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
4. EXTENDED RANGE FUEL TANK (Model 350ER/CER)			
a. Inspect exterior of the fuel tank for loose rivets, fasteners and leaks.	28-00-00		
b. Inspect fuel tank filler cap, cap/filler adapter and anti-siphon valve for wear, condition of rubber seals, damage and proper operation.	28-00-00		
c. Remove fuel tank fairings and inspect for fuel leaks around access panels, fuel lines and the fuel tank structure.	28-00-00		
d. Inspect external fuel tank electrical wiring for chafing, damage, routing and security of attachment.	28-00-00		
e. Inspect fuel tank fairing seals for condition and security.	28-00-00		
f. Use bonding tester (1, Table 201, 5-00-00) to measure electrical bonding between fuel tank (from bare area at fuel tank drain to structure) and wing skin for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
g. Use bonding tester (1, Table 201, 5-00-00) to inspect electrical bonding between bare area at fuel tank drain and forward fuel tank structure for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
h. Inspect fuel tank drain valve for evidence of leaking, condition of rubber seals, evidence of damage and overall condition.	28-00-00		
J. LEFT SIDE MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00		
3. BRAKE DEICING (IF INSTALLED) - Inspect manifold for blocked orifices.	32-41-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	32-40-00, 12-10-00, CMM		
5. STRUT - Check strut for leaks and proper extension.	12-10-00		

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J. LEFT SIDE MAIN LANDING GEAR AREA (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR			
a. Inspect actuator support brackets for damage, cracks and loose or missing fasteners.	32-30-00		
b. Inspect actuator and plumbing for leakage and attachment.	32-30-00		
c. Inspect actuator bearing support.	32-30-00		
K. LEFT SIDE ENGINE			
1. PROPELLER DEICER BOOTS - Inspect propeller deice system (spinner removal required).	30-60-00		
2. P_3 AIR FILTER - Inspect the filter for cleanliness. Refer to the engine maintenance manual for procedure.			
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide.	28-20-00, 12-10-00		
4. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00		
b. Inspect the carbon block pin for freedom of movement.			
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-10-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-10-00		
5. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters as instructed in the appropriate engine maintenance manual.			
6. ENGINE OIL FILTER - Inspect for metal particles. Refer to the engine maintenance manual.			

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K. LEFT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
7. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - If Sunstrand fuel pump is installed, check the exterior of the fuel pump coupling for fretting and corrosion as instructed by the engine maintenance manual.	P&W 72-00-00, P&W 73-10-02		
8. DRAIN PLUGS - Inspect all drain plugs for leakage, security and safetying.	79-00-00		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER - Inspect oil cooler and plumbing for leakage, damage and attachment.	79-00-00		
11. AFT COWLING ACCESS DOOR - Check adjustment of latches.	71-10-00		
12. FIRESEALS - Inspect for condition.	71-30-00		
13. EXHAUST SYSTEM - Inspect attaching hardware for wear, damage and corrosion.			
14. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment.			
NOTE Special attention should be made to the cam box.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	76-00-00		
15. ENGINE CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
16. STARTER-GENERATOR BRUSHES - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
17. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.			

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K. LEFT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
18. MAGNETIC CHIP DETECTOR			
a. Check plug.	79-30-00		
b. Check light in annunciator panel.	79-30-00		
19. ENGINE			
a. Inspect fuel nozzles per manufacturer's manual.			
b. Inspect engine in accordance with the instructions in the engine manufacturer's manual (Ref. Chapter 72).			
20. FUEL PURGE SYSTEM			
a. Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
b. Remove fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
c. Perform Fuel Purge System Flow Divider/Purge Valve Leakage Test.	71-70-00		
L. RIGHT SIDE OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center and upper section attach fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. STATIC GROUND RECEPTACLES - Inspect for damage.	10-10-00		
6. INTEGRAL FUEL TANK - Inspect the exterior surface of the integral tank access doors for leaks.	28-10-00		

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L. RIGHT SIDE OUTBOARD WING (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
7. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
8. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
9. STATIC WICKS - Inspect for damage and security of attachment.	23-60-00		
M. RIGHT SIDE WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion.	28-10-00		
c. Inspect the exterior openings of the vents for obstructions.			
3. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	57-30-00		
4. BATTERY - Service battery as required.	12-10-00		
5. EXTENDED RANGE FUEL TANK (Model 350ER/CER)			
a. Inspect exterior of the fuel tank for loose rivets, fasteners and leaks.	28-00-00		
b. Inspect fuel tank filler cap, cap/filler adapter and anti-siphon valve for wear, condition of rubber seals, damage and proper operation.	28-00-00		
c. Remove fuel tank fairings and inspect for fuel leaks around access panels, fuel lines and the fuel tank structure.	28-00-00		
d. Inspect external fuel tank electrical wiring for chafing, damage, routing and security of attachment.	28-00-00		
e. Inspect fuel tank fairing seals for condition and security.	28-00-00		
f. Use bonding tester (1, Table 201, 5-00-00) to measure electrical bonding between fuel tank (from bare area at fuel tank drain to structure) and wing skin for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		

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M. RIGHT SIDE WING CENTER SECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
g. Use bonding tester (1, Table 201, 5-00-00) to inspect electrical bonding between bare area at fuel tank drain and forward fuel tank structure for a maximum allowable reading of 2.5 milliohms (Ref. Chapter 20).	28-00-00		
h. Inspect fuel tank drain valve for evidence of leaking, condition of rubber seals, evidence of damage and overall condition.	28-00-00		
N. RIGHT SIDE MAIN LANDING GEAR AREA			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00		
3. BRAKE DEICING (IF INSTALLED) - Inspect manifold for blocked orifices.	32-41-00		
4. TIRES - Inspect tires for wear, deterioration and correct inflation.	32-40-00, 12-10-00, CMM		
5. STRUT - Check strut for leaks and proper extension.	12-10-00		
6. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.	AC43.13-1B/2B		
7. MAIN GEAR ACTUATOR			
a. Inspect actuator support brackets for damage, cracks and loose or missing fasteners.	32-30-00		
b. Inspect actuator and plumbing for leakage and attachment.	32-30-00		
c. Inspect actuator bearing support.	32-30-00		
O. RIGHT SIDE ENGINE			
1. PROPELLER DEICER BOOTS - Inspect propeller deice system (spinner removal required).	30-60-00		
2. P_3 AIR FILTER - Inspect the filter for cleanliness. Refer to the engine maintenance manual for procedure.			

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O. RIGHT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
3. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF or KATHON FP 1.5 biocide.	28-20-00, 12-10-00		
4. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00		
b. Inspect the carbon block pin for freedom of movement.			
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-10-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	76-00-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-10-00		
5. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters as instructed in the appropriate engine maintenance manual.			
6. ENGINE OIL FILTER - Inspect for metal particles. Refer to engine maintenance manual.			
7. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - If Sunstrand fuel pump is installed, check the exterior of the fuel pump coupling for fretting and corrosion as instructed by the engine maintenance manual.	P&W 72-00-00, P&W 73-10-02		
8. DRAIN PLUGS - Inspect all drain plugs for leakage, security and safetying.	79-00-00		
9. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
10. OIL COOLER - Inspect oil cooler and plumbing for leakage, damage and attachment.	79-00-00		
11. AFT COWLING ACCESS DOOR - Check adjustment of latches.	71-10-00		
12. FIRESEALS - Inspect for condition.	71-30-00		
13. EXHAUST SYSTEM - Inspect attaching hardware for wear, damage and corrosion.			

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O. RIGHT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
14. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment.			
NOTE Special attention should be directed to the cam box.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	76-00-00		
15. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
16. STARTER-GENERATOR BRUSHES - Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
17. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.			
18. MAGNETIC CHIP DETECTOR			
a. Check plug.	79-30-00		
b. Check light in annunciator panel.	79-30-00		
19. ENGINE			
a. Inspect fuel nozzles per manufacturer's manual.			
b. Inspect engine in accordance with instructions in the engine manufacturer's manual (Ref. Chapter 72).			
20. FUEL PURGE SYSTEM			
a. Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
b. Remove fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		

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O. RIGHT SIDE ENGINE (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
c. Perform Fuel Purge System Flow Divider/Purge Valve Leakage Test.	71-70-00		
21. AIR-CONDITIONER COMPRESSOR			
a. Inspect for security of attachment and oil leaks.	21-50-00		
b. Inspect for wear and lubricate the spline on the pulley end of the quill shaft.	21-50-00		
c. Inspect drive belt for deterioration, wear and proper tension.	21-50-00		
d. Inspect the integrity and security of the clutch assembly. Remove the belt from the compressor. Inspect for freedom of rotation, bearing roughness and free play (wobble). Check for corrosion or evidence of inappropriate wear (belt dust, metal shavings). Install belt on compressor.	21-50-00		
22. REFRIGERANT LINES and SERVICE VALVES - Inspect lines and valves for leakage, damage and attachment.	21-50-00		
P. LANDING GEAR RETRACTION			
1. RETRACT MECHANISM			
NOTE Since battery voltage is not sufficient to properly cycle the landing gear, use only an exterior power source capable of delivering and maintaining 28.25 ± 0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection. When cycling the landing gear with the power pack, allow a one minute cooling period between cycles and a five minute cooling period every five cycles. Also, an exterior supply of dry air at 18 to 20 psi must be applied to the fill reservoir to prevent cavitation. If an exterior air supply is not available, use an exterior hydraulic pressure source.			
a. Check hydraulic power pack and motor for proper operation.	32-30-00		
b. Check retraction system for proper operation of all components through at least two complete cycles.	32-30-00		
c. Check for unusual noises and evidence of binding.	32-30-00		
2. DOORS and LINKAGE - Check door for operation, fit and rigging.	32-30-00		
3. POSITION INDICATORS - Check for proper operation of switches.	32-60-00		
4. WARNING HORN - Check operation.	32-60-00		

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P. LANDING GEAR RETRACTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
5. DOWNLOCK MECHANISM			
a. Check locking mechanism for positive engagement in extended position.	32-10-00, 32-20-00		
b. Check downlock switch for proper adjustment.	32-60-00		
6. SAFETY SWITCH - Check for proper operation.	32-60-00		
7. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00		
CAUTION *Do not continue operation after receiving a gear-down indication on all gears.*			
8. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks.	32-30-00		
9. LANDING GEAR POWER PACK MOTOR 20 SECOND TIME DELAY RELAY FUNCTIONAL TEST (FL-792 and After; FM-53 and After and any serial with Kit 130-3100)	32-30-00		
Q. OPERATIONAL INSPECTION			
NOTE The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. FIREWALL SHUTOFF VALVES - Check for proper operation.			
2. CROSSFEED FUEL VALVE - Check for proper operation.			
3. STANDBY PUMPS - Check for proper operation.			
4. STARTERS - Check operation.			
5. IGNITION LIGHT - Check for annunciator panel light illumination.			
6. ENGINE OIL TEMPERATURE and PRESSURE - Check for proper pressure and temperature limits.			
7. FUEL QUANTITY GAGES - Check operation.			
8. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.			
9. VACUUM SYSTEM - Check for correct limits.			
10. PNEUMATIC PRESSURE GAGE - Check for correct pressure.			

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
11. PNEUMATIC SYSTEM SHUTOFF VALVES - Check for proper operation.			
12. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
13. PROPELLERS - Perform flight idle torque check.	76-00-00		
14. AUTOFEATHERING CHECK - Refer to AUTOFEATHER SYSTEM OPERATIONAL CHECK.	61-21-00		
15. PROPELLER SYNCHROPHASER - Refer to the SYNCHROPHASER SYSTEM FUNCTIONAL TEST and confirm proper synchronization.	61-22-00		
16. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).	76-00-00		
17. IDLE RPM - Check for correct rpm (both high and low rpm).	76-00-00		
18. AC INVERTERS (If installed) - Check for proper operation.	24-20-00		
19. RUDDER BOOST - Check for proper operation.	POH		
20. AUTOIGNITION - Check for proper operation.	74-00-00		
21. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the King Air Series Component Maintenance Manual.	CMM		
22. ENGINE INERTIAL ANTI-ICER - Check for proper operation and rigging.			
23. DEICE SYSTEM			
a. Check for proper operation and cycling.			
b. Functionally test tail and wing deice annunciator lights for operation.			
24. BRAKE DEICE SYSTEM (IF INSTALLED) - Check for proper operation with engines running.			
25. ELECTRICAL SYSTEM - Perform functional checks.	24-50-00		
26. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
a. Manual heat mode.			
b. Manual cool mode.			
c. Automatic mode.			

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
27. AUTOPILOT - Check for proper operation as outlined by the applicable Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
28. STALL WARNING - Check for proper operation.			
29. GENERATORS - Check the output.			
30. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
31. ENGINE FIRE EXTINGUISHERS - Perform system test according to instructions found in the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
32. PRESSURIZATION SYSTEM - Check for proper operation.			
NOTE Refer to the Super King Air B300 and B300C Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
33. AUXILIARY FUEL TRANSFER JET PUMPS - Check for operation.			
34. CONDITION LEVERS - Check for clean shutdown at IDLE-CUT-OFF.			
35. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
36. LANDING and TAXI LIGHTS - Check operation of all lights.	33-40-00		
37. OUTBOARD WING LIGHTS (Right Side and Left Side) - Check operation of all navigation and strobe lights.	33-40-00		
38. COCKPIT LIGHTS - Check operation of all cockpit lights.	33-10-00		
39. EFIS COOLING BLOWERS (If Installed) - Check operation.	34-20-00		
40. ELECTRIC ELEVATOR TRIM - Check for proper operation.	27-30-00		
41. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction lock operation.	76-00-00		
42. PILOT'S and COPILOT'S SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. STATIC SYSTEM - Inspect alternate air valve for operation.	34-00-00		

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
44. WINDSHIELDS - Perform heated operational check.	30-40-00		
45. THRESHOLD LIGHT - Check for proper operation.			
46. AUXILIARY ELECTRIC HEAT - Check for proper operation of the Electric Heat System.			
47. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
48. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
49. CABIN ENTRANCE DOOR (FL-1 and After)			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check cabin DOOR UNLOCK annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
50. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (FM- 1 and After)			
a. Inspect door latching mechanism for operation and security of attachment.			
b. Check latching mechanism, folding steps and gas springs for proper operation.			
51. EMERGENCY EXITS (With door installed and properly rigged)			
a. Check emergency release handles (inside and outside) and latch mechanism for operation.			
b. Check that latches open and close freely.			
52. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
53. REAR FUSELAGE and EMPENNAGE LIGHTS - Check operation of all lights.	33-40-00		
54. AILERON (Left Side and Right Side) - Check for freedom of movement.			

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Q. OPERATIONAL INSPECTION (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
55. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
56. FUEL TANK HEATED VENTS (Left Side and Right Side) - Check the operation of the heated vents. They should be warm to the touch.	28-10-00		
57. STALL WARNING HEAT - Check for proper operation.			
58. FLAPS and ACTUATORS (INBOARD, OUTBOARD, Left Side and Right Side) - Check flaps for noisy or erratic operation.	27-50-00		
59. WING CENTER SECTION LIGHTS - Check operation of all lights.	33-40-00		
60. ENGINE INDUCTION SYSTEM (Left Side and Right Side) - Check the inertial vane and bypass door for movement with the main and standby actuator motors.			
61. EXTERNAL POWER RELAY - Check for proper operation.	24-40-00		
62. ELECTRIC HEATER POWER RELAYS - Check for proper operation.	21-40-00		
63. PILOT DISPLAY SWITCH - Perform the ENGINE INDICATION REVERSION INSPECTION procedure.	77-40-00		
64. RUDDER BOOST OPERATION - Perform the RUDDER BOOST OPERATION INSPECTION procedure.	22-15-00		
65. AUTOPILOT - DCU Aural Warning - Perform the AUTOPILOT DATA CONCENTRATOR UNIT (DCU) AURAL WARNING INSPECTION procedure.	22-15-00		
66. STALL WARNING - Autopilot Disconnect - Perform the STALL WARNING AUTOPILOT DISCONNECT INSPECTION procedure.	22-15-00		
67. EXTENDED RANGE FUEL TANK FUEL TRANSFER JET PUMPS			
a. Check for operation.	28-00-00		
R. POST INSPECTION ITEMS			
1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-00-00		
2. LUBRICATE AS NECESSARY.	12-20-00		
3. ENGINES INSPECTED AFTER GROUND RUN-UP OR FLIGHT TEST - Check for oil leaks, security and attachment of all components.			

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R. POST INSPECTION ITEMS (CONTINUED)	ATA/GAMA REFERENCE	MECH	INSP
4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
5. ADDITIONAL INSPECTION REQUIREMENTS - Make sure Chapter 5, Special Inspection, and Airworthiness Limitations Manual (P/N 130-590031-211) requirements are complied with at the appropriate intervals.			
6. IN-FLIGHT WORKSHEETS DISCREPANCIES - All discrepancies noted by the pilot must be checked and corrected as required.			
7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and make sure ELT is ARMED before returning airplane to service.	25-60-00		
8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.			
9. EMERGENCY and SURVIVAL EQUIPMENT - (If required) Make sure all necessary emergency and survival equipment is installed in the airplane and is serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00, POH		
11. LOGBOOK ENTRY - Make sure that log books are filled out properly.			

INSPECTION COMPLETED

I certify that Phase 4 Inspection was performed in accordance with the Model B300/B300C Inspection Program and that the airplane is approved for return to service:

DATE: _____

MECHANIC: _____

CREW CHIEF: _____.

QUALITY CONTROL INSPECTOR: _____

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SCHEDULED SPECIAL INSPECTIONS (RJ-1 AND AFTER)

SCHEDULED SPECIAL INSPECTIONS (RJ-1 and After)

TASK CODE		DATE	MECH	INSP
	A. 3-MONTH INTERVALS			
335025 335026 335027 335028	1. EMERGENCY LIGHT POWER SUPPLIES - Inspect for security of installation, electrical connection and condition. Inspect battery for corrosion and defective cells. Top charge and load test. Recharge or replace as necessary.			
	B. ONE-YEAR INTERVALS			
240012	1. STANDBY POWER SUPPLY BATTERY (JET Model PS835) - Perform battery annual capacity test. Refer to Component Maintenance Manual, Chapter 24-30-02.			
240013	2. AHRS POWER SUPPLY BATTERY (JET Model PS835) (RJ-51 Only) - Perform battery annual capacity test. Refer to Component Maintenance Manual, Chapter 24-30-02.			
256030 thru 256040	3. INDIVIDUAL FLOATATION DEVICE (Model Number GA-12) - Recertify device once a year after being placed in service.			
250018	4. EMERGENCY LOCATOR TRANSMITTER (If installed) - Inspect the ELT as required by 14 CFR 91.207 (d) for: a. Proper installation. b. Battery corrosion. c. Operation of controls and crash sensor. d. The presence of sufficient signal radiated from its antenna.			
	Refer to the Artex Maintenance Manual, Document Numbers 570-1015 or 570-5000 or subsequent, for the appropriate ELT model number.			
262001	5. COCKPIT PORTABLE FIRE EXTINGUISHER - Check weight.			
262002	6. CABIN PORTABLE FIRE EXTINGUISHER - Check weight.			

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TASK CODE		DATE	MECH	INSP
	C. TWO-YEAR INTERVALS			
340005 340007	1. ALTIMETER, ATC TRANSPONDER AND AIR DATA COMPUTER - Check per current 14 CFR's.			
340006	2. MACH OVERSPEED WARNING SYSTEM - Perform functional test by use of pitot/static tester. Refer to PITOT STATIC SYSTEM TEST (Ref. Chapter 34-10-00) and for RJ-61 only (Ref. Chapter 34-12-00).			
280008	3. FUEL QUANTITY INDICATORS - Perform wet calibration check. If indication discrepancies have been reported or significant deviation is found, a dry calibration should be performed to find the suspect component.			
	D. THREE-YEAR INTERVALS			
323075	1. PNEUMATIC STORAGE BOTTLE - Hydrostatically test cylinder.			
	E. FIVE-YEAR INTERVALS			
262025 262026	1. ENGINE FIRE EXTINGUISHER BOTTLES - Hydrostatically test cylinders in accordance with Title 49 CFR Chapter 1, Section 180.209 or replace with new cylinders. (DOT Regulation)			
350008	2. CREW OXYGEN CYLINDER (DOT 3AA 1800) - Hydrostatically test cylinder.			
350009	3. PORTABLE OXYGEN CYLINDER (DOT 3AA 1800) - Hydrostatically test cylinder.			
270047	4. FLIGHT CONTROL SECTOR MODULE ASSEMBLY (RJ-1 thru RJ-15) - Disassemble the sector module under the cockpit floor and inspect the shaft for internal corrosion. (Alternate method of inspection - Remove the NAS1103-32 cross bolt from the sector assembly and use a self-lit 3mm borescope to examine the inside surface of the shaft).			
	F. TEN-YEAR INITIAL AND FIVE-YEAR SUBSEQUENT INTERVALS			
570008	1. WING-TO-FUSELAGE ATTACH BOLTS - Detail inspect for corrosion, wear and any evidence of damage. Magnetic particle inspect for cracks.			
	G. TWELVE-YEAR INTERVALS			
262005	1. COCKPIT FIRE EXTINGUISHER - Hydrostatically test cylinder.			
262006	2. CABIN FIRE EXTINGUISHER - Hydrostatically test cylinder.			

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TASK CODE		DATE	MECH	INSP
	H. 1,000-HOUR INTERVALS			
320029	1. POWER BRAKE VALVE FILTERS - Remove and clean. Perform the POWER BRAKE ANTI-SKID CONTROL VALVE FILTER CLEANING procedure (Ref. Chapter 32-40-00).			
	I. 2,400-HOUR INTERVALS			
550015	1. HORIZONTAL STABILIZER INTERNAL STRUCTURE (Airplanes modified by Kit 128-6200) - Detail inspect for cracks, corrosion, missing fasteners and evidence of structural damage using either the radiographic (X-Ray) or borescope inspection procedure (Ref. Chapter 55-10-00).			
	J. 2,600-HOUR INITIAL AND 2,400-HOUR SUBSEQUENT INTERVALS			
280110	1. FUEL TANK, EXTENDED RANGE (BRANSON 51R010-101) - (Open fuel tank) - Detail inspect for corrosion, fatigue cracks, loose or failed fasteners and general condition.			
	K. 4,500-HOUR OR 3,000-LANDINGS WHICHEVER OCCURS FIRST			
321001 321002	1. MAIN GEAR STRUTS - Teardown/Inspect/Repair in accordance with the Component Maintenance Manual, P/N 128-590001-81 or subsequent.			
321011 321012	2. MAIN GEAR SIDE STRUT ASSEMBLIES - Teardown/Inspect/ Repair in accordance with the Component Maintenance Manual, P/N 128-590001-81 or subsequent.			
322011	3. NOSE GEAR STRUT ASSEMBLY - Teardown/Inspect/Repair in accordance with the Component Maintenance Manual, P/N 128-590001-81 or subsequent.			
322009	4. NOSE GEAR DRAG STRUT ASSEMBLY (45AS39102) - Teardown/Inspect/Repair in accordance with the Component Maintenance Manual, P/N 128-590001-81 or subsequent.			
322012	5. NOSE GEAR UPPER DRAG STRUT ASSEMBLY (128-820026-3) installed as a spare - Teardown/Inspect/Repair in accordance with the Component Maintenance Manual, P/N 128-590001-81 or subsequent.			

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TASK CODE		DATE	MECH	INSP
	L. 4,500-HOURS/3,000-LANDINGS INITIAL AND 1,400-HOURS/ 1,400-LANDINGS SUBSEQUENT INTERVALS			
322113 322213	1. MAIN LANDING GEAR RETRACTION CYLINDER (P/N 45AS38515) - Perform Eddy current inspection of the retraction cylinder mounting lug for evidence of cracks in accordance with Chapter 20-80-03. Removal of the spherical bearing is not required. Refer to Figure 39.			
322013	2. NOSE LANDING GEAR RETRACTION CYLINDER (P/N 45AS39503) - Perform Eddy current inspection of the retraction cylinder mounting lug for evidence of cracks in accordance with Chapter 20-80-03. Removal of the spherical bearing is not required. Refer to Figure 40.			
	M. 5,000-HOUR INTERVAL AND 4,800-HOUR SUBSEQUENT INTERVALS			
280111	1. FUEL TANK, EXTENDED RANGE (BRANSON 51R010-101) - Remove tank and inspect for evidence of leaks, corrosion, fatigue cracks, loose or failed fasteners and general condition. Inspect area of pressure bulkhead normally concealed by fuel tank for cracks, loose or failed fasteners and any indication of structural damage.			
	N. 7,000-LANDINGS INTERVAL AND 200-LANDINGS SUBSEQUENT INTERVALS			
531095	1. MAIN LANDING GEAR FITTING ASSEMBLY (P/N 45A33506, 45A33515) INSPECTION - Perform a detail visual inspection and a borescope inspection. Refer to the MAIN LANDING GEAR FITTINGS - INSPECTION/CHECK, Chapter 53-40-00. **NOTE** Replacement of NAS1203 and NAS1204 bolts with HL21PB Hi-Lok bolts in the Main Landing Gear Fitting Assembly is terminating action for the 200-landings subsequent interval. Refer to Chapter 53-40-00, Figure 601, Detail C, Bolts A and B.			

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TASK CODE		DATE	MECH	INSP
	N. 7,000-LANDINGS INTERVAL AND 200-LANDINGS SUBSEQUENT INTERVALS (Continued)			
531096	2. MID FUSELAGE MAIN LANDING GEAR UPLOCK FITTING (P/N 45A33480) INSPECTION (RJ-16 AND AFTER) - Perform a detail visual inspection and a borescope inspection. Refer to the MAIN LANDING GEAR FITTINGS - INSPECTION/CHECK, Chapter 53-40-00. **NOTE** Replacement of the Mid Fuselage Main Landing Gear Uplock Fitting P/N 45A33480 with P/N 128-430003 is terminating action for the 200-landings subsequent interval.			
	O. 12,200-HOUR INTERVALS (RJ-61 Only)			
220001	1. COLLINS SERVO MOUNT SLIP CLUTCH (RJ-61 Only) - Test the Collins servo mount slip clutches in the elevator, rudder and spoiler servo mounts per the Rockwell-Collins Beechjet Avionics System Manual (P/N 523-0775807) Section 5.2.2 SVO-85 ( ) Servo/SMT-85 ( )/-87 ( ) Servo Mount.			
	P. ENGINE HSI (P&WC SB No. 7003)			
	1. Accomplish per P&WC maintenance manual.			
720002	2. ENGINE ISOLATOR MOUNTS - Inspect for corrosion, damage, and deterioration of rubber isolators. (Engine removal is not necessary.)			
	Q. TIRE CHANGE - Accomplish at every tire change per the recommendations of the wheel manufacturer.			
320037	1. NOSE WHEEL			
	a. Visually inspect wheel for cracks and damage.			
	b. Clean and inspect wheel bearings and seals. Repack and install.			
	c. Inspect axle, caps and spacers for corrosion and condition.			

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SCHEDULED SPECIAL INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		DATE	MECH	INSP
	Q. TIRE CHANGE - Accomplish at every tire change per the recommendations of the wheel manufacturer. (Continued)			
320109 320209	2. MAIN WHEELS			
	a. Visually inspect wheel for cracks and damage.			
	b. Clean and inspect wheel bearings and seals. Repack and install.			
	c. Check wheel brake disc drive keys for loose and missing hardware.			
	d. Inspect axle, nut and spacers for corrosion and condition.			
	e. Perform HUBCAP INSPECTION (Ref. Chapter 32-40-00).			

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 AND AFTER)

PILOT'S COMPARTMENT (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. PILOT'S COMPARTMENT						
260001	1. PORTABLE FIRE EXTINGUISHER - Inspect for normal operating pressure, signs of damage and mount security.	X					
350001	2. PILOT'S AND COPILOT'S OXYGEN SYSTEM - Inspect components and hoses for damage or wear. Perform FLIGHT CREW OXYGEN SYSTEM OPERATIONAL CHECK (Ref. Chapter 35-10-00).		X				
530004	3. CENTER PEDESTAL - Inspect for cracks, corrosion and evidence of structural damage.		X				
760001	4. THRUST LEVER QUADRANT - Inspect for security, installation, thrust lever movement and adjustment, friction adjusting control and evidence of damage.			X			
760006	5. FORWARD THRUST CONTROL CABLE AND BELLCRANK - Inspect for security, installation, routing and evidence of damage.		X				
270006	6. CONTROL COLUMN - Inspect for wear, condition, clearance, security and operation. Perform CONTROL COLUMN FREE PLAY CHECK if discernible play exists in column bearings (Ref. Chapter 27-30-00).		X				
270001	7. RUDDER PEDALS - Inspect for condition and freedom of movement.	X					
320013	8. MASTER BRAKE CYLINDERS - Clean piston rod surfaces and upper surface of cylinder bodies. Inspect for security and condition.		X				
250001	9. PILOT'S AND COPILOT'S SEATS - Inspect for damage to upholstery, safety belts and operation of safety belt inertial reels. Inspect seat adjusting mechanisms for proper locking.		X				
110001	10. PLACARDS AND DECALS - Inspect for security, presence and legibility. Refer to the appropriate Model 400 Pilots Operating Manual.		X				

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. PILOT'S COMPARTMENT (Continued)						
240001	11. ELECTRICAL COMPONENTS (Accessible without interior disassembly) - Inspect for security of installation, electrical connection and condition.		X				
250009	12. RELIEF TUBE - If installed, inspect plumbing and storage box for condition.		X				
250002	13. SMOKE GOGGLES - Inspect goggles and storage box for condition.		X				
210028	14. CABIN PRESSURE CONTROLLER (controller removal is not necessary) - Clean or replace filter as necessary.		X				
210029	15. CABIN PRESSURE CONTROL FILTER ASSEMBLY- Replace filter cartridge.		X				
210030	16. PRESSURIZATION CONTROL SYSTEM - Inspect plumbing for security and damage.		X				
210031	17. SOLENOID VALVE (S2) AIR FILTER - Inspect for security and damage. Perform the SOLENOID VALVE (S2) AIR FILTER servicing procedure (Ref. Chapter 21-30-00).		X				
240004	18. JUNCTION PANEL, RELAY PANEL, CIRCUIT BREAKER PANELS and RESISTOR AND RELAY PANEL - Inspect for security of connection, deterioration, chafing and any indications of damage.		X				
340004	19. PRIMARY FLIGHT DISPLAYS (PFD) AND MULTIFUNCTION DISPLAY (MFD) COOLING FANS (RJ-61 Only) - Inspect screens for lint, carpet fibers and indication of blockage.		X				
120004 120016	20. Lubricate items as specified in Chapter 12.	X	X	X			

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CABIN SECTION (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. CABIN SECTION						
250003	1. DIVIDER - Inspect for wear and other physical damage.		X				
250005	2. REFRESHMENT CENTER AND STORAGE CABINETS - (If installed) - Inspect for security and damage.		X				
250004	3. PASSENGER SEATING a. Inspect for damage to upholstery, safety belts and operation of safety belt inertia reels (If Installed). b. Inspect shoulder harness attachment post (If Installed) for worn or missing grommet and seat belts for worn or missing components.		X X				
250008	4. SEAT RAIL ATTACHMENT - Inspect for corrosion, loose or failed fasteners and evidence of structural damage (Ref. Figure 1).			X			
530010	5. FLOOR PANELS - Inspect for corrosion and evidence of structural damage.			X			
260001	6. PORTABLE FIRE EXTINGUISHER - Inspect for normal operating pressure, signs of damage and mount security.	X					
330001	7. INTERIOR LIGHTS - Inspect all for security of installation, cracked lenses and operation.	X					
350002	8. OXYGEN a. Check operation of manual release system. Perform ELECTRICAL OPERATION TEST (Ref. Chapter 35-20-00). b. Inspect masks and hoses for security, proper stowage, deterioration and damage.		X X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. CABIN SECTION (Continued)						
350010	9. CHEMICAL OXYGEN GAS GENERATOR a. Inspect each guard pin for security. b. Inspect thermal sensitive tape for indication of activated oxygen generator.		X X				
350011	10. PORTABLE OXYGEN AND MASK - Check for security of installation, condition and proper service.	X					
520014	11. EMERGENCY EXIT (With the door removed) a. DOOR AND FUSELAGE SEALS - Check for proper condition and deterioration. b. PERIMETER OF EMERGENCY EXIT DOOR (frames, intercostals, gussets and skin) - Inspect for cracks and evidence of structural damage and condition (Ref. Figure 2). c. EMERGENCY DOOR FRAMES, RIBS AND WINDOW INSTALLATION - Inspect for cracks, loose or failed fasteners and any indication of structural damage, in accessible areas only. d. PERIMETER OF EMERGENCY EXIT OPENING (frames intercostals, gussets and skin) - Detail inspect for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 3). e. EMERGENCY EXIT FRAME REINFORCEMENT CLIPS - Inspect for cracks and any indication of structural damage (Ref. Figure 3). f. DOOR INNER SKIN AND SKIN SPLICES - Inspect for cracks, loose or failed fasteners and any indication of structural damage. g. LATCHING MECHANISM - Inspect for condition and proper operation.			X X X X X X X			
520001	12. ENTRANCE DOOR AND STEPS (External inspection with no trim panel removal required) - Visually inspect for cracks, loose or failed fasteners, any indication of structural damage, condition and proper operation.	X					

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. CABIN SECTION (Continued)						
520015	13. ENTRANCE DOOR LATCH MECHANISM - Detail inspect mechanism and lock for condition, security and wear. Check operation of latch mechanism and proper locking (Ref. Figure 4).			X			
520016	14. ENTRANCE DOOR LOCK SWITCHES - Inspect for condition. Check travel of entrance door lock switches. Refer to ENTRANCE DOOR LOCK SWITCHES ADJUSTMENT, Chapter 52-10-00.			X			
530011	15. INNER SKIN AND SKIN SPLICES - Detail inspect for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 5).			X			
530012	16. AFT PRESSURE BULKHEAD - Detail inspect for cracks, failed fasteners, corrosion and evidence of structural damage (Ref. Figure 6).			X			
110002	17. PLACARDS AND DECALS - Inspect for security, presence and legibility. Refer to the appropriate Model 400 Pilots Operating Manual.		X				
240005	18. ELECTRICAL COMPONENTS (Accessible without interior disassembly) - Inspect for security of installation, electrical connection and condition.		X				
240020	19. ELECTRICAL COMPONENTS (With interior panels removed) - Inspect for security of installation, electrical connection and condition.			X			
240006	20. LH/RH CONTROL JUNCTION BOXES a. (Without removal of junction boxes) - Inspect for security, chafing and any indications of damage to the boxes and surrounding area. Inspect electrical components and wiring for security and condition. b. Gain access to the interior of the junction boxes and inspect internal wiring and components for for security and condition.		X	X			
240019	21. MAIN JUNCTION BOX - Inspect for security of connection, corrosion and evidence of overheating. Using an ohmmeter, inspect generator control unit fuses (F007 and F008) for continuity of each fuse. Replace any fuse which is open.	X					

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. CABIN SECTION (Continued)						
300003	22. WING ANTI-ICE OUTER CONTAINMENT DUCT - Inspect for security and damage.			X			
300004	23. WING ANTI-ICE OUTER CONTAINMENT DUCT PRESSURE SWITCH - Perform WING ANTI-ICE OUTER CONTAINMENT DUCT PRESSURE SWITCH FUNCTIONAL TEST (Ref. Chapter 30-10-00).			X			
120012 120013 120014 120015	24. Lubricate items as specified in Chapter 12.	X	X	X			

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PILOT/CABIN SECTION (BELOW FLOORBOARDS) (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. PILOT/CABIN SECTION (Below floorboards)						
530013	1. MOISTURE DRAIN HOLES AND VALVES - Inspect pressurized area drain holes for obstruction. Inspect valves for condition.			X			
270039	2. SECTOR MODULE AND SPRINGS - Inspect quadrants, springs and push-pull rods for condition, security and proper operation.			X			
270040	3. CONTROL CABLES - Inspect for proper routing, fraying and corrosion.			X			
760002	4. ENGINE CONTROLS AND BELLCRANKS - Inspect for condition, evidence of damage and proper safetying.			X			
270007	5. SPOILER CONTROL CABLES - Check cable tension (Ref. Chapter 27-60-00).			X			
320031	6. EMERGENCY LANDING GEAR CABLES - Check cable tension (Ref. Chapter 32-30-00).			X			
270041	7. CONTROL PULLEYS AND BRACKETS - Inspect for condition, security and loose or failed fasteners.			X			
320032	8. EMERGENCY BRAKE - Inspect control valve and associated cockpit cables for security and condition.			X			
270042	9. RUDDER PEDALS - Inspect pedal push-pull rods and sectors for condition, security and proper operation.			X			
050002	10. PLUMBING - Inspect for security, deterioration, chafing, leakage and indications of damage.			X			
240014	11. ELECTRICAL WIRING - Inspect for security, deterioration, chafing and any indications of damage.			X			
120012 thru 120015	12. Lubricate items as specified in Chapter 12.	X	X	X			

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FORWARD FUSELAGE (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. FORWARD FUSELAGE						
110003	1. PLACARDS AND DECALS - Inspect for security, presence and legibility.		X				
520002	2. ACCESS DOORS - Inspect for cracks and evidence of structural damage.		X				
340001	3. PITOT/STATIC SYSTEM - Drain.	X					
340010	4. PITOT AIR INLET PORTS - Inspect for damage. Perform the PITOT TUBE INSPECTION (Ref. Chapter 34-10-00) and the UNPAINTED SURFACE INSPECTION (Ref. Chapter 12-20-00).	X					
340009	5. PITOT AND STATIC LINE CONNECTIONS (FWD of the pressure bulkhead only) - Inspect for security, damage and deterioration.		X				
210002	6. OUTFLOW SAFETY VALVE POPPET VALVE SEATS - Inspect for evidence of damage and contamination. Clean with isopropyl alcohol if necessary. (Clean and inspect from nose avionics compartment).		X				
240007	7. ELECTRICAL WIRING, TERMINALS AND CONNECTORS - Inspect for security, proper routing, deterioration and chafing.			X			
340002	8. AVIONIC UNITS - Inspect units and mounts for security and visible damage.		X				
530006	9. RADOME - Inspect for cracks, deterioration, electrical bonding and security of installation.			X			
350004	10. OXYGEN SYSTEM - Service to full pressure. Inspect bottle, plumbing and valve for condition, security and indication of damage.	X					
530014	11. FORWARD PRESSURE BULKHEAD - Detail inspect for cracks, failed fasteners, corrosion and evidence of structural damage (Ref. Figure 7).			X			
320014	12. NITROGEN SYSTEM - Service to full pressure. Inspect bottle, plumbing and valve for condition, security and indication of damage.		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. FORWARD FUSELAGE (Continued)						
340003	13. AOA TRANSMITTER PROBE - Inspect for cleanliness of air inlet ports (if cone-type probe), evidence of overheating or damage and freedom of probe rotation.	X					
330002	14. LANDING LIGHT ACTUATOR - Inspect for proper operation.		X				
520003	15. LANDING LIGHT DOORS - Inspect for condition, loose or failed fasteners.		X				
530001	16. MOISTURE DRAIN HOLE - Inspect drain holes for obstruction and evidence of corrosion.		X				
560001	17. WINDSHIELD AND FLIGHT COMPARTMENT WINDOWS - Check for pits, scratches, crazing, delamination and proper sealing.	X					
560002	18. WINDSHIELD PROTECTORS - Inspect sealant for condition and proper sealing.	X					
560003	19. WINDSHIELD FRAME - Perform the UNPAINTED SURFACE INSPECTION (Ref. Chapter 12-20-00).	X					
560004	20. SURFACE SEAL COATING (RJ-1 and After with Kit 128-5405 Installed) - Inspect and if required, reapply the Surface Seal Coating in accordance with the Component Maintenance Manual, P/N 128-590001-81 or subsequent, Chapter 56.	X					
530015	21. FUSELAGE SKIN - Inspect around doors and windows for cracks, loose or failed fasteners and indications of structural damage.			X			
530033	22. ANTENNA - Inspect antennas and fillet seal for cracks, corrosion, burns, security and evidence of damage (Ref. Figure 34).	X					
120019	23. Lubricate items as specified in Chapter 12.	X	X	X			

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MIDFUSELAGE (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. MIDFUSELAGE						
560005	1. PASSENGER COMPARTMENT WINDOWS - Inspect for cracks and delamination.	X					
320015	2. BRAKE SYSTEM - Inspect power brake valve, parking brake valves, accumulator and plumbing for leaks, security, chafing and routing. Check accumulator precharge.		X				
110003	3. PLACARDS AND DECALS - Inspect for security, presence and legibility.		X				
280001	4. FUEL STORAGE AREA - Inspect for leaks. Check the under side of the fuselage for fuel stain, discoloration and evidence of fuel leakage.	X					
280002	5. FUEL SYSTEM PLUMBING AND COMPONENT MOUNTING (Gain access through panels 311AB and 312AB) - Inspect for security, damage and leaks.	X					
280003	6. FUEL FILTER ELEMENT - Replace filter and clean filter bowl. Refer to FUEL FILTER REMOVAL procedure, Chapter 28-20-00.	X					
280005	7. MOTIVE FLOW SHUTOFF VALVE, CROSSFEED VALVE, FUEL TRANSFER SHUTOFF VALVE AND FUEL SHUTOFF VALVE - Inspect for leaks and security.		X				
270008	8. SPOILER SERVO AND BRIDLE CABLES (RJ-1 thru RJ-60; RJ-62 and After) - Inspect for routing, fraying and corrosion. Also inspect pulleys, brackets, cable blocks and servo for condition and security.		X				
270008	9. SPOILER SERVO AND BRIDLE CABLES (RJ-61 only) - Inspect for routing, fraying and corrosion. Also inspect pulleys, brackets, cable blocks and servo for condition and security. Perform SPOILER SERVO AND MOUNT INSPECTION/CHECK (Ref. Chapter 22-13-00).		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. MIDFUSELAGE (Continued)						
270038	10. SPOILER MIXER ASSEMBLY - Inspect actuator, hydraulic lines and limit switches for condition and security. Inspect mixer for proper operation.			X			
530016	11. FRAME REINFORCEMENT (45A33273) FS 279.4 (7096) - Detail inspect for cracks and any indication of structural damage (Ref. Figure 8).			X			
530017	12. EMERGENCY GEAR DOWN BRACKET ASSEMBLY ATTACH CLIP, FS 279.4 (7096) - Detail inspect for cracks and any indication of structural damage (Ref. Figure 9).			X			
530018	13. KEEL STRUCTURE - Inspect keel for cracks, loose or failed fasteners and evidence of structural damage (Ref. Figure 10).			X			
530003	14. WING/FUSELAGE FILLET (Exterior inspection only, fillet removal is not required) - Inspect for cracks, loose or failed fasteners, or evidence of chafing (Ref. Chapter 53-50-00).	X					
570009	15. WING ATTACH FITTINGS - Inspect for exfoliation, wear and installed condition. Inspect area for corrosion and any evidence of structural damage.			X			
530019	16. FUSELAGE SKIN - Detail inspect for cracks, loose or failed fasteners and indications of structural damage, especially around entrance door and escape hatch corners.			X			
530020	17. LOWER FRAME AND SPLICE, FS 307.2 (7803) - Detail inspect for cracks and any indication of structural damage (Ref. Figure 11).			X			
210032	18. BULKHEAD CHECK VALVES, FS 322.4 (8190) - Inspect valve flapper for condition (Ref. Figure 12).			X			
530034	19. ANTENNA - Inspect antennas and fillet seal for cracks, corrosion, burns, security and evidence of damage (Ref. Figure 34).	X					
280004	20. FUEL SYSTEM PLUMBING AND COMPONENT MOUNTING (Under floor area - gain access through panels 161ETC and 151DTC) - Inspect for security of hoses, clamps and tubing; damage and leaks.			X			
120020	21. Lubricate items as specified in Chapter 12.	X	X	X			

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LEFT-HAND WING (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. LEFT-HAND WING						
110003	1. PLACARDS AND DECALS - Inspect for security, presence and legibility.		X				
570102	2. WING SKIN (Exterior inspection only, fairing removal is not required) - Inspect skin for cracks, loose or failed fasteners and evidence of damage.	X					
280104	3. FUEL STORAGE ACCESS PANELS (Exterior inspection only, panel removal is not required) - Inspect for installation, fuel leakage and evidence of damage.	X					
570107	4. WING ACCESS PANELS (Exterior inspection only, panel removal is not required) - Inspect for security, installation and evidence of damage.	X					
570103	5. FUEL TANK FILLER - Inspect for damage or broken components and check locked position of filler caps.	X					
570104	6. WING TIP - Inspect for cracks, loose or failed fasteners and evidence of damage.	X					
570105	7. WING TIP NAVIGATION LIGHT COVER - Inspect for cracks, cleanliness and damage.	X					
570106	8. WING LEADING AND TRAILING EDGE ASSEMBLIES - Inspect for cracks, loose or failed fasteners and any evidence of structural damage. Perform the UNPAINTED SURFACE INSPECTION (Ref. Chapter 12-20-00).	X					
270102	9. EXTENDED FLAPS (In accessible areas) a. Skins - Inspect for cracks, loose or failed fasteners and evidence of structural damage. b. Linkage, bellcranks, tracks, pulleys and cables - Inspect for wear, damage, safetying and security. c. Flap actuators and attach points, hydraulic lines and components - Inspect for operation, wear, damage, security and leakage.		X X X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. LEFT-HAND WING (Continued)						
270109	10. FLAP ROLLERS, RAILS, ATTACHMENTS AND PUSH-PULL RODS, AFT FLAP AND AFT FLAP LINKAGE - Inspect for cracks, loose or failed fasteners and any indication of structural damage.		X				
270110	11. FLAP CABLES AND INTERCONNECT CABLES - Inspect cables for general condition, corrosion (No inter strand corrosion permitted), proper routing, fraying and proper safety (Ref. Chapter 20-10-08). Check cable tensions (Ref. Chapter 27-50-00). Perform in conjunction with RH wing inspection		X				
270111	12. FLAP OPERATION - Check deflection angle, travel times and indicator operation. Perform in conjunction with RH wing inspection. Perform the OPERATIONAL TEST in Chapter 27-50-00.		X				
270103	13. ROLL TRIM TAB AND ITS COUNTERBALANCE - Inspect for cracks, loose or failed fasteners and evidence of damage.	X					
270112	14. ROLL TRIM POTENTIOMETER, NEUTRAL SWITCH AND ACTUATOR - Inspect for condition and security. Refer to Chapter 27-10-00, Figure 202.		X				
270113	15. ROLL TRIM ACTUATOR ATTACHMENTS - Inspect hinges, actuator attachments and surrounding area for loose or failed fasteners and any indication of structural damage (Ref. Chapter 27-10-00, Figure 202).		X				
270114	16. ROLL TRIM OPERATION - Check deflection angle, travel time and indicator operation.		X				
270104	17. SPOILER HINGES AND HINGE BOLTS - Inspect for condition and security. Inspect all bonding jumpers for security and absence of fraying.	X					
570112	18. SPOILER BRACKET (P/N 45A10152) REAR SPAR AREA (WCS 2513) - Inspect bracket for security and cracking. Pay particular attention to the area surrounding the bracket holes and mounting hardware (Ref. Figure 38).		X				
270115	19. SPOILER QUADRANT, SECTOR AND PUSHRODS - Inspect for condition and security.		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. LEFT-HAND WING (Continued)						
270116	20. SPOILER CABLES - Inspect for proper routing, fraying, corrosion and turnbuckle safetying. Check cable tension (Ref. Chapter 27-60-00).		X				
270143	21. SPOILER FAIRLEADS, WS 54.2 (1377) - Inspect for fraying, wear and security (Ref. Figure 13).			X			
270117	22. SPOILER OPERATION (Perform in conjunction with RH wing inspection) - Perform OPERATIONAL CHECK and DEFLECTION ANGLE CHECK procedures (Ref. Chapter 27-60-00).		X				
270118	23. SPEED BRAKE OPERATION (Perform in conjunction with RH wing inspection.) - Perform OPERATIONAL TEST and TRAVEL ANGLE CHECK (Ref. Chapter 27-60-00).		X				
570110	24. WING RIBS AT BP 35 (890), WS 50.6 (1285) AND WCS 65.4 (1660) AND DRAIN HOLES ON STRINGERS - Inspect for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 14).			X			
570111	25. WING RIBS, STRINGERS AND SKINS - Inspect for cracks, loose or failed fasteners, corrosion and indications of structural damage.			X			
280116	26. FUEL VENT SYSTEM a. Vent Valves - Inspect for condition and security. b. Vent Tubes and Hoses - Inspect for condition, security and bonding provisions for security.			X X			
280117	27. WING OVERPRESSURE SWITCH - Remove and perform WING OVERPRESSURE SWITCH TEST (Ref. Chapter 28-41-00).			X			
270147	28. LEFT SPOILER BRACKET SUPPORT FITTING (P/N 45A62036) - Visually inspect for cracks and any other indications of structural damage (Disassembly is not required). (Ref. IPC Figure 27-60-20-01.)		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. LEFT-HAND WING (Continued)						
280126	29. LEVEL CONTROL SHUTOFF-VALVE (P/N 1323-518100M2) - Inspect for leaks, security and smooth float movement. Ensure presence of washers under the shutoff valve mounting bolts (Ref. Figure 35).			X			
120003 120005 120006 120007	30. Lubricate items as specified in Chapter 12.	X	X	X			

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RIGHT-HAND WING (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND WING						
110003	1. PLACARDS AND DECALS - Inspect for security, presence and legibility.		X				
570202	2. WING SKIN (Exterior inspection only, fairing removal is not required) - Inspect skin for cracks, loose or failed fasteners and evidence of damage.	X					
280204	3. FUEL STORAGE ACCESS PANELS (Exterior inspection only, panel removal is not required) - Inspect for installation, fuel leakage and evidence of damage.	X					
570207	4. WING ACCESS PANELS (Exterior inspection only, panel removal is not required) - Inspect for security, installation and evidence of damage.	X					
570203	5. FUEL TANK FILLER - Inspect for damage or broken components and check locked position of filler caps.	X					
570204	6. WING TIP - Inspect for cracks, loose or failed fasteners and evidence of damage.	X					
570205	7. WING TIP NAVIGATION LIGHT COVER - Inspect for cracks, cleanliness and damage.	X					
570206	8. WING LEADING AND TRAILING EDGE ASSEMBLIES - Inspect for cracks, loose or failed fasteners and any evidence of structural damage. Perform the UNPAINTED SURFACE INSPECTION (Ref. Chapter 12-20-00).	X					
270202	9. EXTENDED FLAPS (In accessible areas only)						
	a. Skins - Inspect for cracks, loose or failed fasteners and evidence of structural damage.		X				
	b. Linkage, bellcranks, tracks, pulleys and cables - Inspect for wear, damage, safetying and security.		X				
	c. Flap actuators and attach points, hydraulic lines and components - Inspect for operation, wear, damage, security and leakage.		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND WING (Continued)						
270209	10. FLAP ROLLERS, RAILS, ATTACHMENTS AND PUSH-PULL RODS, AFT FLAP AND AFT FLAP LINKAGE - Inspect for cracks, loose or failed fasteners and any indication of structural damage.		X				
270210	11. FLAP CABLES AND INTERCONNECT CABLES - Inspect cables for general condition, corrosion (No inter strand corrosion permitted), proper routing, fraying and proper safety (Ref. Chapter 20-10-08). Check cable tensions (Ref. Chapter 27-50-00). Perform in conjunction with LH wing inspection.		X				
270211	12. FLAP OPERATION - Check deflection angle, travel time and indicator operation. Perform in conjunction with LH wing inspection. Perform the OPERATIONAL TEST in Chapter 27-50-00.		X				
270203	13. ROLL TRIM TAB AND ITS COUNTERBALANCE - Inspect for cracks, loose or failed fasteners and evidence of damage.	X					
270212	14. ROLL TRIM POTENTIOMETER, NEUTRAL SWITCH AND ACTUATOR - Inspect for condition and security (Ref. Chapter 27-10-00, Figure 202).		X				
270213	15. ROLL TRIM ACTUATOR ATTACHMENTS - Inspect hinges, actuator attachments and surrounding area for loose or failed fasteners and any indication of structural damage (Ref. Chapter 27-10-00, Figure 202).		X				
270214	16. ROLL TRIM OPERATION - Check deflection angle, travel time and indicator operation.		X				
270204	17. SPOILER HINGES AND HINGE BOLTS - Inspect for condition and security. Inspect all bonding jumpers for security and absence of fraying.	X					
570212	18. SPOILER BRACKET (P/N 45A10152) REAR SPAR AREA (WCS 2513) - Inspect bracket for security and cracking. Pay particular attention to the area surrounding the bracket holes and mounting hardware (Ref. Figure 38).		X				
270215	19. SPOILER QUADRANT, SECTOR AND PUSHRODS - Inspect for condition and security.		X				

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND WING (Continued)						
270216	20. SPOILER CABLES - Inspect for proper routing, fraying, corrosion and turnbuckle safetying. Check cable tension (Ref. Chapter 27-60-00).		X				
270243	21. SPOILER FAIRLEADS, WS 54.2 (1377) - Inspect for fraying, wear and security (Ref. Figure 13).			X			
270217	22. SPOILER OPERATION (Perform in conjunction with RH wing inspection) - Perform OPERATIONAL CHECK and DEFLECTION ANGLE CHECK procedures (Ref. Chapter 27-60-00).		X				
270218	23. SPEED BRAKE OPERATION (Perform in conjunction with RH wing inspection.) - Perform OPERATIONAL TEST and TRAVEL ANGLE CHECK (Ref. Chapter 27-60-00).		X				
570210	24. WING RIBS AT BP 35 (890), WS 50.6 (1285) AND WCS 65.4 (1660) AND DRAIN HOLES ON STRINGERS - Inspect for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 14).			X			
570211	25. WING RIBS, STRINGERS AND SKINS - Inspect for cracks, loose or failed fasteners, corrosion and indications of structural damage.			X			
208216	26. FUEL VENT SYSTEM a. Vent Valves - Inspect for condition and security. b. Vent Tubes and Hoses - Inspect for condition, security and bonding provisions for security.			X X			
280217	27. WING OVERPRESSURE SWITCH - Remove and perform WING OVERPRESSURE SWITCH TEST (Ref. Chapter 28-41-00).			X			
270247	28. RIGHT SPOILER BRACKET SUPPORT FITTING (P/N 45A62036) - Visually inspect for cracks and any other indications of structural damage. (Disassembly is not required.) (Ref. IPC Figure 27-60-20-01.)		X				

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND WING (Continued)						
280226	29. LEVEL CONTROL SHUTOFF-VALVE (P/N 1323-518100M2) - Inspect for leaks, security and smooth float movement. Ensure presence of washers under the shutoff valve mounting bolts (Ref. Figure 35).			X			
120021 120022 120023 120024	30. Lubricate items as specified in Chapter 12.	X	X	X			

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LANDING GEAR AND BRAKES (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES						
320001	1. NOSE WHEEL AND TIRE a. Check tire for correct inflation, wear, damage or deterioration. b. Check for missing or broken wheel bolts and nuts.	X X					
320030	2. NOSE WHEEL STEERING SYSTEM - Inspect operation, security and check for damage.		X				
320002	3. NOSE LANDING GEAR STRUT ASSEMBLY a. Check for proper nitrogen servicing (Ref. Chapter 12-10-00) and signs of fluid leakage. b. Inspect for security, wear, cracks, loose or failed fasteners and any evidence of damage.	X		X			
320016	4. NOSE LANDING GEAR SHIMMY DAMPER - Inspect for wear, security, leakage and damage.		X				
320017	5. NOSE LANDING GEAR DRAG STRUT ASSEMBLY - Inspect for security, wear, damage and loose or failed fasteners. Inspect bearings in the lower drag strut for slippage (Ref. Figure 15). Inspect release actuator and hydraulic lines for condition and security. Inspect downlock switch for proper mounting and condition.		X				
320018	6. NOSE LANDING GEAR UPLOCK ASSEMBLY - Inspect for security, condition wear, damage and loose or failed fasteners. Inspect release actuator and hydraulic lines for condition and security. Inspect uplock switch for proper mounting and condition.		X				
320003	7. NOSE LANDING GEAR WHEEL WELL - Inspect attach fittings, support structure and keels for cracks, loose or failed fasteners, corrosion and evidence of damage. Inspect wire harness for routing, security and condition.		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)						
320033	8. NOSE LANDING GEAR WHEEL WELL - Inspect stringers located in the upper corners for cracks (Ref. Figure 16).			X			
320019	9. NOSE LANDING GEAR EMERGENCY EXTENSION CABLE - Inspect for proper routing, security of attachment and condition.		X				
520004	10. NOSE LANDING GEAR DOORS - Inspect for security, wear, cracks and any evidence of damage.	X					
320104	11. LEFT MAIN WHEEL a. Check tire for correct inflation, wear, damage or deterioration. b. Check for missing or broken wheel bolts and nuts.	X X					
320204	12. RIGHT MAIN WHEEL a. Check tire for correct inflation, wear, damage or deterioration. b. Check for missing or broken wheel bolts and nuts.	X X					
320105	13. LEFT BRAKE ASSEMBLY a. Check for wear. b. Check for cracks, hydraulic leakage and condition.	X	X				
320205	14. RIGHT BRAKE ASSEMBLY a. Check for wear. b. Check for cracks, hydraulic leakage and condition.	X	X				
290101	15. LEFT BRAKE HYDRAULIC/PNEUMATIC LINES AND HOSES - Inspect condition, attachment and routing on the strut and in the wheel well.		X				
290201	16. RIGHT BRAKE HYDRAULIC/PNEUMATIC LINES AND HOSES - Inspect condition, attachment and routing on the strut and in the wheel well.		X				

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)						
320106	17. LEFT MAIN LANDING GEAR STRUT ASSEMBLY						
	a. Check for proper nitrogen servicing (Ref. Chapter 12-10-00) and signs of fluid leakage.	X					
	b. Inspect for security, wear, cracks, loose or failed fasteners and any evidence of damage.			X			
320206	18. RIGHT MAIN LANDING GEAR STRUT ASSEMBLY						
	a. Check for proper nitrogen servicing (Ref. Chapter 12-10-00) and signs of fluid leakage.	X					
	b. Inspect for security, wear, cracks, loose or failed fasteners and any evidence of damage.			X			
320120	19. LEFT LANDING GEAR SAFETY SWITCH - Inspect for proper mounting and condition.		X				
320220	20. RIGHT LANDING GEAR SAFETY SWITCH - Inspect for proper mounting and condition.		X				
320121	21. LEFT MAIN LANDING GEAR SIDE STRUT ASSEMBLY						
	a. Inspect strut for security, wear, cracks, loose or failed fasteners and damage.		X				
	b. Inspect bearings in the lower side strut, balancer arm and link assembly for slippage (Ref. Figure 17).		X				
	c. Inspect downlock actuator and hydraulic line for condition and security.		X				
	d. Inspect downlock switch for proper mounting and condition.		X				
	e. Inspect gear actuator and hydraulic lines for condition and security.		X				

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)						
320221	22. RIGHT MAIN LANDING GEAR SIDE STRUT ASSEMBLY						
	a. Inspect strut for security, wear, cracks, loose or failed fasteners and damage.		X				
	b. Inspect bearings in the lower side strut, balancer arm and link assembly for slippage (Ref. Figure 17).		X				
	c. Inspect downlock actuator and hydraulic line for condition and security.		X				
	d. Inspect downlock switch for proper mounting and condition.		X				
	e. Inspect gear actuator and hydraulic lines for condition and security.		X				
320122	23. LEFT MAIN LANDING GEAR AND DOOR UPLOCK HOOKS AND UPLOCK ASSEMBLIES						
	a. Inspect for security, condition, wear and loose or failed fasteners.		X				
	b. Inspect release cylinders and hydraulic lines for security and condition.		X				
	c. Inspect emergency release cables and links for condition, routing and attachment.		X				
	d. Inspect uplock switches for proper mounting and condition.		X				
320222	24. RIGHT MAIN LANDING GEAR AND DOOR UPLOCK HOOKS AND UPLOCK ASSEMBLIES						
	a. Inspect for security, condition, wear and loose or failed fasteners.		X				
	b. Inspect release cylinders and hydraulic lines for security and condition.		X				
	c. Inspect emergency release cables and links for condition, routing and attachment.		X				
	d. Inspect uplock switches for proper mounting and condition.		X				

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)						
320123	25. LEFT MAIN GEAR ATTACH FITTINGS, SUPPORTING SPARS, RIB AND UPLOCK FITTING - Inspect rear spar and fitting for cracks, failed fasteners, corrosion and evidence of structural damage (Ref. Figure 18).			X			
320223	26. RIGHT MAIN GEAR ATTACH FITTINGS, SUPPORTING SPARS, RIB AND UPLOCK FITTING - Inspect rear spar and fitting for cracks, failed fasteners, corrosion and evidence of structural damage (Ref. Figure 18).			X			
320107	27. LEFT MAIN ACTUATOR BRACKET - Detail inspect for evidence of interference between the actuator bracket and the wing spar (i.e. paint damage) (Ref. Figure 18). Replace if interference is found.		X				
320207	28. RIGHT MAIN ACTUATOR BRACKET - Detail inspect for evidence of interference between the actuator bracket and the wing spar (i.e. paint damage) (Ref. Figure 18). Replace if interference is found.		X				
520105	29. LEFT MAIN LANDING GEAR DOORS - Inspect for security, wear, cracks and any evidence of damage.	X					
520205	30. RIGHT MAIN LANDING GEAR DOORS - Inspect for security, wear, cracks and any evidence of damage.	X					
520113	31. LEFT MAIN LANDING GEAR DOORS - BEAMS AND FITTINGS - Inspect the beams and fittings for cracks, loose or failed fasteners and evidence of damage.			X			
520213	32. RIGHT MAIN LANDING GEAR DOORS - BEAMS AND FITTINGS - Inspect the beams and fittings for cracks, loose or failed fasteners and evidence of damage.			X			
320108	33. LEFT MAIN WHEEL WELL AND GEAR WIRING HARNESSES - Inspect for security, routing, chafing and deterioration.		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)						
320208	34. RIGHT MAIN WHEEL WELL AND GEAR WIRING HARNESSES - Inspect for security, routing, chafing and deterioration.		X				
	35. MANUAL BRAKE SYSTEM - Perform BRAKE MIXING VALVE FUNCTIONAL CHECK. Refer to Chapter 32-40-00.		X				
320009	36. EMERGENCY EXTENSION SYSTEM a. Perform NORMAL EMERGENCY EXTENSION RETRACTION VERIFICATION CHECK. Refer to Chapter 32-30-00. (Not required if the Emergency Landing Gear-Down System Check is performed). b. Perform EMERGENCY LANDING GEAR-DOWN SYSTEM CHECK. Refer to Chapter 32-30-00. (May be performed in lieu of the Normal Emergency Extension Retraction Verification Check.)	X	X				
320024	37. EMERGENCY EXTENSION SYSTEM - Inspect door/gear cable ends for attachment and condition (Ref. Figure 30).	X					
323001	38. EMERGENCY EXTENSION SYSTEM - Perform EMERGENCY LANDING GEAR SYSTEM CABLE TENSION CHECK procedure and perform a detailed inspection of the fuselage quadrant (Ref. Figure 30 and Chapter 32-30-00).			X			
320010	39. LANDING GEAR EXTENSION AND RETRACTION SYSTEM - Perform LANDING GEAR - EXTENSION and RETRACTION CHECK (Ref. Chapter 32-00-00).	X					
320034	40. EMERGENCY BRAKE SYSTEM - Perform EMERGENCY BRAKE SYSTEM FUNCTIONAL CHECK, POWER BRAKE BLEEDING and HYDRAULIC FLUID PURGING (Ref. Chapter 32-40-00).			X			

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)						
320026	41. ANTI-SKID SYSTEM - Perform ANTISKID RESPONSE CHECK, FAILURE DETECTION CIRCUIT CHECK and TOUCH-DOWN PROTECTION CIRCUIT CHECK (Ref. Chapter 32-40-00).		X				
120008 120009 120010 120011	42. Lubricate items as specified in Chapter 12.	X	X	X			

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AFT FUSELAGE (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. AFT FUSELAGE						
110003	1. PLACARDS AND DECALS - Inspect for security, presence and legibility.		X				
520005	2. EXTERNAL POWER RECEPTACLE AND DOOR - Inspect receptacle for attachment, security and corrosion. Inspect door for condition and proper latch operation.	X					
520006	3. REAR FUSELAGE DOOR AND FUSELAGE DOOR SEALS - Inspect door and seals for condition and proper latch operation.		X				
520007	4. FUEL TANK FILLER AND DOOR - Inspect for damage or broken components and check locked position of filler cap.	X					
530002	5. DORSAL FIN AND VENTRAL FIN - (Exterior inspection only, panel removal not required) - Detail inspect for indications of cracks, loose or failed fasteners and corrosion (Ref. Chapter 53-50-00).		X				
530021	6. FUSELAGE SKIN - Detail inspect for cracks, loose or failed fasteners and indication of structural damage.			X			
240002	7. BATTERY INSTALLATION - Inspect for cracks and corrosion on battery case, shelf and fitting and obstruction of vent lines.		X				
240000	8. BATTERY (Ni-Cad only) - Check electrolyte level and charge (deep cycle if necessary). Refer to the Component Maintenance Manual, P/N 128-590001-81 or subsequent, Chapter 24.	X					
240008	9. GROUNDING POINT OF LH/RH GENERATORS, BATTERY AND EXTERNAL POWER - Inspect for security of connection, corrosion and evidence of overheating. Disassemble and clean if corrosion is noted, or if generator load split is noted (Ref. Chapter 20-20-03). Access through panels 311FL and 312DR as shown in Chapter 06-50-00.		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. AFT FUSELAGE (Continued)						
240009	10. ELECTRICAL COMPONENTS - Visually inspect for security of installation, electrical connection and condition. Also inspect power junction boxes, wiring and terminals for security of connection, evidence of overheating, damage and deterioration.		X				
290003	11. HYDRAULIC FILTER ELEMENTS - Replace.		X				
290003	12. HYDRAULIC PACKAGE AIR FILTER - Clean.		X				
290002	13. HYDRAULIC SYSTEM PLUMBING, COMPONENTS AND MOUNTS - Inspect for security, leaks, chafing or damage.		X				
780004	14. THRUST REVERSER CONTROL VALVE, ISOLATION VALVE, PRESSURE SWITCH, CHECK VALVE AND HYDRAULIC LINES - Inspect for hydraulic leaks, cleanliness, security of installation and condition of electrical components.		X				
210003	15. WATER SEPARATOR COALESCER - Clean or replace.	X					
210010	16. ENVIRONMENTAL CONTROL UNIT AND COMPONENTS - Inspect for security, corrosion, general condition and evidence of air leakage.						
	a. Ejector shutoff valve		X				
	b. Flow increasing valve		X				
	c. Low-limit temperature control valve		X				
	d. Cabin and cockpit temperature control valve		X				
	e. Heat Exchangers		X				
	f. Air inlets, distribution and discharge ducts		X				
	g. Duct temperature sensors (Ref. Figure 36).			X			
	h. Pressure regulator (Ref. Figure 37).			X			
	i. High-limit temperature sensors (Ref. Figure 36).			X			

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. AFT FUSELAGE (Continued)						
210004	17. BLEED AIR COMPONENTS - Inspect for security and condition (Ref. Figure 31). a. Ducts b. Pressure regulator and shutoff valves c. Emergency pressurization valve d. Wing anti-ice valve e. Check valves (P/N 45AS63023) (removal required).		X X X X	X			
260002	18. FIRE EXTINGUISHERS - Inspect for security, damage and normal operating pressure.	X					
260003	19. FIRE EXTINGUISHING PLUMBING - Inspect for security and damage.		X				
260004	20. FIRE DETECTION SYSTEM - Perform FIRE DETECTION SYSTEM FUNCTIONAL TEST (Ref. Chapter 26-10-00).			X			
260005	21. FIRE EXTINGUISHER SYSTEM - Perform NACELLE FIRE EXTINGUISHING SYSTEM FUNCTIONAL TEST (Ref. Chapter 26-20-00).			X			
530022	22. FORWARD ENGINE CARRY-THROUGH BEAM - Using a borescope, inspect the yoke/carry-through beam joints for cracks and loose or failed fasteners (Ref. Figure 19).			X			
270024	23. RUDDER AND ELEVATOR CONTROL CABLES, PULLEYS AND BRACKETS - Inspect for condition, security and loose or failed fasteners. Check cable tensions (Ref. Chapter 27-20-00 for rudders and Chapter 27-30-00 for elevators).		X				
270025	24. ELEVATOR SERVO AND BRIDLE CABLES (Sperry Autopilot) (RJ-1 thru RJ-60 and RJ-62 and After) - Inspect for routing, fraying and corrosion. Also inspect pulleys, brackets, cable blocks and actuator for condition and security. Check cable tension (Ref. Chapter 22-10-00 for cable adjustment).		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. AFT FUSELAGE (Continued)						
270025	25. ELEVATOR SERVO AND BRIDLE CABLES (Collins Autopilot) (RJ-61 Only) - Inspect for routing, fraying and corrosion. Also inspect pulleys, brackets, cable blocks and actuator for condition and security. Perform ELEVATOR SERVO AND MOUNT INSPECTION/CHECK (Ref. Chapter 22-13-00).		X				
760003	26. THRUST CONTROL CABLE AND BELLCRANK - Inspect for security, installation, routing and evidence of damage.		X				
530007	27. AFT FUSELAGE BAGGAGE COMPARTMENT a. Remove all baggage compartment panels. Inspect the compartment structure for cracks, loose or failed fasteners and indications of structural damage. b. Inspect carpet for oil or grease contamination. c. Inspect the access doors for cracks, loose or failed fasteners and broken springs.		X X X				
532001	28. TAILCONE - Inspect for cracks/damage, loose or failed fasteners. Check strobe light assembly for security of attachment and proper operation.	X					
530035	29. ANTENNA - Inspect antennas and fillet seal for cracks, corrosion, burns, security and evidence of damage (Ref. Figure 34).	X					
120025	30. Lubricate items as specified in Chapter 12.	X	X	X			

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VERTICAL STABILIZER (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. **VERTICAL STABILIZER**						
550001	1. VERTICAL STABILIZER (Exterior inspection only) - Inspect for cracks, loose or failed fasteners and any indication of structural damage.	X					
550006	2. VERTICAL STABILIZER SIDE RAILS AND ROLLERS - Inspect for any indication of structural damage and corrosion where the horizontal stabilizer rollers travel on the vertical stabilizer side rails. Refer to SIDE RAIL INSPECTION and SIDE ROLLER BRACKET ASSEMBLY INSPECTION procedures in Chapter 55-30-00.		X				
530023	3. FAIRING OF VERTICAL STABILIZER-TO-FUSELAGE - Inspect for cracks, loose or failed fasteners and any indication of structural damage.			X			
550002	4. RUDDER (Exterior inspection only) - Inspect for cracks, loose or failed fasteners and any indication of structural damage.	X					
270027	5. ELEVATOR CABLES (Where accessible through access panels) - Inspect proper routing, corrosion and fraying. Inspect pulleys and brackets for condition and security.		X				
270028	6. ELEVATOR QUADRANT, PUSH-PULL ROD CONNECTING BOLT, STOP BOLTS AND DOWNSPRING - Inspect for security, wear, attachment and condition.		X				
550003	7. RUDDER HINGES, BOLTS, BELLCRANKS, STOP BOLTS, TORQUE TUBE and RUDDER COUNTERBALANCE - Inspect for security and damage.		X				
270005	8. RUDDER TRIM TAB - Inspect for cracks and wear, bolts for proper safetying and security of counterbalance. Inspect hinge for condition.	X					
270037	9. RUDDER TRIM ACTUATOR AND LINKAGE - Inspect for smooth and proper operation, security and damage.		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. VERTICAL STABILIZER (Continued)						
270048	10. YAW DAMPER ACTUATOR, LINKAGE, AND PIVOT BEARINGS - Check for smooth travel and excessive play. Perform YAW DAMPER WEAR AND ACTUATOR BACKLASH CHECK (Ref. Chapter 27-20-00).		X				
530024	11. VERTICAL STABILIZER FRONT SPAR ATTACHMENT AND FRAME - Using a 10x magnifying glass, detail inspect for cracks (especially at attaching points, doubler and stringer cutout through frame), loose or failed fasteners and any indication of structural damage. Pay particular attention to cracks emitting from fastener holes (Ref. Figure 20).			X			
530025	12. VERTICAL STABILIZER REAR SPAR ATTACHMENT AND FRAME - Using a 10x magnifying glass, detail inspect for cracks (especially at attaching points and doubler), loose or failed fasteners and any indication of structural damage. Pay particular attention to cracks emitting from fastener holes (Ref. Figure 20).			X			
270250	13. RUDDER OPERATION - Perform OPERATIONAL TEST and FULL DEFLECTION LENGTH CHECK procedures (Ref. Chapter 27-20-00).		X				
270030	14. RUDDER TRIM OPERATION - Perform FULL DEFLECTION ANGLE AND OPERATING TIME CHECK procedure (Ref. Chapter 27-20-00).		X				
270251	15. VERTICAL STABILIZER TAIL STINGER a. Detail inspect for cracks and loose or failed fasteners. b. Check tail navigation light assembly for security of attachment and proper operation.	 X	 X				
120026	16. Lubricate items as specified in Chapter 12.	X	X	X			

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HORIZONTAL STABILIZER (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. **HORIZONTAL STABILIZER**						
550004	1. HORIZONTAL STABILIZER SKIN AND LEADING EDGE (Exterior inspection only) - Detail inspect for cracks, loose or failed fasteners and evidence of structural damage. Perform the UNPAINTED SURFACE INSPECTION (Ref. Chapter 12-20-00).	X					
550009	2. FRONT AND REAR SPAR AND FITTING a. Remove (4) inspection hole covers. Using a borescope inspect for cracks and loose or failed fasteners at the forward and aft spar locations (Ref. Figures 22 and 23). b. Detail inspect pitch trim actuator attach bracket assembly for cracks and loose or failed fasteners.			X X			
550005	3. ELEVATORS - Inspect for cracks, loose or failed fasteners and evidence of structural damage. Inspect elevator-horn heater-mat black coating for evidence of erosion.	X					
550010	4. ELEVATOR ACTUATOR FITTINGS AND CONTROL LINKAGES - (Ref. Figure 21, Sheet 2) - Detail inspect for indications of structural damage, security of attachment and condition of bearings in each of the following: a. Horn lever b. Link assembly c. Lever assembly			 X X X			
270031	5. ELEVATOR HINGES AND HINGE BOLTS - Inspect for security, wear or damage. Inspect security of counterbalance (Ref. Figure 21, Sheet 1).		X				
270032	6. ELEVATOR OPERATION - Perform FULL DEFLECTION ANGLE CHECK and OPERATIONAL TEST (Refer to Chapter 27-30-00).		X				

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. **HORIZONTAL STABILIZER (Continued)**						
270034	7. PITCH TRIM ACTUATOR - Inspect for abnormal wear, damage, security and proper installation (Ref. Chapter 27-40-00, Figure 210).		X				
550008	8. AFT PIVOT FITTING ASSEMBLY - Detail inspect for cracks, loose or failed fasteners and condition.			X			
270035	9. PITCH TRIM OPERATION - Perform NORMAL OPERATIONAL TEST and EMERGENCY OPERATIONAL TEST procedures (Ref. Chapter 27-40-00).		X				
120017 120018	10. Lubricate items as specified in Chapter 12.	X	X	X			

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LEFT-HAND POWER PLANT, PYLON AND NACELLE (RJ-1 AND AFTER)

NOTE: Refer to Pratt and Whitney JT15D-5 Maintenance Manual as needed.

TASK CODE		A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND POWER PLANT, PYLON AND NACELLE**						
540101	1. PYLON SKIN - Inspect for cracks and loose or failed fasteners.		X				
540102	2. NACELLE - Inspect the upper, lower and inboard cowlings for damaged fasteners and receptacles. Ensure all 1/4-turn fasteners are present and secured. Inspect fastener holes for cracks and elongation.	X					
540103	3. ENGINE INLET a. Inspect for loose or failed fasteners, attachment and condition (Ref. Chapter 54 in the Model 400/400A Structural Repair Manual). b. Perform the UNPAINTED SURFACE INSPECTION (Ref. Chapter 12-20-00).	X X					
520002	4. OIL FILLER DOOR - Inspect door, hinge and latch for evidence of damage and proper operation.	X					
540104	5. PYLON NACELLE SEAL - Inspect seal for deterioration, tears and missing sections.			X			
540105	6. ENGINE/PYLON FIRE WALL - Inspect for damage, deteriorated firewall sealant and corrosion (Ref. Figure 24).			X			
110003	7. PLACARDS AND DECALS - Inspect for security, presence and legibility.		X				
720001.1	8. ENGINE CONTROLS AND CABLE - Check for proper operation, security, wear, freedom of movement, evidence of moisture ingress, damage and safetying.	X					
720005.1	9. ENGINE ACCESSORIES - Inspect all for security and installation.	X					

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND POWER PLANT, PYLON AND NACELLE (Continued)**						
790003.1	10. ENGINE OIL FILTER ELEMENT - Remove oil filter, inspect for foreign matter, clean and inspect. **NOTE** Refer to the Pratt & Whitney Maintenance Manual for recommended oil change intervals.		X				
720001.1.1	11. FUEL LINES AND HYDRAULIC LINES - Inspect for loose fittings, chafing, deterioration, wear, routing and evidence of damage.		X				
260106	12. ENGINE FIRE EXTINGUISHER TUBING AND DETECTOR LOOP - Inspect for dents, security, cracks and condition. Perform FIRE DETECTOR SENSOR CABLE INSPECTION procedure (Ref. Chapter 26-10-00).		X				
720001.1.2	13. ELECTRICAL HARNESS - Inspect connectors, terminals and wires for condition, chafing, security and routing.		X				
240116	14. STARTER-GENERATOR (Generator removal is not necessary.) (Ref. Chapter 80-10-00.) a. Inspect for security, visible damage and installation. b. Inspect brushes for cracks and wear. c. Inspect commutator and electrical connections for security, wear, deterioration and damage.	 X X X					
730006.1	15. HYDROMECHANICAL UNIT (HMU) - Inspect for security and leakage.	X					
730003.1	16. ENGINE FUEL PUMP INLET SCREEN - Check for foreign matter and distortion. Clean and reinstall.	X					
730004.1	17. ENGINE FUEL PUMP OUTLET FILTER ELEMENT - Replace.	X					
730005.1	18. COMBUSTION CHAMBER DRAIN VALVE - Check for security and leaks.		X				

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND POWER PLANT, PYLON AND NACELLE (Continued)**						
720002.1	19. ENGINE MOUNTS - Inspect for corrosion, damage, and deterioration and/or peeling of rubber isolators. (Engine removal is not necessary.)		X				
710101	20. ENGINE BYPASS DUCT - Visually inspect for cracks, loose or failed fasteners, security and evidence of damage.	X					
720003.1	21. COMPRESSOR/FAN AND INLET CONE ASSEMBLY - Inspect for cracks, erosion, security and evidence of foreign object damage.	X					
770101	22. INLET AND BYPASS DUCT TEMPERATURE PROBES - Inspect for contact with probe housing, damage, insulation and air gap between individual probes.	X					
300105	23. NACELLE ANTI-ICING DUCT - Inspect clamps, hose and duct for fatigue cracks and other damage. Perform NACELLE ANTI-ICING DUCT INSPECTION (Ref. Chapter 30-20-00).	X					
770102	24. T_1 THERMOCOUPLE HARNESS - Inspect for signs of damage, broken wires, worn insulation and security.		X				
740001.1 740002.1	25. IGNITOR UNIT AND LEADS - Inspect for security, chafing and condition.		X				
740003.1	26. IGNITOR PLUGS - Inspect for excessive erosion.	X					
770103	27. THERMOCOUPLE HARNESS - Conduct a ground resistance insulation check and a continuity check of the harness assemblies.			X			
710102	28. BLEED AIR SYSTEM - Inspect ducts for condition and attachment. Inspect valves and mounts for security of attachment and condition.	X					
120027	29. Lubricate items as specified in Chapter 12.	X	X	X			

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RIGHT-HAND POWER PLANT, PYLON AND NACELLE (RJ-1 AND AFTER)

NOTE: Refer to Pratt and Whitney JT15D-5 Maintenance Manual as needed.

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND POWER PLANT, PYLON AND NACELLE						
540201	1. PYLON SKIN - Inspect for cracks and loose or failed fasteners.		X				
540202	2. NACELLE - Inspect the upper, lower and inboard cowlings for damaged fasteners and receptacles. Ensure all 1/4-turn fasteners are present and secured. Inspect fastener holes for cracks and elongation.	X					
540203	3. ENGINE INLET a. Inspect for loose or failed fasteners, attachment and condition (Ref. Chapter 54 in the Model 400/400A Structural Repair Manual). b. Perform the UNPAINTED SURFACE INSPECTION (Ref. Chapter 12-20-00).	X X					
520002	4. OIL FILLER DOOR - Inspect door, hinge and latch for evidence of damage and proper operation.	X					
540204	5. PYLON NACELLE SEAL - Inspect seal for deterioration, tears and missing sections.			X			
540205	6. ENGINE/PYLON FIRE WALL - Inspect for damage, deteriorated firewall sealant and corrosion (Ref. Figure 24).			X			
110003	7. PLACARDS AND DECALS - Inspect for security, presence and legibility.		X				
720001.2	8. ENGINE CONTROLS AND CABLE - Check for proper operation, security, wear, freedom of movement, evidence of moisture ingress, damage and safetying.	X					
720005.2	9. ENGINE ACCESSORIES - Inspect all for security and installation.	X					

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TASK CODE		A	B	C	DATE	MECH	INSP
	A. **RIGHT-HAND POWER PLANT, PYLON AND NACELLE (Continued)**						
790003.2	10. ENGINE OIL FILTER ELEMENT - Remove oil filter, inspect for foreign matter, clean and inspect. **NOTE** Refer to the Pratt & Whitney Maintenance Manual for recommended oil change intervals.		X				
720001.2.1	11. FUEL LINES AND HYDRAULIC LINES - Inspect for loose fittings, chafing, deterioration, wear, routing and evidence of damage.		X				
260206	12. ENGINE FIRE EXTINGUISHER TUBING AND DETECTOR LOOP - Inspect for dents, security, cracks and condition. Perform FIRE DETECTOR SENSOR CABLE INSPECTION procedure (Ref. Chapter 26-10-00).		X				
720001.2.2	13. ELECTRICAL HARNESS - Inspect connectors, terminals and wires for condition, chafing, security and routing.		X				
240216	14. STARTER-GENERATOR (Generator removal is not necessary) (Ref. Chapter 80-10-00). a. Inspect for security, visible damage and installation. b. Inspect brushes for cracks and wear. c. Inspect commutator and electrical connections for security, wear, deterioration and damage.	X X X					
730006.2	15. HYDROMECHANICAL UNIT (HMU) - Inspect for security and leakage.	X					
730003.2	16. ENGINE FUEL PUMP INLET SCREEN - Check for foreign matter and distortion. Clean and install.	X					
730004.2	17. ENGINE FUEL PUMP OUTLET FILTER ELEMENT - Replace.	X					
730005.2	18. COMBUSTION CHAMBER DRAIN VALVE - Check for security and leaks.		X				
720002.2	19. ENGINE MOUNTS - Inspect for corrosion, damage, and deterioration and/or peeling of rubber isolators. (Engine removal is not necessary.)		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. **RIGHT-HAND POWER PLANT, PYLON AND NACELLE (Continued)**						
710201	20. ENGINE BYPASS DUCT - Visually inspect for cracks, loose or failed fasteners, security and evidence of damage.	X					
720003.2	21. COMPRESSOR/FAN AND INLET CONE ASSEMBLY - Inspect for cracks, erosion, security and evidence of foreign object damage.	X					
770201	22. INLET AND BYPASS DUCT TEMPERATURE PROBES - Inspect for contact with probe housing, damage, insulation and air gap between individual probes.	X					
300205	23. NACELLE ANTI-ICING DUCT - Inspect clamps, hose and duct for fatigue cracks and other damage. Perform NACELLE ANTI-ICING DUCT INSPECTION (Ref. Chapter 30-20-00).	X					
770202	24. T_1 THERMOCOUPLE HARNESS - Inspect for signs of damage, broken wires, worn insulation and security.		X				
740001.2 740002.2	25. IGNITOR UNIT AND LEADS - Inspect for security, chafing and condition.		X				
740003.2	26. IGNITOR PLUGS - Inspect for excessive erosion.	X					
770203	27. THERMOCOUPLE HARNESS - Conduct a ground resistance insulation check and a continuity check of the harness assemblies.			X			
710202	28. BLEED AIR SYSTEM - Inspect ducts for condition and attachment. Inspect valves and mounts for security of attachment and condition.	X					
120028	29. Lubricate items as specified in Chapter 12.	X	X	X			

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LEFT-HAND THRUST REVERSER (IF INSTALLED) (RJ-1 AND AFTER)

NOTE: Refer to Chapter 78 of the Component Maintenance Manual, P/N 128-590001-81 or subsequent for the following.

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE (REF)		A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND THRUST REVERSER**						
290104	1. HYDRAULIC LINES - Inspect for hydraulic leaks, cleanliness, security of installation and condition.		X				
780105	2. UPPER AND LOWER DOORS - Inspect for cracks, evidence of door twisting, loose or failed fasteners, faired position of the doors and security of installation. Measure bumper pad thickness (Ref. Chapter 78-30-07 of the Component Maintenance Manual, P/N 128-590001-81).		X				
780101	3. STANGS AND DOORS - Perform the UNPAINTED SURFACE INSPECTION (Ref. Chapter 12-20-00).	X					
780106	4. FAN DUCT ASSEMBLY - Inspect for cracks, security and damage to components attached and security of installation to the engine bypass flange.		X				
780102	5. ACTUATING MECHANISM - Inspect support assemblies, carriage, links, levers, cams, cam followers and support bracket for cracks, evidence of damage, freedom of movement and security of installation. Ensure driver link attach bolt does not rotate.	X					
780107	6. ACTUATING MECHANISM - Check link bearings and door bushing carriage guide rods, linkage pivot points and cam follower for freedom of rotation. Measure deflection of driver links (Ref. Chapter 78-30-07 of the Component Maintenance Manual P/N 128-590001-81).		X				
780109	7. ACTUATOR - Inspect for hydraulic leaks, damaged pushrod, damaged flexible hoses and security of installation.		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE (REF)		A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND THRUST REVERSER (Continued)**						
780103	8. DEPLOY AND STOW LIMIT SWITCHES - Inspect for security of installation and damaged electrical components. Perform THRUST REVERSER STOW LIMIT SWITCHES CHECK (Ref. Chapter 78-30-00).	X					
760104	9. THROTTLE FEEDBACK CABLE - Inspect for security of installation, wear, freedom of movement, evidence of damage and safetying.		X				
760105	10. FEEDBACK BRACKET ASSEMBLY - Inspect for security of installation, alignment and evidence of damage. Inspect the lever and spindle for wear and alignment. Inspect the resilience of the spring.		X				
780108	11. THRUST REVERSER - Perform NORMAL THRUST REVERSER SYSTEM CHECK and EMERGENCY STOW SYSTEM TEST (Ref. Chapter 78-30-00).		X				
780010	12. Lubricate items as specified in Chapter 12.	X	X	X			

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RIGHT-HAND THRUST REVERSER (IF INSTALLED) (RJ-1 AND AFTER)

NOTE: Refer to Chapter 78 of the Component Maintenance Manual, P/N 128-590001-81 or subsequent for the following.

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. **RIGHT-HAND THRUST REVERSER**						
290204	1. HYDRAULIC LINES - Inspect for hydraulic leaks, cleanliness, security of installation and condition.		X				
780205	2. UPPER AND LOWER DOORS - Inspect for cracks, evidence of door twisting, loose or failed fasteners, faired position of the doors and security of installation. Measure bumper pad thickness (Ref. Chapter 78-30-07 of the Component Maintenance Manual, P/N 128-590001-81).		X				
780201	3. STANGS AND DOORS - Perform the UNPAINTED SURFACE INSPECTION (Ref. Chapter 12-20-00).	X					
780206	4. FAN DUCT ASSEMBLY - Inspect for cracks, security, damage to components attached and security of installation to the engine bypass flange.		X				
780202	5. ACTUATING MECHANISM - Inspect support assemblies, carriage, links, levers, cams, cam followers and support bracket for cracks, evidence of damage, freedom of movement and security of installation. Ensure driver link attach bolt does not rotate.	X					
780207	6. ACTUATING MECHANISM - Check link bearings and door bushing carriage guide rods, linkage pivot points and cam follower for freedom of rotation. Measure deflection of driver links (Ref. Chapter 78-30-07 of the Component Maintenance Manual P/N 128-590001-81).		X				
780209	7. ACTUATOR - Inspect for hydraulic leaks, damaged pushrod, damaged flexible hoses and security of installation.		X				
760203	8. DEPLOY AND STOW LIMIT SWITCHES - Inspect for security of installation and damaged electrical components. Perform THRUST REVERSER STOW LIMIT SWITCHES CHECK (Ref. Chapter 78-30-00).	X					

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. **RIGHT-HAND THRUST REVERSER (Continued)**						
760204	9. THROTTLE FEEDBACK CABLE - Inspect for security of installation, wear, freedom of movement, evidence of damage and safetying.		X				
760205	10. FEEDBACK BRACKET ASSEMBLY - Inspector security of installation, alignment and evidence of damage. Inspect the lever and spindle for wear and alignment. Inspect the resilience of the spring.		X				
780208	11. THRUST REVERSER - Perform NORMAL THRUST REVERSER SYSTEM CHECK and EMERGENCY STOW SYSTEM TEST (Ref. Chapter 78-30-00).		X				
780010	12. Lubricate items as specified in Chapter 12.	X	X	X			

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OPERATIONAL INSPECTIONS (RJ-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. OPERATIONAL INSPECTIONS						
310001	1. COCKPIT ADVISORY, CAUTION AND WARNING LIGHTS - Inspect for security of installation and illumination.	X					
330003	2. EMERGENCY LIGHTING SYSTEM - Move the EMER LT switch to the TEST/ON position. Check lights are on, then return switch to the OFF position.		X				
310002	3. PITCH TRIM AND OUT-OF-POSITION WARNING - Actuate emergency pitch trim switch and check for audible warning tone and out-of-position warning.		X				
520008	4. DOOR WARNING SYSTEM - Perform DOOR WARNING SYSTEM CHECK (Ref. Chapter 52-70-00).		X				
300001	5. WINDSHIELD HEAT - Perform OPERATIONAL TEST (Ref. Chapter 30-40-00).		X				
561015	6. WINDSHIELD WIPERS (Without Kit 128-5405-1/-3 Installed) - Flood windshield with water and check wipers for proper operation. Inspect for blade damage or deterioration.	X					
300002	7. PITOT, STATIC AND AOA SENSOR - Perform PITOT, STATIC AND AOA HEATING SYSTEM OPERATIONAL CHECK (Ref. Chapter 30-30-00).		X				
300005	8. TAT SENSOR (If Installed) - Verify TAT heater operation.	X					
240003	9. AUTOMATIC INVERTER SELECTION, MANUAL INVERTER SELECTION and AUTOMATIC LOAD SHEDDING - Perform INVERTER SYSTEM FUNCTIONAL TEST (Ref. Chapter 24-20-00).		X				

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ENGINE GROUND RUN AND OPERATIONAL CHECKS (RJ-1 AND AFTER)

NOTE: Perform the following operational checks as detailed in the appropriate Model 400 FAA Approved Airplane Flight Manual. Be sure to observe all operating limitations.

SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. ENGINE GROUND RUN AND OPERATIONAL CHECKS						
320025	1. PARKING BRAKE - Set parking brake and check for proper operation and adequate brake application during ground power runs.		X				
050001	2. START - Check for proper operation.	X					
050001	3. IDLE ENGINE SPEED - Check for proper operation.	X					
050001	4. TAKEOFF POWER - Check for proper operation.	X					
050001	5. ACCELERATION AND DECELERATION - Check engine instruments for proper operation.	X					
050001	6. FLAP SYSTEM - Check for proper operation.		X				
050001	7. SPEED BRAKE SYSTEM - Check for proper operation.		X				
050001	8. ENVIRONMENTAL SYSTEMS - Check bleed air and vapor cycle air-conditioning (if installed) system operation (including emergency pressurization), windshield defog system, side window defogger blower and ventilation blower operation.	X					
210014	9. CABIN PRESSURE CONTROL SYSTEM - Perform CABIN PRESSURE CONTROL SYSTEM CHECK (Ref. Chapter 21-00-00).		X				
210033	10. OUTFLOW VALVES - Assure both valves are functioning when airplane is pressurized on ground during CABIN PRESSURE CONTROL SYSTEM OPERATIONAL TEST (Ref. Chapter 21-30-00).			X			
210015	11. BLEED AIR SYSTEM CHECK VALVES - Perform BLEED AIR SYSTEM CHECK VALVE OPERATIONAL CHECK (Ref. Chapter 21-10-00).		X				
050001	12. FUEL TRANSFER SYSTEM - Check for proper operation.		X				

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SCHEDULED A, B AND C INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		A	B	C	DATE	MECH	INSP
	A. **ENGINE GROUND RUN AND OPERATIONAL CHECKS (Continued)**						
050001	13. COMMUNICATION/NAVIGATION SYSTEM - Check for proper operation.		X				
050001	14. ENGINE ANTI-ICE SYSTEM - Perform operation check.		X				
050001	15. HORIZONTAL STABILIZER ANTI-ICE AND DEICE SYSTEMS - Perform preflight checks.		X				
050001	16. WING ANTI-ICE SYSTEM - Perform WING LEADING EDGE ANTI-ICE - ADJUSTMENT/TEST (Ref. Chapter 30-10-00).		X				
050001	17. MASTER GENERATOR SWITCH OPERATION - Perform operational check.		X				
050001	18. THRUST REVERSER SYSTEM (If Installed) - Perform EMERGENCY STOW SYSTEM TEST and SHROUD INDICATOR PANEL THRUST REVERSER LIGHT CHECK (Ref. Chapter 78-30-00).	X					
050001	19. ENGINE SHUTDOWN - Check for proper operation.	X					

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SCHEDULED D INSPECTIONS (RJ-1 AND AFTER)

SCHEDULED D INSPECTIONS (RJ-1 and After)

TASK CODE		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS**			
530026	1. LOWER FITTING OF WINDSHIELD CENTER POST - Perform detailed inspection for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 7).			
560006	2. CABIN WINDOW FRAME - Perform detailed inspection for cracks, loose for failed fasteners and evidence of damage.			
530027	3. FRAME AND INTERCOSTALS BEHIND INNER SKIN - Perform detailed inspection for cracks, loose or failed fasteners and any indication of structural damage (Ref. Chapter 53-10-47B in the Model 400/400A Structural Repair Manual).			
530028	4. CABIN FRAMES AND STRINGERS - Perform detailed inspection for loose or failed fasteners and any indication of structural damage.			
530029	5. FLOOR PANELS - Perform detailed inspection for corrosion and evidence of structural damage.			
560007	6. WINDSHIELD GLASS AND RETAINERS - Remove retainers and perform detailed inspection for cracks, loose or failed fasteners and evidence of damage. Alternate method of inspection - use of an optical prism to inspect the periphery of the window screen and inspection of the interior frame work of the windscreen installation by removing the interior panels around the windscreen retainers. (Refer to ASTM F2108-06 - Standard Practice for Inspection of Transparent Parts by Prism).			
320035	7. MAIN LANDING GEAR DOOR ACTUATOR FITTING - Perform a detailed inspection of the fitting for cracks using a 10x magnifying glass (Ref. Figure 25).			
290005	8. HYDRAULIC PACKAGE RELIEF VALVES - Perform SYSTEM RELIEF VALVE INSPECTION AND OPERATIONAL TEST and RESERVOIR RELIEF VALVE INSPECTION AND OPERATIONAL TEST procedures (Ref. Chapter 29-10-00).			
540007	9. FORWARD AND AFT ENGINE CARRY THROUGH - Remove the firewall blanket, and perform detailed inspection for cracks, loose or failed fasteners and evidence of structural damage through existing access holes. If engine is not removed, borescope inspection is required (Ref. Figure 19).			

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SCHEDULED D INSPECTIONS (RJ-1 and After) (Continued)

TASK CODE		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS (Continued)**			
540008	10. FRAME AND PYLON RIB - Perform detailed inspection for cracks, loose or failed fasteners and indications of structural damage (Ref. Figure 26).			
570012	11. MAIN FLAP CENTER RAIL ASSEMBLY AND CENTER FLAP ROLLER - Perform detailed inspection for loose or failed fasteners, bolts, center flap roller and any indication of structural damage (Ref. Figure 27).			
570013	12. WING FRONT AND REAR SPAR FITTINGS - Perform detailed inspection of attachment fittings using Eddy current procedures. Refer to WING FORWARD AND AFT SPAR FITTING INSPECTION procedures, Chapter 57-40-00. (The wing does not have to be removed.)			
570014	13. FORWARD AND AFT CARRY-THROUGH (LUGS) (45A33511 and 45A33512) - Perform detailed inspection of lugs using Eddy current procedures. Refer to FORWARD AND AFT CARRY-THROUGH (LUGS) INSPECTION procedures, Chapter 57-40-00. (The wing does not have to be removed.)			
270044	14. RUDDER TORQUE TUBE ATTACHMENT AND TRIM TAB ACTUATOR ATTACHMENT - Gain access to the rudder torque tube by removing the tail cone. Gain access to the rudder trim actuator by removing the panel on the left side of the vertical stabilizer. Perform a detailed inspection of the rudder torque tube attachment and rudder trim tab actuator attachments for cracks using a 10x magnifying glass. Focus on welds. Visually inspect attaching bolts and surrounding structure for condition (Ref. Figure 33).			
550011	15. VERTICAL STABILIZER RIBS AND STRINGERS - Perform detailed inspection for cracks, loose or failed fasteners and any indications of structural damage.			
270045	16. ELEVATOR TORQUE TUBE - Perform a detailed visual inspection of the torque tube attachments for cracks with a 10X magnifying glass. Inspect the attachment bolts for condition. Visually inspect surrounding area for loose or failed fasteners and any indication of structural damage (Ref. Figure 32).			

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TASK CODE		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS (Continued)**			
550012	17. HORIZONTAL STABILIZER FRONT AND REAR SPAR FITTINGS - a. Perform a detailed inspection of the rear spar fitting lugs using Eddy current. Refer to the HORIZONTAL STABILIZER REAR SPAR FITTINGS (LUGS) INSPECTION procedure in Chapter 55-50-00. Inspect Horizontal Stabilizer pivot bushings for wear, corrosion, chemical intrusion and damage. b. Visually inspect the surrounding area for loose or failed fasteners and any indication of structural damage.			
550013	18. HORIZONTAL STABILIZER STRINGERS AND SKIN - Perform detailed inspection for cracks in the stringers and skin from Horizontal Stabilizer Station (HSS) 0.00 to HSS 11.81 (300).			
280022	19. MIDFUSELAGE FUEL TANK (45A30901) - Inspect for corrosion, fatigue cracks, loose or failed fasteners and general condition. Inspect fore and aft liners for cracks (Ref. Figure 28). **NOTE** Initially, it is not necessary to completely remove the fuel bladder for this inspection, but access to the inside of the tank structure must be made (Note - corrosion will typically be at the bottom of the tank between the fuel bladder and the tank structure where moisture may have accumulated). The outer tank structure should be inspected thoroughly (borescope where required) to check for possible corrosion, fatigue cracks, loose or failed fasteners. In the event that corrosion is found during the initial phase of this inspection, a more thorough inspection, with the fuel bladder removed, is required.			

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TASK CODE		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS (Continued)**			
280023	20. AFT FUEL CELL COMPARTMENT (45A34891) - Inspect for corrosion, fatigue cracks, loose or failed fasteners and general condition (Ref. Figure 28). **NOTE** Initially, it is not necessary to completely remove the fuel bladder for this inspection, but access to the inside of the tank structure must be made (Note - corrosion will typically be at the bottom of the tank between the fuel bladder and the tank structure where moisture may have accumulated). The outer tank structure should be inspected thoroughly (borescope where required) to check for possible fatigue cracks, loose or failed fasteners. In the event that corrosion is found during the initial phase of this inspection, a more thorough inspection, with the fuel bladder removed, is required.			
280024	21. AFT FUEL CELL COMPARTMENT BULKHEAD (45A34704) - Inspect for corrosion, fatigue cracks, loose or failed fasteners and general condition (Ref. Figure 28). **NOTE** Initially, it is not necessary to completely remove the fuel bladder for this inspection, but access to the inside of the tank structure must be made (Note - corrosion will typically be at the bottom of the tank between the fuel bladder and the tank structure where moisture may have accumulated). The outer tank structure should be inspected thoroughly (borescope where required) to check for possible fatigue cracks, loose or failed fasteners. In the event that corrosion is found during the initial phase of this inspection, a more thorough inspection, with the fuel bladder removed, is required.			
520017	22. ENTRANCE DOOR (Window installation, door frames, fittings, bolts, door mechanism and handle cases) - Perform detailed inspection for cracks, loose or failed fasteners and any indication of structural damage. Inspect entrance door latch mechanism and lock for condition, security and wear. Check operation of latch mechanism and proper locking (Ref. Figure 4).			
520018	23. ENTRANCE DOOR LAND AND SUPPORTING FRAMES, LATCH PIN RECEPTACLES AND DOOR LAND GUIDES - Perform detailed inspection for cracks, loose or failed fasteners and any indication of structural damage. Inspect latch pin receptacles for cracks and structural damage (Ref. Figure 4).			

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TASK CODE		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS (Continued)**			
530031	24. AFT FUSELAGE BAGGAGE COMPARTMENT - Perform detailed inspection of compartment structure for cracks, corrosion and structural damage.			
570015	25. MAIN LANDING GEAR SUPPORT FITTING (45A10207) - Perform detailed inspection of fittings for cracks by using Eddy current procedures. Refer to MAIN LANDING GEAR SUPPORT FITTING (45A10207) INSPECTION procedures, Chapter 57-40-00. (The wing does not have to be removed.).			
320036	26. NOSE LANDING GEAR SUPPORT FITTING (45A31311) - Perform detailed inspection for cracks, loose or failed fasteners and evidence of structural damage (Ref. Figure 29).			
270249	27. SPOILER OPERATION - Perform OPERATING FORCE CHECK procedure (Ref. Chapter 27-60-00).			
270029	28. RUDDER OPERATION - Perform FRICTION FORCE CHECK procedure (Ref. Chapter 27-20-00).			
270033	29. ELEVATOR OPERATION - Perform OPERATING FORCE CHECK procedure (Ref. Chapter 27-30-00).			

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SCHEDULED SPECIAL INSPECTIONS (RK-1 and After)

TASK CODE		DATE	MECH	INSP
	A. **3-MONTH INTERVALS**			
335025 335026 335027 335028	1. EMERGENCY LIGHT POWER SUPPLIES (RK-1 thru RK-109, except RK-98) - Inspect for security of installation, electrical connection and condition. Inspect battery for corrosion and defective cells. Top charge and load test. Recharge or replace as necessary.			
	B. **6-MONTH INTERVALS**			
240017	1. MAIN BATTERY (SAFT NI-CAD SERIES) (RK-1 thru RK-97) - Perform Regular Check as identified in the Saft Component Maintenance Manual, Chapter 24-30-99 in the Component Maintenance Manual, P/N 128-590001-81 or subsequent.			
215005	C. **500-HOUR INTERVALS, AIR-CONDITIONING OPERATING SYSTEM HOURS - Reference the Component Maintenance Manual, P/N 128-590001-81 or subsequent, Chapter 21, R-134A A/C System (RK-78, RK-87 and After).**			
210018	1. DRIVE BELT/PULLEY - Visually inspect.			
210017	2. COMPRESSOR/SHAFT SEAL - Visually inspect.			
210019	3. CONDENSER FAN/OUTLET SHROUD - Visually inspect.			
210020	4. CONDENSER COIL - Visually inspect.			
210021	5. ELECTRICAL WIRING - Visually inspect.			
210016	6. DRIVE MOTOR/BRUSHES - Visually inspect.			
210022	7. RECEIVER DRYER ASSEMBLY - Visually inspect.			
210023	8. BELT COVER - Check cover.			
	D. **600-HOUR OR 12-MONTHS INITIAL AND EACH 200-HOURS OR 3-MONTHS SUBSEQUENT INTERVALS**			
243026	1. MAIN BATTERY (CONCORDE RG SERIES) (RK-98 and After) - Perform capacity test in accordance with the battery manufacturer's maintenance recommendations (Ref. Concorde Drawing 5-0142).			

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TASK CODE		DATE	MECH	INSP
	E. **1,000-HOUR INTERVALS**			
320029	1. POWER BRAKE VALVE FILTERS - Remove and clean. Perform the POWER BRAKE ANTI-SKID CONTROL VALVE FILTER CLEANING procedure. Refer to Chapter 32-40-00.			
215011	F. **1,000-HOUR INTERVALS, AIR-CONDITIONING OPERATING SYSTEM HOURS - Reference the Component Maintenance Manual, P/N 128-590001-81 or subsequent, Chapter 21, R-134-A A/C System (RK-78, RK-87 and After).**			
210024	1. DRIVE BELT/PULLEY - Realign and tension.			
210039	2. COMPRESSOR/SHAFT SEAL - Inspect bearing.			
210040	3. DRIVE MOTOR/BRUSHES - Replace brushes and inspect motor bearing.			
	G. **ONE-YEAR INTERVALS**			
256030 thru 256040	1. INDIVIDUAL FLOATATION DEVICE (Model Number GA-12) - Recertify device once a year after being placed in service.			
330006	2. EMERGENCY LIGHT POWER SUPPLIES (RK-98, RK-110 and After) - Perform the INSPECTION/CHECK OF POWER SUPPLY. Refer to Chapter 33-51-00.			
330005	3. EMERGENCY LIGHTING SYSTEM (RK-98, RK-110 and After) - Perform the FUNCTIONAL TEST and BATTERY DISCHARGE TEST. Refer to Chapter 33-51-00.			
313005	4. FLIGHT DATA RECORDER (if applicable) - Perform the FLIGHT DATA RECORDER (FDR) INSPECTION CHECK (Ref. Chapter 31-30-00).			
250018	5. EMERGENCY LOCATOR TRANSMITTER (If installed) - Inspect the ELT as required by 14 CFR 91.207 (d) for: a. Proper installation. b. Battery corrosion. c. Operation of controls and crash sensor. d. The presence of sufficient signal radiated from it's antenna. Refer to the Artex Maintenance Manual, Document Numbers 570-1015 or 570-5000 or subsequent, for the appropriate ELT model number.			

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	G. **ONE-YEAR INTERVALS (Continued)**			
240012	6. STANDBY POWER SUPPLY BATTERY (JET Model PS835) - Perform battery annual capacity test. Refer to Component Maintenance Manual, Chapter 24-30-02.			
240013	7. AHRS POWER SUPPLY BATTERY (JET Model PS835) - Perform battery annual capacity test. Refer to Component Maintenance Manual, Chapter 24-30-02.			
240018	8. MAIN BATTERY (SAFT NI-CAD SERIES) (RK-1 thru RK-97) - Perform General Overhaul as identified in the Saft Component Maintenance Manual, Chapter 24-30-99 in the Component Maintenance Manual, P/N 128-590001-81 or subsequent.			
262001	9. COCKPIT PORTABLE FIRE EXTINGUISHER - Check weight.			
262002	10. CABIN PORTABLE FIRE EXTINGUISHER - Check weight.			
	H. **TWO-YEAR INTERVALS**			
340005 340007	1. ALTIMETER, ATC TRANSPONDER AND AIR DATA COMPUTER - Check per current CFR's.			
340006	2. MACH OVERSPEED WARNING SYSTEM - Perform functional test by use of pitot/static tester. Refer to AIR-SPEED AND MACH WARNING TEST procedure, Chapter 34-12-00.			
280008	3. FUEL QUANTITY INDICATORS - Perform wet calibration check. If indication discrepancies have been reported or there is significant deviation found, a dry calibration should be performed to find the suspect component.			
230005	4. COCKPIT VOICE RECORDER UNDERWATER LOCATOR BEACON (RK-36 and After) - Functional test. Refer to the Dukane (Seacom Division) Technical Manual in Chapter 23 of the Component Maintenance Manual, P/N 128-590001-81 or subsequent for test procedures.			
340007	5. AIR DATA SYSTEM (RVSM Only) (RK-1 thru RK-299 that have complied with Service Bulletin No. 34-3431; RK-300 and After) - Measure step height of the Static port. Check air data system for RVSM accuracy. Refer to Chapter 34-10-01.			

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	H. **TWO-YEAR INTERVALS (Continued)**			
313011	6. FLIGHT DATA RECORDER UNDERWATER LOCATOR BEACON/DEVICE a. (RK-36 thru RK-584) F-1000 FDR -Functional test. Refer to the Dukane (Seacom Division) Technical Manual in Chapter 23 of the Component Maintenance Manual, P/N 128-590001-81 or subsequent for test procedures. b. (RK-585 and After) FA2100 FDR - Functional test. Refer to the Dukane (Seacom Division) Technical Manual in Chapter 23 of the Component Maintenance Manual, P/N 128-590001-81 or subsequent for test procedures.			
	I. **FOUR-YEAR INTERVALS**			
350003	1. OXYGEN VALVE - Refer to PASSENGER OXYGEN CONTROL VALVE O-RING REPLACEMENT, Chapter 35-21-00.			
	J. **FIVE-YEAR INTERVALS**			
256030.1 thru 250040.1	1. LIFE PRESERVER (Model XF-35 - P/N P01074-113) - Recertify preserver every five years after being placed in service.			
	K. **SIX-YEAR INTERVALS**			
312020	1. UNDERWATER LOCATOR BEACON			
	a. (RK-36 thru RK-584) F-1000 FDR - Replace battery. Refer to the Dukane (Seacom Division) Technical Manual in Chapter 23 of the Component Maintenance Manual, P/N 128-590001-81 or subsequent for test procedures. b. (RK-585 and After) FA2100 FDR - Replace battery. Refer to the Dukane (Seacom Division) Technical Manual in Chapter 23 of the Component Maintenance Manual, P/N 128-590001-81 or subsequent for test procedures.			
350006	2. CREW OXYGEN MASK (BE AEROSPACE, SWEEP-ON 2000) - Perform overhaul six years from date of manufacture or last overhaul.			
350007	3. OXYGEN CYLINDER REGULATOR (P/N 172400) - Overhaul during oxygen cylinder hydrostatic inspection, but no later than six years from date of manufacturer or last overhaul.			
	L. **EIGHT-YEAR INTERVALS**			
350005	1. PASSENGER OXYGEN MASK (BE AEROSPACE, P/N 174080 and 174095) - Overhaul or replace.			

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	M. **TEN-YEAR INTERVALS**			
256030.2 thru 256040.2	1. SCV-37 FLOATATION VEST (P/N HS3701C) - Recertify vest every ten years after being placed in service.			
256030.3 thru 256040.3	2. LIFE PRESERVER (Model XF-35 - P/N P01074-201) - Recertify preserver every ten years after being placed in service.			
350012	3. PROTECTIVE BREATHING EQUIPMENT (PBE) AVOX SYSTEMS (P/N 802300-14) - Replace every ten years from date of manufacture.			
	N. **TEN-YEAR INITIAL AND FIVE-YEAR SUBSEQUENT INTERVALS**			
570008	1. WING-TO-FUSELAGE ATTACH BOLTS - Detail inspect for corrosion, wear and any evidence of damage. Magnetic particle inspect for cracks.			
	O. **TWELVE-YEAR INTERVALS**			
262005	1. COCKPIT FIRE EXTINGUISHER - Hydrostatically test cylinder.			
262006	2. CABIN FIRE EXTINGUISHER - Hydrostatically test cylinder.			
	P. **2,400-HOUR INTERVALS**			
550015	1. HORIZONTAL STABILIZER INTERNAL STRUCTURE (Airplanes modified by Kit 128-6200) - Detail inspect for cracks, corrosion, missing fasteners and evidence of structural damage using either the radiographic (X-Ray) or borescope inspection procedure (Ref. Chapter 55-10-00).			
	Q. **2,600-HOUR INITIAL AND 2,400-HOUR SUBSEQUENT INTERVALS**			
280010	1. FUEL TANK, FUSELAGE FILLER (128-920022) (Outer Tank Inspection Only) - Detail inspect for corrosion, fatigue cracks, loose or failed fasteners and general condition (Ref. Figure 29).			
	R. **3,000-HOUR INTERVALS, AIR-CONDITIONING OPERATING SYSTEM HOURS - Reference the Component Maintenance Manual, P/N 128-590001-81 or subsequent, Chapter 21, R-134-A A/C System (RK-78, RK-87 and After).**			
210036	1. DRIVE MOTOR - Perform overhaul of the drive motor.			

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	S. **4,500-HOURS/3,00- LANDINGS INITIAL AND 1,400-HOURS/ 1,400-LANDINGS SUBSEQUENT INTERVALS (RK-1 THRU RK-23 WITHOUT KIT 128-8001 INSTALLED)**			
322113 322213	1. MAIN LANDING GEAR RETRACTION CYLINDER (P/N 45AS38515) - Perform Eddy current inspection of the retraction cylinder mounting lug for evidence of cracks in accordance with Chapter 20-80-03. Removal of the spherical bearing is not required. Refer to Figure 40.			
322013	2. NOSE LANDING GEAR RETRACTION CYLINDER (P/N 45AS39503) - Perform Eddy current inspection of the retraction cylinder mounting lug for evidence of cracks in accordance with Chapter 20-80-03. Removal of the spherical bearing is not required. Refer to Figure 41.			
	T. **7,400-HOURS/5,000-LANDINGS INITIAL AND 1,400-HOURS/ 1,400-LANDINGS SUBSEQUENT INTERVALS (RK-1 THRU RK-23 WITH KIT 128-8001 INSTALLED; RK-24 AND AFTER)**			
322114 322214	1. MAIN LANDING GEAR RETRACTION CYLINDER (P/N 45AS38515) - Perform Eddy current inspection of the retraction cylinder mounting lug for evidence of cracks in accordance with Chapter 20-80-03. Removal of the spherical bearing is not required. Refer to Figure 40.			
322014	2. NOSE LANDING GEAR RETRACTION CYLINDER (P/N 45AS39503) - Perform Eddy current inspection of the retraction cylinder mounting lug for evidence of cracks in accordance with Chapter 20-80-03. Removal of the spherical bearing is not required. Refer to Figure 41.			
	U. **7,000-LANDINGS INiTIAL AND 200-LANDINGS SUBSEQUENT INTERVALS**			
531095	1. MAIN LANDING GEAR FITTING ASSEMBLY (P/N 45A33506) INSPECTION (RK-1 THRU RK-352) - Perform a detail visual inspection and a borescope inspection. Refer to the MAIN LANDING GEAR FITTINGS - INSPECTION/CHECK, Chapter 53-40-00. **NOTE** Replacement of NAS1203 and NAS1204 bolts with HL21PB Hi-Lok bolts in the Main Landing Gear Fitting Assembly is terminating action for the 200-landings subsequent interval. Refer to Chapter 53-40-00, Figure 601, Detail C, Bolts A and B.			

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TASK CODE		DATE	MECH	INSP
	U. **7,000-LANDINGS INTERVAL AND 200-LANDINGS SUBSEQUENT INTERVALS (Continued)**			
531096	2. MID FUSELAGE MAIN LANDING GEAR UPLOCK FITTING (P/N 45A33480) INSPECTION (RK-1 THRU RK-604) - Perform a detail visual inspection and a borescope inspection. Refer to the MAIN LANDING GEAR FITTINGS - INSPECTION/CHECK, Chapter 53-40-00. **NOTE** Replacement of the Mid Fuselage Main Landing Gear Uplock Fitting P/N 45A33480 with P/N 128-430003 is terminating action for the 200-landings subsequent interval.			
	V. **9,800-HOUR INTERVALS**			
341176	1. AIRBORNE FLIGHT INFORMATION SYSTEM (AFIS) WIRING (RK-483 and After - Optional) - Visually inspect for signs of chafing, security and corrosion.			
	W. **12,200-HOUR INTERVALS**			
220001	1. COLLINS SERVO MOUNT SLIP CLUTCH - Test the Collins servo mount slip clutches in the elevator, rudder and spoiler servo mounts per the Rockwell-Collins Beechjet Avionics System Manual (P/N 523-0775807) Section 5.2.2 SVO-85 ( ) Servo/SMT-85 ( )/-87 ( ) Servo Mount.			
	X. **12,200-HOUR INITIAL AND 3,600-HOUR SUBSEQUENT INTERVALS**			
341177	1. AIRBORNE FLIGHT INFORMATION SYSTEM (AFIS) ANTENNA FUSELAGE FEED-THROUGH (FS 378.54 - lower fuselage (RK-483 and After - Optional) - Detail inspect for corrosion and wear. Using Eddy current method (with a surface probe) inspect for cracks and any indication of structural damage. Antenna removal is required. Refer to Chapter 34-59-00.			
	Y. **ENGINE HSI (P&WC SB No. 7003)**			
	1. Accomplish per P&WC maintenance manual.			
720002	2. ENGINE ISOLATOR MOUNTS - Inspect for corrosion, damage, and deterioration of rubber isolators. (Engine removal is not necessary.)			

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	Z. TIRE CHANGE- Accomplish at every tire change per the recommendations of the wheel manufacturer.			
320037	1. NOSE WHEEL			
	a. Visually inspect wheel for cracks and damage.			
	b. Clean and inspect wheel bearings and seals. Repack and install.			
	c. Inspect axle, caps and spacers for corrosion and condition.			
320109 320209	2. MAIN WHEELS			
	a. Visually inspect wheel for cracks and damage.			
	b. Clean and inspect wheel bearings and seals, repack and install.			
	c. Check wheel brake disc drive keys for loose and missing hardware.			
	d. Inspect axle, nut and spacers for corrosion and condition.			
	e. Perform HUBCAP INSPECTION (Ref. Chapter 32-40-00).			

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SCHEDULED A, B AND C INSPECTIONS (RK-1 AND AFTER)

PILOT'S COMPARTMENT (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. PILOT'S COMPARTMENT							
350001	1. PILOT'S AND COPILOT'S OXYGEN SYSTEM - Inspect components and hoses for damage or wear. Perform the appropriate FLIGHT CREW OXYGEN SYSTEM OPERATIONAL CHECK. Refer to Chapter 35-11-00.			X				
530004	2. CENTER PEDESTAL - Inspect for cracks, corrosion and evidence of structural damage.			X				
760001	3. THRUST LEVER QUADRANT - Inspect for security, installation, thrust lever movement and adjustment, friction adjusting control and evidence of damage.				X			
760006	4. FORWARD THRUST CONTROL CABLE AND BELLCRANK - Inspect for security, installation, routing and evidence of damage.			X				
270006	5. CONTROL COLUMN - Inspect for wear, condition, clearance, security and operation. Perform CONTROL COLUMN FREE PLAY CHECK if discernible play exists in column bearings. Refer to Chapter 27-30-00.			X				
270001	6. RUDDER PEDALS - Inspect for condition and freedom of movement.	X	X					
320013	7. MASTER BRAKE CYLINDERS - Clean piston rod surfaces and upper surface of cylinder bodies. Inspect for security and condition.			X				
250001	8. PILOT'S AND COPILOT'S SEATS - Inspect for damage to upholstery, safety belts and operation of safety belt inertial reels. Inspect seat adjusting mechanisms for proper locking.			X				

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	A. PILOT'S COMPARTMENT (Continued)							
110001	9. PLACARDS AND DECALS - Inspect for security, presence and legibility. Refer to the appropriate Model 400 Pilots Operating Manual.			X				
240001	10. ELECTRICAL COMPONENTS (Accessible without interior disassembly) - Inspect for security of installation, electrical connection and condition.			X				
250009	11. RELIEF TUBE - If installed, inspect plumbing and storage box for condition.			X				
250002	12. SMOKE GOGGLES - Inspect goggles and storage box for condition.			X				
210028	13. CABIN PRESSURE CONTROLLER (controller removal is not necessary) - Clean or replace filter as necessary.			X				
210029	14. CABIN PRESSURE CONTROL FILTER ASSEMBLY - Replace filter cartridge.			X				
210030	15. PRESSURIZATION CONTROL SYSTEM - Inspect plumbing for security and damage.			X				
	16. PRESSURIZATION CONTROL SYSTEM AIR FILTERS/SCREENS -							
210031	a. SOLENOID VALVE (S2) AIR FILTER - Inspect for security and damage. Perform the SOLENOID VALVE (S2) AIR FILTER servicing procedure. Refer to Chapter 21-30-00.			X				
210037	b. OUTFLOW/SAFETY VALVE STATIC PORT SCREENS (RK-49 and After) - Inspect for security and damage. Perform the OUTFLOW/SAFETY VALVE STATIC PORT SCREENS servicing procedure. Refer to Chapter 21-30-00.			X				
210038	c. CABIN HIGH PRESSURE SWITCH SCREEN (RK-93 and After) - Inspect for security and damage. Perform the CABIN HIGH PRESSURE SWITCH SCREEN servicing procedure. Refer to Chapter 21-30-00.			X				

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SCHEDULED A, B AND C INSPECTIONS (RK-1 and After) (Continued)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. PILOT'S COMPARTMENT (Continued)							
240004	17. JUNCTION PANEL, RELAY PANEL, CIRCUIT BREAKER PANELS AND RESISTOR AND RELAY PANEL - Inspect for security of connection, deterioration, chafing and any indications of damage.			X				
210006	18. AIR-CONDITIONING CONTROL SWITCH PANEL (copilots sidepanel) (RK-78, RK-87 and After) - Inspect for security of installation, condition, electrical connection and operation.			X				
210007	19. PLACARDS (Air-Conditioning Circuit Breaker and Switch Panel Assy) (RK-78, RK-87 and After) - Inspect for security, presence and legibility.			X				
340004	20. PRIMARY FLIGHT DISPLAY (PFD) AND MULTIFUNCTION DISPLAY (MFD) COOLING FANS - Inspect screens for lint, carpet fibers and indication of blockage.			X				
341101	21. AIRBORNE FLIGHT INFORMATION SYSTEM (AFIS) (RK-483 and After - Optional) - Inspect the Data Base Unit (DBU) for proper mounting and security of attachment. Refer to Chapter 34-59-00.			X				
350006	22. PROTECTIVE BREATHING EQUIPMENT (PBE) P/N 802300-XX (If Installed) - Inspect in accordance with AVOX SYSTEMS Instruction 89253.01 (Ref. Chapter 35 in the Component Maintenance Manual, P/N 128-590001-81 or subsequent.		X					
120004 120016	23. Lubricate items as specified in Chapter 12.	X	X	X	X			

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CABIN SECTION (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. CABIN SECTION							
250003	1. DIVIDER - Inspect for wear and other physical damage.			X				
250005	2. REFRESHMENT CENTER AND STORAGE CABINETS - Inspect for security and damage (If Installed).			X				
	3. PASSENGER SEATING							
250004	a. Inspect for damage to upholstery, safety belts and operation of safety belt inertia reels (If Installed).			X				
250004	b. Inspect shoulder harness attachment post (If Installed) for worn or missing grommet and seat belts for worn or missing components.			X				
250007	c. (RK-98, RK-110 and After) Inspect base rail attach fittings for deformation and/or cracks.				X			
250008	4. SEAT RAIL ATTACHMENT - Inspect for corrosion, loose or failed fasteners and evidence of structural damage (Ref. Figure 1).				X			
530010	5. FLOOR PANELS - Inspect for corrosion and evidence of structural damage.				X			
260001	6. PORTABLE FIRE EXTINGUISHER - Inspect for normal operating pressure, signs of damage and mount security.	X	X					
330001	7. INTERIOR LIGHTS - Inspect all for security of installation, cracked lenses and operation.	X	X					
350002	8. OXYGEN							
	a. Check operation of manual release system. Perform PASSENGER OXYGEN SYSTEM CHECK. Refer to Chapter 35-21-00.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. CABIN SECTION (Continued)							
350002	8. OXYGEN (Continued) b. Inspect masks and hoses for security, proper stowage, deterioration and damage.			X				
520014	9. EMERGENCY EXIT (With the door removed) a. DOOR AND FUSELAGE SEALS - Check for condition and deterioration. b. PERIMETER OF EMERGENCY EXIT DOOR (frames, intercostals, gussets and skin) - Inspect for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 2). c. EMERGENCY DOORFRAMES, RIBS AND WINDOW INSTALLATION - Inspect for cracks, loose or failed fasteners and any indication of structural damage, in accessible areas only. d. PERIMETER OF EMERGENCY EXIT OPENING (frames, intercostals, gussets and skin) - Detail inspect for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 3). e. EMERGENCY EXIT FRAME REINFORCEMENT CLIPS - Inspect for cracks and any indication of structural damage (Ref. Figure 3). f. DOOR INNER SKIN AND SKIN SPLICES - Inspect for cracks, loose or failed fasteners and any indication of structural damage. g. LATCHING MECHANISM - Inspect for condition and proper operation.				X X X X X X X			
520001	10. ENTRANCE DOOR AND STEPS (External inspection with no trim panel removal required) - Visually inspect for cracks, loose or failed fasteners, any indication of structural damage, condition and proper operation.	X	X					

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. CABIN SECTION (Continued)							
520015	11. ENTRANCE DOOR LATCH MECHANISM - Detail inspect mechanism and lock for condition, security and wear. Check operation of latch mechanism and proper locking (Ref. Figure 4).				X			
520016	12. ENTRANCE DOOR LOCK SWITCHES - Inspect for condition. Check travel of entrance door lock switches. Refer to ENTRANCE DOOR LOCK SWITCHES ADJUSTMENT, Chapter 52-10-00.				X			
530011	13. INNER SKIN AND SKIN SPLICES - Detail inspect for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 5).				X			
530012	14. AFT PRESSURE BULKHEAD - Detail inspect for cracks, failed fasteners, corrosion and evidence of structural damage (Ref. Figure 6).				X			
110002	15. PLACARDS AND DECALS - Inspect for security, presence and legibility. Refer to the appropriate Model 400A Pilots Operating Manual.			X				
240005	16. ELECTRICAL COMPONENTS (Accessible without interior disassembly) - Inspect for security of installation, electrical connection and condition.			X				
240020	17. ELECTRICAL COMPONENTS (With interior panels removed) - Inspect for security of installation, electrical connection and condition.				X			
240006	18. LH/RH CONTROL JUNCTION BOXES - Inspect for security, chafing and any indications of damage to the PCB mounts, boxes and surrounding area. Inspect electrical components and wiring for security and condition.			X				
300003	19. WING ANTI-ICE OUTER CONTAINMENT DUCT - Inspect for security and damage.				X			

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **CABIN SECTION (Continued)**							
300004	20. WING ANTI-ICE OUTER CONTAINMENT DUCT PRESSURE SWITCH - Perform WING ANTI-ICE OUTER CONTAINMENT DUCT PRESSURE SWITCH FUNCTIONAL TEST. Refer to Chapter 30-10-00.				X			
210008	21. FWD & AFT EVAPORATOR BOX ASSEMBLY (RK-78, RK-87 and After) - Inspect for security, damage, evidence of leakage and electrical connection. Inspect evaporator coil for damage.				X			
210001	22. FWD & AFT EVAPORATOR BOX ASSEMBLIES (RK-78, RK-87 and After) - Inspect intake air filter for cleanliness, condition and security.			X				
210009	23. REFRIGERANT LINE AND WIRING PASS THROUGH AFT PRESSURE BULKHEAD (RK-78, RK-87 and After) - Inspect for evidence of structural damage, failed fastener and pressurization leaks in area of wiring and line pass through on pressure bulkhead. Inspect lines and wiring for chafing, damage and leaking.				X			
210035	24. OVERHEAD AIR OUTLET (RK-78, RK-87 thru RK-109 except RK-98) - Inspect for security, damage and operation. Assure that louvers do not fully close.			X				
120012 thru 120015	25. Lubricate items as specified in Chapter 12.	X	X	X	X			

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PILOT/CABIN SECTION (BELOW FLOORBOARDS) (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **PILOT/CABIN SECTION** (Below floorboards)							
280011	1. AUXILIARY FUSELAGE FUEL TANKS - Inspect security of attachment, loose or failed fasteners and condition.				X			
530013	2. MOISTURE DRAIN HOLES AND VALVES - Inspect pressurized area drain holes for obstruction. Inspect valves for condition.				X			
270039	3. SECTOR MODULE AND SPRINGS - Inspect quadrants, springs and push-pull rods for condition, security and proper operation.				X			
270040	4. CONTROL CABLES - Inspect for proper routing, fraying and corrosion.				X			
760002	5. ENGINE CONTROLS AND BELLCRANKS - Inspect for condition, evidence of damage and proper safetying.				X			
270007	6. SPOILER CONTROL CABLES - Check cable tension. Refer to Chapter 27-60-00.				X			
320031	7. EMERGENCY LANDING GEAR CABLES - Check cable tension. Refer to Chapter 32-30-00.				X			
270041	8. CONTROL PULLEYS AND BRACKETS - Inspect for condition, security and loose or failed fasteners.				X			
320032	9. EMERGENCY BRAKE - Inspect control valve and associated cockpit cables for security and condition.				X			
270042	10. RUDDER PEDALS - Inspect pedal push-rods and sectors for condition, security and proper operation.				X			
050002	11. PLUMBING - Inspect for security, deterioration, chafing, leakage and indications of damage.				X			
240014	12. ELECTRICAL WIRING - Inspect for security, deterioration, chafing and any indications of damage.				X			

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SCHEDULED A, B AND C INSPECTIONS (RK-1 and After) (Continued)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **PILOT/CABIN SECTION (Continued)** (Below floorboards)							
120012 thru 120015	13. Lubricate items as specified in Chapter 12.	X	X	X	X			

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FORWARD FUSELAGE (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. FORWARD FUSELAGE							
110003	1. PLACARDS AND DECALS - Inspect for security, presence and legibility.			X				
520002	2. ACCESS DOORS - Inspect for cracks and evidence of structural damage.			X				
340001	3. PITOT/STATIC SYSTEM - Drain.	X	X					
340010	4. PITOT AIR INLET PORTS - Inspect for damage. Perform the PITOT TUBE INSPECTION in Chapter 34-12-00 and the UNPAINTED SURFACE INSPECTION in Chapter 12-20-00.	X	X					
340009	5. PITOT AND STATIC LINE CONNECTIONS (FWD of the pressure bulkhead only) - Inspect for security, damage and deterioration.			X				
210002	6. OUTFLOW SAFETY VALVE POPPET VALVE SEATS - Inspect for evidence of damage and contamination. Clean with isopropyl alcohol if necessary. (Clean and inspect from nose avionics compartment).			X				
240007	7. ELECTRICAL WIRING, TERMINALS AND CONNECTORS - Inspect for security, proper routing, deterioration and chafing.				X			
340002	8. AVIONIC UNITS - Inspect units and mounts for security and visible damage.			X				
530006	9. RADOME - Inspect for cracks, deterioration, electrical bonding and security of installation.				X			
350004	10. OXYGEN SYSTEM							
	a. Service to full pressure. Inspect bottle, plumbing and valve for condition, security and indication of damage.	X	X					
	b. (RK-156 thru RK-389 with Kit 128-5600 Installed, RK-390 and After) - Inspect oxygen service door, hinge and latch for proper operation and evidence of damage.	X	X					

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. FORWARD FUSELAGE (Continued)							
530014	11. FORWARD PRESSURE BULKHEAD - Detail inspect for cracks, failed fasteners, corrosion and evidence of structural damage (Ref. Figure 7).				X			
320014	12. NITROGEN SYSTEM - Service to full pressure. Inspect bottle, plumbing and valve for condition, security and indication of damage.			X				
340003	13. AOA TRANSMITTER PROBE - Inspect for cleanliness of air inlet ports (if cone-type probe), evidence of overheating or damage and freedom of probe rotation.	X	X					
330002	14. LANDING LIGHT ACTUATOR - Inspect for proper operation.			X				
520003	15. LANDING LIGHT DOORS - Inspect for condition, loose or failed fasteners.			X				
530001	16. MOISTURE DRAIN HOLE - Inspect drain holes for obstruction and evidence of corrosion.			X				
560001	17. WINDSHIELD AND FLIGHT COMPARTMENT WINDOWS - Check for pits, scratches, crazing, delamination and proper sealing.	X	X					
560002	18. WINDSHIELD PROTECTORS - Inspect sealant for condition and proper sealing.	X	X					
560003	19. WINDSHIELD FRAME - Perform the UNPAINTED SURFACE INSPECTION. Refer to Chapter 12-20-00.	X	X					
560004	20. SURFACE SEAL COATING (RK-1 thru RK-242 with Kit 128-5405 installed; RK-243 and After) - Inspect and if required, reapply the Surface Seal Coating in accordance with the Component Maintenance Manual, P/N 128-590001-81 or subsequent, Chapter 56.	X	X					
530015	21. FUSELAGE SKIN - Inspect around doors and windows for cracks, loose or failed fasteners and indications of structural damage.				X			
530033	22. ANTENNA - Inspect antennas and fillet seal for cracks, corrosion, burns, security and evidence of damage (Ref. Figure 35).		X					

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. FORWARD FUSELAGE (Continued)							
120019	23. Lubricate items as specified in Chapter 12.	X	X	X	X			

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MIDFUSELAGE (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **MIDFUSELAGE**							
560005	1. PASSENGER COMPARTMENT WINDOWS - Inspect for cracks and delamination.	X	X					
320015	2. BRAKE SYSTEM - Inspect power brake valve, parking brake valves, accumulator and plumbing for leaks, security, chafing and routing. Check accumulator precharge.			X				
110003	3. PLACARDS AND DECALS - Inspect for security, presence and legibility.			X				
280001	4. FUEL STORAGE AREA - Inspect for leaks. Check the underside of the fuselage for fuel stain, discoloration and evidence of fuel leakage.	X	X					
280002	5. FUEL SYSTEM PLUMBING AND COMPONENT MOUNTING (Gain access through panels 311AB and 312AB) - Inspect for security, damage and leaks.	X	X					
280003	6. FUEL FILTER ELEMENT (RK-1 thru RK-507 without Kit 128-9008 installed) - Replace filter and clean filter bowl. Refer to FUEL FILTER REMOVAL procedures, Chapter 28-21-00.	X	X					
280005	7. MOTIVE-FLOW SHUTOFF VALVE, CROSSFEED VALVE, AND FUEL SHUTOFF VALVE - Inspect for leaks and security.		X					
280012	8. LEVEL-CONTROL FLOAT-VALVE SWITCH (CENTER TANK) - Inspect for security, condition and operation.				X			
280013	9. FUEL VENT SYSTEM a. Vent Line Float Valve - P/N 342700 (Fwd Tank) - Inspect for operation and security. b. Vent Line (Fwd-to-Center Tank) - Inspect for security, cracks, obstructions and clogging. c. Vent Line (Fwd and Center Tank Interconnection) - Inspect for cracks, security, obstructions and clogging.				X X X			

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **MIDFUSELAGE (Continued)**							
280013	9. FUEL VENT SYSTEM (Continued) d. Vent Line (Center Tank Interconnect Junction to Outlet) - Inspect for cracks, security, obstructions and clogging.				X			
280025	10. FUEL FILL SYSTEM FLAME ARRESTOR (128-920212) - Remove and inspect for cracks and obstruction.				X			
280014	11. ACCELERATION CHECK VALVE (Forward-to-Midfuselage Tank) - Inspect for security and freedom of operation.				X			
280015	12. CHECK VALVE (Forward-to-Midfuselage Tank) - Inspect for freedom of operation, condition and security.				X			
270008	13. SPOILER SERVO AND BRIDLE CABLES - Inspect for routing, fraying and corrosion. Also inspect pulleys, brackets, cable blocks and actuator for condition and security. Perform SPOILER SERVO AND MOUNT INSPECTION/ CHECK. Refer to Chapter 22-13-00.			X				
270038	14. SPOILER MIXER ASSEMBLY - Inspect actuator, hydraulic lines and limit switches for condition and security. Inspect mixer for proper operation.				X			
530016	15. FRAME REINFORCEMENT (45A33273), FS 279.4 (7096) - Detail inspect for cracks and any indication of structural damage (Ref. Figure 8).				X			
530017	16. EMERGENCY GEAR DOWN BRACKET ASSEMBLY ATTACH CLIP, FS 279.4 (7096) - Detail inspect for cracks and any indication of structural damage (Ref. Figure 9).				X			
530018	17. KEEL STRUCTURE - Inspect keel for cracks, loose or failed fasteners and evidence of structural damage (Ref. Figure 10).				X			
530003	18. WING/FUSELAGE FILLET (Exterior inspection only, fillet removal is not required) - Inspect for cracks, loose or failed fasteners, or evidence of chafing. Refer to Chapter 53-50-00.			X				

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	A. **MIDFUSELAGE (Continued)**							
570009	19. WING ATTACH FITTINGS - Inspect for exfoliation, wear and installed condition. Inspect area for corrosion and any evidence of structural damage.				X			
530019	20. FUSELAGE SKIN - Detail inspect for cracks, loose or failed fasteners and indications of structural damage, especially around entrance door and escape hatch corners.				X			
530020	21. LOWER FRAME AND SPLICE, FS 307.2 (7803) - Detail inspect for cracks and any indication of structural damage (Ref. Figure 11).				X			
210032	22. BULKHEAD CHECK VALVES, FS 322.4 (8190) - Inspect valve flapper for condition (Ref. Figure 12).				X			
530034	23. ANTENNA - Inspect antennas and fillet seal for cracks, corrosion, burns, security and evidence of damage (Ref. Figure 35).		X					
280004	24. FUEL SYSTEM PLUMBING AND COMPONENT MOUNTING (Under floor area - gain access through panels 161ETC and 151DTC) - Inspect for security of hoses, clamps and tubing; damage and leaks.				X			
280006	25. FUEL TANKS (RK-106 thru RK-507 with Kit 128-9008 and 128-9009 Installed; RK-508 thru RK-529 with Kit 128-9009 Installed; RK-530 and After) - Detail inspect the tank interiors for indications of fungal or microbial contamination. Refer to Chapter 28-11-00.				X			
120020	26. Lubricate items as specified in Chapter 12.	X	X	X	X			

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LEFT-HAND WING (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND WING**							
110003	1. PLACARDS AND DECALS - Inspect for security, presence and legibility.			X				
570102	2. WING SKIN (Exterior inspection only, fairing removal is not required) - Inspect skin for cracks, loose or failed fasteners and evidence of damage.	X	X					
570107	3. WING ACCESS PANELS (Exterior inspection only, panel removal is not required) - Inspect for security, installation and evidence of damage.		X					
570103	4. FUEL TANK FILLER - Inspect for damage or broken components and check locked position of filler caps.	X	X					
280104	5. FUEL STORAGE ACCESS PANELS (Exterior inspection only, panel removal is not required) - Inspect for installation, fuel leakage and evidence of damage.	X	X					
570104	6. WING TIP - Inspect for cracks, loose or failed fasteners and evidence of damage.	X	X					
570105	7. WING TIP NAVIGATION LIGHT COVER - Inspect for cracks, cleanliness and damage.	X	X					
570106	8. WING LEADING AND TRAILING EDGE ASSEMBLIES - Inspect for cracks, loose or failed fasteners and any evidence of structural damage. Perform the UNPAINTED SURFACE INSPECTION. Refer to Chapter 12-20-00.	X	X					
270102	9. EXTENDED FLAPS (In accessible areas only)							
	a. Skins - Inspect for cracks, loose or failed fasteners and evidence of structural damage.	X		X				
	b. Linkage, bellcranks, tracks, pulleys and cables - Inspect for wear, damage, safetying and security.	X		X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LEFT-HAND WING (Continued)							
270102	9. EXTENDED FLAPS (In accessible areas only) (Continued) c. Flap actuators and attach points, hydraulic lines and components - Inspect for operation, wear, damage, security and leakage.	X		X				
270109	10. FLAP ROLLERS, RAILS, ATTACHMENTS AND PUSH-PULL RODS, AFT FLAP AND AFT FLAP LINKAGE - Inspect for cracks, loose or failed fasteners and any indication of structural damage.			X				
270110	11. FLAP CABLES AND INTERCONNECT CABLES - Inspect cables for general condition, corrosion (No inter strand corrosion permitted), proper routing, fraying and proper safety. Refer to Chapter 20-10-08. Check cable tensions. Refer to Chapter 27-50-00. Perform in conjunction with RH wing inspection.	X		X				
270111	12. FLAP OPERATION - Check deflection angle, travel times and indicator operation. Perform in conjunction with RH wing inspection. Perform the OPERATIONAL TEST in Chapter 27-50-00.	X		X				
270103	13. ROLL TRIM TAB AND ITS COUNTERBALANCE - Inspect for cracks, loose or failed fasteners and evidence of damage.	X	X					
270112	14. ROLL TRIM POTENTIOMETER, NEUTRAL SWITCH AND ACTUATOR - Inspect for condition and security. Refer to Chapter 27-10-00, Figure 202.			X				
270113	15. ROLL TRIM ACTUATOR ATTACHMENTS - Inspect hinges, actuator attachments and surrounding area for loose or failed fasteners and any indication of structural damage. Refer to Chapter 27-10-00, Figure 202.			X				
270114	16. ROLL TRIM OPERATION - Check deflection angle, travel time and indicator operation.	X		X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LEFT-HAND WING (Continued)							
270104	17. SPOILER HINGES AND HINGE BOLTS - Inspect for condition and security. Inspect all bonding jumpers for security and absence of fraying.	X	X					
570112	18. SPOILER BRACKET (P/N 45A10152) REAR SPAR AREA (WCS 2513) - Inspect bracket for security and cracking. Pay particular attention to the area surrounding the bracket holes and mounting hardware (Ref. Figure 39).			X				
270115	19. SPOILER QUADRANT, SECTOR AND PUSHRODS - Inspect for condition and security.			X				
270116	20. SPOILER CABLES - Inspect cables for proper routing, fraying, corrosion and turnbuckle safetying. Check cable tension. Refer to Chapter 27-60-00.	X		X				
270143	21. SPOILER FAIRLEADS, WS 54.2 (1377) - Inspect for fraying, wear and security (Ref. Figure 13).				X			
270117	22. SPOILER OPERATION (Perform in conjunction with RH wing inspection) - Perform OPERATIONAL CHECK and DEFLECTION ANGLE CHECK procedures. Refer to Chapter 27-60-00.	X		X				
270118	23. SPEED BRAKE OPERATION (Perform in conjunction with RH wing inspection.) - Perform OPERATIONAL TEST and TRAVEL ANGLE CHECK. Refer to Chapter 27-60-00.	X		X				
570110	24. WING RIBS AT BP 35 (890), WS 50.6 (1285) AND WCS 65.4 (1660) AND DRAIN HOLES ON STRINGERS - Inspect for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 14).				X			
570111	25. WING RIBS, STRINGERS AND SKINS - Inspect for cracks, loose or failed fasteners, corrosion and indications of structural damage.				X			

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SCHEDULED A, B AND C INSPECTIONS (RK-1 and After) (Continued)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LEFT-HAND WING (Continued)							
280116	26. FUEL VENT SYSTEM a. Vent Valves - Inspect for condition and security. b. Vent Tubes and Hoses - Inspect for condition, security and bonding provisions for security.				X X			
280117	27. WING OVERPRESSURE SWITCH - Remove and perform WING OVERPRESSURE SWITCH TEST. Refer to Chapter 28-41-00.				X			
280118	28. PRESSURE RELIEF VALVE (Collector Tank) - Check for security and proper operation (ensure valve opens at 2 psi) (Ref. Figure 15).				X			
280121	29. LOW LEVEL SWITCH (Collector Tank) - Inspect for operation and security.				X			
280106	30. FUEL COLLECTOR TANK STRUCTURE - Inspect for cracks, loose or missing fasteners and evidence of structural damage.				X			
270147	31. LEFT SPOILER BRACKET SUPPORT FITTING (P/N 45A62036) - Visually inspect for cracks and any other indications of structural damage. (Disassembly is not required). Refer to IPC Figure 27-60-20-01.			X				
280126	32. LEVEL CONTROL SHUT-OFF VALVE (P/N 1323-518100M2) - Inspect for leaks, security and smooth float movement. Ensure presence of washers under the shutoff valve mounting bolts (Ref. Figure 36).				X			
280107	33. FUEL TANKS (RK-106 thru RK-507 with Kit 128-9008 and 128-9009 Installed; RK-508 thru RK-529 with Kit 128-9009 Installed; RK-530 and After) - Detail inspect the tank interiors for indications of fungal or microbial contamination. Refer to Chapter 28-11-00.				X			
120003 120005 120006 120007	34. Lubricate items as specified in Chapter 12.	X	X	X	X			

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RIGHT-HAND WING (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND WING							
110003	1. PLACARDS AND DECALS - Inspect for security, presence and legibility.			X				
570202	2. WING SKIN (Exterior inspection only, fairing removal is not required) - Inspect for cracks, loose or failed fasteners and evidence of damage.	X	X					
570207	3. WING ACCESS PANELS (Exterior inspection only, panel removal is not required) - Inspect for security, installation and evidence of damage.		X					
570203	4. FUEL TANK FILLER - Inspect for damage or broken components and check locked position of filler caps.	X	X					
280204	5. FUEL STORAGE ACCESS PANELS (Exterior inspection only, panel removal is not required) - Inspect for installation, fuel leakage and evidence of damage.	X	X					
570204	6. WING TIP - Inspect for cracks, loose or failed fasteners and evidence of damage.	X	X					
570205	7. WING TIP NAVIGATION LIGHT COVER - Inspect for cracks, cleanliness and damage.	X	X					
570206	8. WING LEADING AND TRAILING EDGE ASSEMBLIES - Inspect for cracks, loose or failed fasteners and any evidence of structural damage. Perform the UNPAINTED SURFACE INSPECTION. Refer to Chapter 12-20-00.	X	X					
270202	9. EXTENDED FLAPS (In accessible areas only)							
	a. Skins - Inspect for cracks, loose or failed fasteners and evidence of structural damage.	X		X				
	b. Linkage, bellcranks, tracks, pulleys and cables - Inspect for wear, damage, safetying and security.	X		X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND WING (Continued)							
270202	9. EXTENDED FLAPS (In accessible areas only) (Continued) c. Flap actuators and attach points, hydraulic lines and components - Inspect for operation, wear, damage, security and leakage.	X		X				
270209	10. FLAP ROLLERS, RAILS, ATTACHMENTS AND PUSH-PULL RODS, AFT FLAP AND AFT FLAP LINKAGE - Inspect for cracks, loose or failed fasteners and any indication of structural damage.			X				
270210	11. FLAP CABLES AND INTERCONNECT CABLES - Inspect cables for general condition, corrosion (No inter strand corrosion permitted), proper routing, fraying and proper safety. Refer to Chapter 20-10-08. Check cable tensions. Refer to Chapter 27-50-00. Perform in conjunction with LH wing inspection.	X		X				
270211	12. FLAP OPERATION - Check deflection angle, travel times and indicator operation. Perform in conjunction with LH wing inspection. Perform the OPERATIONAL TEST in Chapter 27-50-00.	X		X				
270203	13. ROLL TRIM TAB AND ITS COUNTERBALANCE - Inspect for cracks, loose or failed fasteners and evidence of damage.	X	X					
270212	14. ROLL TRIM POTENTIOMETER, NEUTRAL SWITCH AND ACTUATOR - Inspect for condition and security. Refer to Chapter 27-10-00, Figure 202.			X				
270213	15. ROLL TRIM ACTUATOR ATTACHMENTS - Inspect hinges, actuator attachments and surrounding area for loose or failed fasteners and any indication of structural damage. Refer to Chapter 27-10-00, Figure 202.			X				
270214	16. ROLL TRIM OPERATION - Check deflection angle, travel time and indicator operation.	X		X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND WING (Continued)							
270204	17. SPOILER HINGES AND HINGE BOLTS - Inspect for condition and security. Inspect all bonding jumpers for security and absence of fraying.	X	X					
570212	18. SPOILER BRACKET (P/N 45A10152) REAR SPAR AREA (WCS 2513) - Inspect bracket for security and cracking. Pay particular attention to the area surrounding the bracket holes and mounting hardware (Ref. Figure 39).			X				
270215	19. SPOILER QUADRANT, SECTOR AND PUSHRODS - Inspect for condition and security.			X				
270216	20. SPOILER CABLES - Inspect cables for proper routing, fraying, corrosion and turnbuckle safetying. Check cable tension. Refer to Chapter 27-60-00.	X		X				
270243	21. SPOILER FAIRLEADS, WS 54.2 (1377) - Inspect for fraying, wear and security (Ref. Figure 13).				X			
270217	22. SPOILER OPERATION (Perform in conjunction with LH wing inspection) - Perform OPERATIONAL CHECK and DEFLECTION ANGLE CHECK procedures. Refer to Chapter 27-60-00.	X		X				
270218	23. SPEED BRAKE OPERATION (Perform in conjunction with LH wing inspection) - Perform OPERATIONAL TEST and TRAVEL ANGLE CHECK. Refer to Chapter 27-60-00.	X		X				
570210	24. WING RIBS AT BP 35 (890), WS 50.6 (1285) AND WCS 65.4 (1660) AND DRAIN HOLES ON STRINGERS - Inspect for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 14).				X			
570211	25. WING RIBS, STRINGERS AND SKINS - Inspect for cracks, loose or failed fasteners, corrosion and indications of structural damage.				X			

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND WING (Continued)							
280216	26. FUEL VENT SYSTEM a. Vent Valves - Inspect for condition and security. b. Vent Tubes and Hoses - Inspect for condition, security and bonding provisions for security.				X X			
280217	27. WING OVERPRESSURE SWITCH - Remove and perform WING OVERPRESSURE SWITCH TEST. Refer to Chapter 28-41-00.				X			
280218	28. PRESSURE RELIEF VALVE (Collector Tank) - Check for security and proper operation (ensure valve opens at 2 psi) (Ref. Figure 15).				X			
280221	29. LOW LEVEL SWITCH (Collector Tank) - Inspect for operation and security.				X			
280206	30. FUEL COLLECTOR TANK STRUCTURE - Inspect for cracks, loose or missing fasteners and evidence of structural damage.				X			
270247	31. RIGHT SPOILER BRACKET SUPPORT FITTING (P/N 45A62036) - Visually inspect for cracks and any other indications of structural damage. (Disassembly is not required). Refer to IPC Figure 27-60-20-01.			X				
280226	32. LEVEL CONTROL SHUT-OFF VALVE (P/N 1323-518100M2) - Inspect for leaks, security and smooth float movement. Ensure presence of washers under the shutoff valve mounting bolts (Ref. Figure 36).				X			
280207	33. FUEL TANKS (RK-106 thru RK-507 with Kit 128-9008 and 128-9009 Installed; RK-508 thru RK-529 with Kit 128-9009 Installed; RK-530 and After) - Detail inspect the tank interiors for indications of fungal or microbial contamination. Refer to Chapter 28-11-00.				X			
120021 120022 120023 120024	34. Lubricate items as specified in Chapter 12.	X	X	X	X			

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LANDING GEAR AND BRAKES (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES							
320001	1. NOSE WHEEL AND TIRE a. Check tire for correct inflation, wear, damage or deterioration. b. Check for missing or broken wheel bolts and nuts.	X	X X					
320030	2. NOSE WHEEL STEERING SYSTEM - Inspect operation, security and check for damage.			X				
320002	3. NOSE LANDING GEAR STRUT ASSEMBLY a. Check for proper nitrogen servicing (Ref. Chapter 12-10-00) and signs of fluid leakage. b. Inspect for security, wear, cracks, loose or failed fasteners and any evidence of damage.	X	X	 X				
320016	4. NOSE LANDING GEAR SHIMMY DAMPER - Inspect for wear, security, leakage and damage.			X				
320017	5. NOSE LANDING GEAR DRAG STRUT ASSEMBLY - Inspect for security, wear, damage and loose or failed fasteners. Inspect bearings in the lower drag strut for slippage (Ref. Figure 16). Inspect release actuator and hydraulic lines for condition and security. Inspect downlock switch for proper mounting and condition.			X				
320018	6. NOSE LANDING GEAR UPLOCK ASSEMBLY - Inspect for security, condition wear, damage and loose or failed fasteners. Inspect release actuator and hydraulic lines for condition and security. Inspect uplock switch for proper mounting and condition.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **LANDING GEAR AND BRAKES (Continued)**							
320003	7. NOSE LANDING GEAR WHEEL WELL - Inspect attach fittings, support structure and keels for cracks, loose or failed fasteners, corrosion and evidence of damage. Inspect wire harness for routing, security and condition.			X				
320033	8. NOSE LANDING GEAR WHEEL WELL - Detail inspect stringers located in the upper corners for cracks (Ref. Figure 17).				X			
320019	9. NOSE LANDING GEAR EMERGENCY EXTENSION CABLE - Inspect for proper routing, security of attachment and condition.			X				
520004	10. NOSE LANDING GEAR DOORS - Inspect for security, wear, cracks and any evidence of damage.		X					
320104	11. LEFT MAIN WHEEL a. Check tire for correct inflation, wear, damage or deterioration. b. Check for missing or broken wheel bolts and nuts.	X	X X					
320204	12. RIGHT MAIN WHEEL a. Check tire for correct inflation, wear, damage or deterioration. b. Check for missing or broken wheel bolts and nuts.	X	X X					
320105	13. LEFT BRAKE ASSEMBLY a. Check for wear. b. Check for cracks, hydraulic leakage and condition.	X	X	 X				
320205	14. RIGHT BRAKE ASSEMBLY a. Check for wear. b. Check for cracks, hydraulic leakage and condition.	X	X	 X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **LANDING GEAR AND BRAKES (Continued)**							
290101	15. LEFT BRAKE HYDRAULIC/PNEUMATIC LINES AND HOSES - Inspect condition, attachment and routing on the strut and in the wheel well.			X				
290201	16. RIGHT BRAKE HYDRAULIC/PNEUMATIC LINES AND HOSES - Inspect condition, attachment and routing on the strut and in the wheel well.			X				
320106	17. LEFT MAIN LANDING GEAR STRUT ASSEMBLY a. Check for proper nitrogen servicing (Ref. Chapter 12-10-00) and signs of fluid leakage. b. Inspect for security, wear, cracks, loose or failed fasteners and any evidence of damage.	X	X	X				
320206	18. RIGHT MAIN LANDING GEAR STRUT ASSEMBLY a. Check for proper nitrogen servicing (Ref. Chapter 12-10-00) and signs of fluid leakage. b. Inspect for security, wear, cracks, loose or failed fasteners and any evidence of damage.	X	X	X				
320120	19. LEFT LANDING GEAR SAFETY SWITCH - Inspect for proper mounting and condition.			X				
320220	20. RIGHT LANDING GEAR SAFETY SWITCH - Inspect for proper mounting and condition.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)							
320121	21. LEFT MAIN LANDING GEAR SIDE STRUT ASSEMBLY							
	a. Inspect strut for security, wear, cracks, loose or failed fasteners and damage.			X				
	b. Inspect bearings in the lower side strut, balancer arm and link assembly for slippage (Ref. Figure 18).			X				
	c. Inspect downlock actuator and hydraulic line for condition and security.			X				
	d. Inspect downlock switch for proper mounting and condition.			X				
	e. Inspect gear actuator and hydraulic lines for condition and security.			X				
320221	22. RIGHT MAIN LANDING GEAR SIDE STRUT ASSEMBLY							
	a. Inspect strut for security, wear, cracks, loose or failed fasteners and damage.			X				
	b. Inspect bearings in the lower side strut, balancer arm and link assembly for slippage (Ref. Figure 18).			X				
	c. Inspect downlock actuator and hydraulic line for condition and security.			X				
	d. Inspect downlock switch for proper mounting and condition.			X				
	e. Inspect gear actuator and hydraulic lines for condition and security.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)							
320122	23. LEFT MAIN LANDING GEAR AND DOOR UPLOCK HOOK AND UPLOCK ASSEMBLIES a. Inspect for security, condition, wear and loose or failed fasteners. b. Inspect release cylinders and hydraulic lines for security and condition. c. Inspect emergency release cables and links for condition, routing and attachment. d. Inspect uplock switches for proper mounting and condition.			X X X X				
320222	24. RIGHT MAIN LANDING GEAR AND DOOR UPLOCK HOOK AND UPLOCK ASSEMBLIES a. Inspect for security, condition, wear and loose or failed fasteners. b. Inspect release cylinders and hydraulic lines for security and condition. c. Inspect emergency release cables and links for condition, routing and attachment. d. Inspect uplock switches for proper mounting and condition.			X X X X				
320123	25. LEFT MAIN GEAR ATTACH FITTINGS, SUPPORTING SPARS, RIB AND UPLOCK FITTING - Inspect rear spar and fitting for cracks, failed fasteners, corrosion and evidence of structural damage (Ref. Figure 19).				X			
320223	26. RIGHT MAIN GEAR ATTACH FITTINGS, SUPPORTING SPARS, RIB AND UPLOCK FITTING - Inspect rear spar and fitting for cracks, failed fasteners, corrosion and evidence of structural damage (Ref. Figure 19).				X			
320107	27. LEFT MAIN ACTUATOR BRACKET - Detail inspect for evidence of interference between the actuator bracket and the wing spar (i.e. paint damage) (Ref. Figure 19). Replace if interference is found.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)							
320207	28. RIGHT MAIN ACTUATOR BRACKET - Detail inspect for evidence of interference between the actuator bracket and the wing spar (i.e. paint damage) (Ref. Figure 19). Replace if interference is found.			X				
520105	29. LEFT MAIN LANDING GEAR DOORS - Inspect for security, wear, cracks and any evidence of damage.	X	X					
520205	30. RIGHT MAIN LANDING GEAR DOORS - Inspect for security, wear, cracks and any evidence of damage.	X	X					
520113	31. LEFT MAIN LANDING GEAR DOOR BEAMS AND FITTINGS - Detail inspect the beams and fittings for cracks, loose or failed fasteners and evidence of damage.				X			
520213	32. RIGHT MAIN LANDING GEAR DOOR BEAMS AND FITTINGS - Detail inspect the beams and fittings for cracks, loose or failed fasteners and evidence of damage.				X			
320108	33. LEFT MAIN WHEEL WELL AND GEAR WIRING HARNESSES - Inspect for security, routing, chafing and deterioration.			X				
320208	34. RIGHT MAIN WHEEL WELL AND GEAR WIRING HARNESSES - Inspect for security, routing, chafing and deterioration.			X				
320038	35. MANUAL BRAKE SYSTEM - Perform BRAKE MIXING VALVE FUNCTIONAL CHECK. Refer to Chapter 32-40-00.	X		X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LANDING GEAR AND BRAKES (Continued)							
320009	36. EMERGENCY EXTENSION SYSTEM a. Perform NORMAL EMERGENCY EXTENSION RETRACTION VERIFICATION CHECK. Refer to Chapter 32-30-00. (Not required if the Emergency Landing Gear-Down System Check is performed). b. Perform EMERGENCY LANDING GEAR-DOWN SYSTEM CHECK. Refer to Chapter 32-30-00. (May be performed in lieu of the Normal Emergency Extension Retraction Verification Check.)	X	X	X				
320024	37. EMERGENCY EXTENSION SYSTEM - Inspect door/gear cable ends for attachment and condition (Ref. Figure 31).	X	X					
323001	38. EMERGENCY EXTENSION SYSTEM - Perform EMERGENCY LANDING GEAR SYSTEM CABLE TENSION CHECK procedure and perform a detailed inspection of the fuselage quadrant (Ref. Figure 31). Refer to Chapter 32-30-00.				X			
320010	39. LANDING GEAR EXTENSION AND RETRACTION SYSTEM - Perform LANDING GEAR - EXTENSION and RETRACTION CHECK. Refer to Chapter 32-00-00.			X				
320034	40. EMERGENCY BRAKE SYSTEM - Perform EMERGENCY BRAKE SYSTEM FUNCTIONAL CHECK, POWER BRAKE BLEEDING and HYDRAULIC FLUID PURGING. Refer to Chapter 32-40-00.				X			
320026	41. ANTI-SKID SYSTEM - Perform ANTI-SKID RESPONSE CHECK, FAILURE DETECTION CIRCUIT CHECK and TOUCH-DOWN PROTECTION CIRCUIT CHECK. Refer to Chapter 32-40-00.			X				
120008 thru 120011	42. Lubricate items as specified in Chapter 12.	X	X	X	X			

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AFT FUSELAGE (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. AFT FUSELAGE							
110003	1. PLACARDS AND DECALS - Inspect for security, presence and legibility.			X				
520005	2. EXTERNAL POWER RECEPTACLE AND DOOR - Inspect receptacle for attachment, security and corrosion. Inspect door for condition and proper latch operation.	X	X					
520006	3. REAR FUSELAGE DOOR AND FUSELAGE DOOR SEALS - Inspect door and seals for condition and proper latch operation.			X				
520007	4. FUEL TANK FILLER AND DOOR - Inspect for damage or broken components and check locked position of filler cap.	X	X					
280019	5. FUEL VENT SYSTEM a. Vent Line (Rear Tank-to-Vent Junction) - Inspect for cracks, security, obstructions and clogging. b. Flame Arrestor (128-920211) - Remove and inspect for cracks and obstructions.				X X			
280020	6. ACCELERATION CHECK VALVE (Aft-to-Filler Tank) - Inspect for security and freedom of operation.				X			
530002	7. DORSAL FIN AND VENTRAL FIN (Exterior inspection only, panel removal not required) - Detail inspect for indications of cracks, loose or failed fasteners and corrosion. Refer to Chapter 53-50-00.			X				
530021	8. FUSELAGE SKIN - Detail inspect for cracks, loose or failed fasteners and indication of structural damage.				X			
240002	9. BATTERY INSTALLATION - Inspect for cracks and corrosion on battery case, shelf and fitting and obstruction of vent lines.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. AFT FUSELAGE (Continued)							
240000	10. BATTERY (Ni-Cad only) - Check electrolyte level and charge (deep cycle if necessary). Refer to the Component Maintenance Manual, P/N 128-590001-81 or subsequent, Chapter 24.		X					
240008	11. GROUNDING POINT OF LH/RH GENERATORS, BATTERY AND EXTERNAL POWER - Inspect for security of connection, corrosion and evidence of overheating. Disassemble and clean if corrosion is noted, or if generator load split is noted. Refer to Chapter 20-20-03. Access through panels 311FL and 312DR as shown in Chapter 06-50-00.			X				
240009	12. ELECTRICAL COMPONENTS - Visually inspect for security of installation, electrical connection and condition. Also inspect power junction boxes, wiring and terminals for security of connection, evidence of overheating, damage and deterioration.			X				
290003	13. HYDRAULIC FILTER ELEMENTS - Replace.			X				
290004	14. HYDRAULIC PACKAGE AIR FILTER - Clean.			X				
290002	15. HYDRAULIC SYSTEM PLUMBING, COMPONENTS AND MOUNTS - Inspect for security, leaks, chafing or damage.			X				
780004	16. THRUST REVERSER CONTROL VALVE, ISOLATION VALVE, PRESSURE SWITCH, CHECK VALVE AND HYDRAULIC LINES - Inspect for hydraulic leaks, cleanliness, security of installation and condition of electrical components.			X				
210003	17. WATER SEPARATOR COALESCER - Clean or replace.	X	X					
210025	18. ENVIRONMENTAL CONTROL UNIT AND COMPONENTS (RK-1 thru RK-109, except RK-98) - Inspect for security and condition:							
	a. Ejector shutoff valve			X				
	b. Flow-increasing valve			X				
	c. Low-limit temperature-control valve			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **AFT FUSELAGE (Continued)**							
210016	18. ENVIRONMENTAL CONTROL UNIT AND COMPONENTS (RK-1 thru RK-109, except RK-98) - Inspect for security and condition: (Continued)							
	d. Heat Exchangers			X				
	e. Cabin and cockpit temperature-control valve			X				
	f. Ram air inlet and discharge ducts			X				
	g. Air inlets, distribution and discharge ducts			X				
	h. Duct temperature sensors (Ref. Figure 37).				X			
	i. Pressure regulator (Ref. Figure 38).				X			
	j. High-limit temperature sensors (Ref. Figure 37).				X			
210010	19. ENVIRONMENTAL CONTROL UNIT AND COMPONENTS (RK-98, RK-110 and After) - Inspect for security and condition:							
	a. Ejector shutoff valve			X				
	b. Flow-increasing valve			X				
	c. Low-limit temperature-control valve			X				
	d. Cabin and cockpit temperature-control valve			X				
	e. Heat Exchangers			X				
	f. Ram air inlet and discharge ducts			X				
210004	20. BLEED AIR COMPONENTS - Inspect for security and condition (RK-24 and After - access through panels 311RL and 312FR)(Ref. Figure 32):							
	a. Ducts			X				
	b. Pressure regulator and shutoff valves			X				
	c. Emergency pressurization valve			X				
	d. Wing anti-ice valve			X				
	e. Check valves (P/N 45AS63023) (removal required).				X			

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **AFT FUSELAGE (Continued)**							
260002	21. FIRE EXTINGUISHERS - Inspect for security, damage and normal operating pressure.	X	X					
260003	22. FIRE EXTINGUISHING PLUMBING - Inspect for security and damage.			X				
260004	23. FIRE DETECTION SYSTEM - Perform FIRE DETECTION SYSTEM FUNCTIONAL TEST. Refer to Chapter 26-10-00.				X			
260005	24. FIRE EXTINGUISHER SYSTEM - Perform NACELLE FIRE EXTINGUISHING SYSTEM FUNCTIONAL TEST. Refer to Chapter 26-20-00.				X			
530022	25. FORWARD ENGINE CARRY-THROUGH BEAM - Using a borescope, detail inspect the yoke/carry-through beam joints for cracks and loose or failed fasteners (Ref. Figure 20).				X			
270024	26. RUDDER AND ELEVATOR CONTROL CABLES, PULLEYS AND BRACKETS - Inspect for condition, security and loose or failed fasteners. Check cable tensions. Refer to Chapter 27-20-00 for rudders and Chapter 27-30-00 for elevators.			X				
270025	27. ELEVATOR SERVO AND BRIDLE CABLES - Inspect for routing, fraying and corrosion. Also inspect pulleys, brackets, cable blocks and actuator for condition and security. Perform ELEVATOR SERVO AND MOUNT INSPECTION/CHECK. Refer to Chapter 22-13-00.			X				
270046	28. RUDDER SERVO AND BRIDLE CABLES - Inspect for routing, fraying and corrosion. Also inspect pulleys, brackets, cable blocks and actuator for condition and security. Perform RUDDER SERVO AND MOUNT INSPECTION/CHECK. Refer to Chapter 22-13-00.			X				
760003	29. THRUST CONTROL CABLE AND BELLCRANK - Inspect for security, installation, routing and evidence of damage.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. AFT FUSELAGE (Continued)							
530007	30. AFT FUSELAGE BAGGAGE COMPARTMENT a. Remove all baggage compartment panels. Inspect the compartment structure for cracks, loose or failed fasteners and indications of structural damage. b. Inspect carpet for oil or grease contamination. c. Detail inspect the access doors for cracks, loose or failed fasteners and broken springs.			X X X				
210011	31. REFRIGERANT LINES AND ELECTRICAL WIRING (from pressure bulkhead to compressor/condenser module) (RK-78, RK-87 and After) - Inspect for security, proper routing, chafing and other obvious defects.				X			
210012	32. COMPRESSOR/CONDENSER MODULE (compressor/condenser module not removed) (RK-78, RK-87 and After) a. Inspect for security, damage, operation and attachment bolts. b. Inspect attach points of structure to airframe for cracks, loose or failed fasteners and any indication of structural damage. Inspect mounting structure for damage, failed or loose fasteners, corrosion and any indication of structural damage. c. Inspect grounding point (airframe and module) for security of connection, corrosion and evidence of overheating. Inspect airframe area around ground point for evidence of structural damage.			X X X				
210013	33. REMOTE REFRIGERANT SERVICING ASSEMBLY (RK-78, RK-87 and After) - Inspect for security, damage, leakage and placard presents.			X				
240010	34. LOAD SHED MODULE AND PANEL ASSEMBLY - Inspect for security of installation, damage and electrical connection.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **AFT FUSELAGE (Continued)**							
240011	35. REFRIGERANT AIR ELECTRICAL COMPONENTS (circuit breaker, load shed input/compressor wiring and fuses) - Inspect for security of installation electrical connection and condition. Inspect also for evidence of overheating, damage and deterioration.			X				
530008	36. COMPRESSOR/CONDENSER EXHAUST AIR OUTLETS, FLANGES [left side between FS 439.6 (11115) and 457.3 (11615)] (compressor/ condenser module not removed) (RK-78, RK-87 and After) - Inspect exhaust air flanges for security and damage.			X				
530009	37. COMPRESSOR/CONDENSER EXHAUST AIR OUTLET HOLE DOUBLERS AND ADJACENT AIRFRAME SKIN (compressor/condenser module not removed) (RK-78, RK-87 and After) - Inspect for cracks, failed or loose fasteners and/or structural damage. (Use mirror or borescope if required).			X				
341178	38. AIRBORNE FLIGHT INFORMATION SYSTEM (AFIS) (RK-483 and After - Optional) - a. Inspect the Data Management Unit (DMU), the Configuration Module, and the mount rack for proper mounting and security of attachment. Refer to Chapter 34-59-00. b. (Exterior inspection only removal not required) Inspect the VHF Antenna (lower FS 378.54) for security, condition, corrosion and proper mounting. Refer to Chapter 34-59-00.			X X				
532001	39. TAILCONE - Inspect for cracks/damage, loose or failed fasteners. Check strobe light assembly for security of attachment and proper operation.	X	X					
530035	40. ANTENNA - Inspect antennas and fillet seal for cracks, corrosion, burns, security and evidence of damage (Ref. Figure 35).		X					

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **AFT FUSELAGE (Continued)**							
280007	41. FUEL TANKS (RK-106 thru RK-507 with Kit 128-9008 and 128-9009 Installed; RK-508 thru RK-529 with Kit 128-9009 Installed; RK-530 and After) - Detail inspect the tank interiors for indications of fungal or microbial contamination. Refer to Chapter 28-11-00.				X			
120025	42. Lubricate items as specified in Chapter 12.	X	X	X	X			

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VERTICAL STABILIZER (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **VERTICAL STABILIZER**							
550001	1. VERTICAL STABILIZER (Exterior inspection only) - Inspect for cracks, loose or failed fasteners and any indication of structural damage.	X	X					
550006	2. VERTICAL STABILIZER SIDE RAILS AND ROLLERS - Inspect for any indication of structural damage and corrosion where the horizontal stabilizer rollers travel on the vertical stabilizer side rails. Refer to SIDE RAIL INSPECTION and SIDE ROLLER BRACKET ASSEMBLY INSPECTION procedures in Chapter 55-30-00.			X				
530023	3. FAIRING OF VERTICAL STABILIZER-TO-FUSELAGE - Inspect for cracks, loose or failed fasteners and any indication of structural damage.				X			
550002	4. RUDDER (Exterior inspection only) - Inspect for cracks, loose or failed fasteners and any indication of structural damage.	X	X					
270027	5. ELEVATOR CABLES (Where accessible through access panels) - Inspect proper routing, corrosion and fraying. Inspect pulleys and brackets for condition and security.			X				
270028	6. ELEVATOR QUADRANT, PUSHROD CONNECTING BOLT, STOP BOLTS AND DOWN SPRING - Inspect for security, wear, attachment and condition.			X				
550003	7. RUDDER HINGES, BOLTS, BELLCRANKS, STOP BOLTS, TORQUE TUBE AND RUDDER COUNTER-BALANCE - Inspect for security and damage.			X				
270005	8. RUDDER TRIM TAB - Inspect for cracks and wear, bolts for proper safetying and security of counterbalance. Inspect hinge for condition.	X	X					

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SCHEDULED A, B AND C INSPECTIONS (RK-1 and After) (Continued)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. VERTICAL STABILIZER (Continued)							
270037	9. RUDDER TRIM ACTUATOR AND LINKAGE - Inspect for smooth and proper operation, security and damage.			X				
530024	10. VERTICAL STABILIZER FRONT SPAR ATTACHMENT AND FRAME - Using a 10x magnifying glass, detail inspect for cracks (especially at attaching points, doubler and stringer cutout through frame), loose or failed fasteners and any indication of structural damage. Pay particular attention to cracks emitting from fastener holes (Ref. Figure 21).				X			
530025	11. VERTICAL STABILIZER REAR SPAR ATTACHMENT AND FRAME - Using a 10x magnifying glass, detail inspect for cracks (especially at attaching points and doubler), loose or failed fasteners and any indication of structural damage. Pay particular attention to cracks emitting from fastener holes (Ref. Figure 21).				X			
270250	12. RUDDER OPERATION - Perform OPERATIONAL TEST and FULL DEFLECTION LENGTH CHECK procedures. Refer to Chapter 27-20-00.	X		X				
270030	13. RUDDER TRIM OPERATION - Perform FULL DEFLECTION ANGLE AND OPERATING TIME CHECK procedure. Refer to Chapter 27-20-00.	X		X				
270251	14. VERTICAL STABILIZER TAIL STINGER a. Detail inspect for cracks and loose or failed fasteners. b. Check tail navigation light assembly for security of attachment and proper operation	 X	 X	 X 				
120026	15. Lubricate items as specified in Chapter 12.	X	X	X	X			

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HORIZONTAL STABILIZER (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **HORIZONTAL STABILIZER**							
550004	1. HORIZONTAL STABILIZER SKIN AND LEADING EDGE (Exterior inspection only) - Detail inspect for cracks, loose or failed fasteners and evidence of structural damage. Perform the UNPAINTED SURFACE INSPECTION. Refer to Chapter 12-20-00.	X	X					
550009	2. FRONT AND REAR SPAR AND FITTINGS -							
	a. Remove (4) inspection hole covers. Using a borescope inspect for cracks and loose or failed fasteners at the forward and aft spar locations (Ref. Figures 23 and 24).				X			
	b. Detail inspect pitch trim actuator attach bracket assembly for cracks and loose or failed fasteners.				X			
550005	3. ELEVATORS - Inspect for cracks, loose or failed fasteners and evidence of structural damage. Inspect black coating of elevator horn heater mat for evidence of erosion.	X	X					
550010	4. ELEVATOR ACTUATOR FITTINGS AND CONTROL LINKAGES - (Ref. Figure 22, Sheet 2) Detail inspect for indications of structural damage, security of attachment and condition of bearings in each of the following:							
	a. Horn lever				X			
	b. Link assembly				X			
	c. Lever assembly				X			
270031	5. ELEVATOR HINGES AND HINGE BOLTS - Inspect for security, wear or damage. Inspect security of counterbalance (Ref. Figure 22, Sheet 1).			X				
270032	6. ELEVATOR OPERATION - Perform FULL DEFLECTION ANGLE CHECK and OPERATIONAL TEST. Refer to Chapter 27-30-00.	X		X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **HORIZONTAL STABILIZER (Continued)**							
270034	7. PITCH TRIM ACTUATOR - Inspect for abnormal wear, damage, security and proper installation (Ref. Chapter 27-40-00, Figure 210).			X				
550008	8. AFT PIVOT FITTING ASSEMBLY - Detail inspect for cracks, loose or failed fasteners and condition.				X			
270035	9. PITCH TRIM OPERATION - Perform NORMAL OPERATIONAL TEST and EMERGENCY OPERATIONAL TEST procedures. Refer to Chapter 27-40-00.	X		X				
120017 120018	10. Lubricate items as specified in Chapter 12.	X	X	X	X			

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LEFT-HAND POWER PLANT, PYLON AND NACELLE (RK-1 AND AFTER)

NOTE: Refer to Pratt and Whitney JT15D-5 Maintenance Manual as needed.

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LEFT-HAND POWER PLANT, PYLON AND NACELLE							
540101	1. PYLON SKIN - Inspect for cracks and loose or failed fasteners.			X				
540102	2. NACELLE - Inspect the upper, lower and inboard cowlings for damaged fasteners and receptacles. Ensure all 1/4-turn fasteners are present and secured. Inspect fastener holes for cracks and elongation.	X	X					
540103	3. ENGINE INLET							
	a. Inspect for loose or failed fasteners, attachment and condition. Refer to Chapter 54, Model 400/400A Structural Repair Manual.	X	X					
	b. Perform the UNPAINTED SURFACE INSPECTION. Refer to Chapter 12-20-00.	X	X					
520109	4. OIL FILLER DOOR - Inspect door, hinge and latch for evidence of damage and proper operation.	X	X					
520119	5. REMOTE OIL ACCESS DOOR (RK-78, RK-87 thru RK-390, RK-392 with Kit 128-9007-0001 Installed, RK-391, RK-393 and After) - Inspect door, hinge and latch for proper operation and evidence of damage.	X	X					
540104	6. PYLON NACELLE SEAL - Inspect seal for deterioration, tears and missing sections.				X			
540105	7. ENGINE/PYLON FIREWALL - Inspect for damage, deteriorated firewall sealant and corrosion (Ref. Figure 25).				X			
110003	8. PLACARDS AND DECALS - Inspect for security, presence and legibility.			X				

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SCHEDULED A, B AND C INSPECTIONS (RK-1 and After) (Continued)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND POWER PLANT, PYLON AND NACELLE (Continued)**							
720001.1	9. ENGINE CONTROLS AND CABLE - Check for proper operation, security, wear, freedom of movement, evidence of moisture ingress, damage and safetying.		X					
720005.1	10. ENGINE ACCESSORIES - Inspect all for security and installation.		X					
790003.1	11. ENGINE OIL FILTER ELEMENT - Remove oil filter, inspect for foreign matter, clean and inspect. **NOTE** Refer to the Pratt & Whitney Maintenance Manual for recommended oil change intervals.	X		X				
720001.1.1	12. FUEL LINES AND HYDRAULIC LINES - Inspect for loose fittings, chafing, deterioration, wear, routing and evidence of damage.			X				
260106	13. ENGINE FIRE EXTINGUISHER TUBING AND DETECTOR LOOP - Inspect for dents, security, cracks and condition. Perform FIRE DETECTOR SENSOR CABLE INSPECTION procedure. Refer to Chapter 26-10-00.			X				
720001.1.2	14. ELECTRICAL HARNESS - Inspect connectors, terminals and wires for condition, chafing, security and routing.			X				
240116	15. STARTER-GENERATOR (Generator removal is not necessary.) Refer to Chapter 80-10-00.							
	a. Inspect for security, visible damage and installation.	X	X					
	b. Inspect brushes for cracks and wear.	X	X					
	c. Inspect commutator and electrical connections for security, wear, deterioration and damage.	X	X					
730006.1	16. HYDROMECHANICAL UNIT (HMU) - Inspect for security and leakage.	X	X					

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND POWER PLANT, PYLON AND NACELLE (Continued)**							
730003.1	17. ENGINE FUEL PUMP INLET SCREEN (Not installed on JT15D-5R engines) - Check for foreign matter and distortion. Clean and reinstall.	X	X					
730004.1	18. ENGINE FUEL PUMP OUTLET FILTER ELEMENT - Replace.	X	X					
730005.1	19. COMBUSTION CHAMBER DRAIN VALVE - Check for security and leaks.			X				
720002.1	20. ENGINE MOUNTS - Inspect for corrosion, damage, and deterioration and/or peeling of rubber isolators. (Engine removal is not necessary).			X				
710101	21. ENGINE BYPASS DUCT - Visually inspect for cracks, loose or failed fasteners, security and evidence of damage.	X	X					
720003.1	22. COMPRESSOR/FAN AND INLET CONE ASSEMBLY - Inspect for damage, cracks, erosion, security and evidence of foreign object damage.	X	X					
770101	23. INLET AND BYPASS DUCT TEMPERATURE PROBES - Inspect for contact with probe housing, damage, insulation and air gap between individual probes.	X	X					
300105	24. NACELLE ANTI-ICING DUCT - Inspect clamps, hose and duct for fatigue cracks and other damage. Perform NACELLE ANTI-ICING DUCT VISUAL INSPECTION. Refer to Chapter 30-20-00.	X	X					
770102	25. T_1 THERMOCOUPLE HARNESS - Inspect for signs of damage, broken wires, worn insulation and security.			X				
740001.1 740002.1	26. IGNITOR UNIT AND LEADS - Inspect for security, chafing and condition.			X				
740003.1	27. IGNITOR PLUGS - Inspect for excessive erosion.	X	X					

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SCHEDULED A, B AND C INSPECTIONS (RK-1 and After) (Continued)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. LEFT-HAND POWER PLANT, PYLON AND NACELLE (Continued)							
770103	28. THERMOCOUPLE HARNESS - Conduct a ground resistance insulation check and a continuity check of the harness assemblies.				X			
710102	29. BLEED AIR SYSTEM - Inspect ducts for condition and attachment. Inspect valves and mounts for security of attachment and condition.	X	X					
280108	30. FUEL OVER-TEMPERATURE (POP UP) INDICATOR (RK-106 thru RK-507 with Kit 128-9008 installed; RK-508 and After) - Inspect condition and security of attachment. If indicator is found extended, refer to Pratt & Whitney JT15D-5 Engine Maintenance Manual, P/N 3033442.	X	X					
280109	31. FUEL FILTER ELEMENT (RK-106 thru RK-507 with Kit 128-9008 installed; RK-508 and After) - Replace filter and clean filter bowl. Refer to Pratt & Whitney JT15D-5 Engine Maintenance Manual, P/N 3033442.	X	X					
120027	32. Lubricate items as specified in Chapter 12.	X	X	X	X			

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RIGHT-HAND POWER PLANT, PYLON AND NACELLE (RK-1 AND AFTER)

NOTE: Refer to Pratt and Whitney JT15D-5 Maintenance Manual as needed.

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND POWER PLANT, PYLON AND NACELLE							
540201	1. PYLON SKIN - Inspect for cracks and loose or failed fasteners.			X				
540202	2. NACELLE - Inspect the upper, lower and inboard cowlings for damaged fasteners and receptacles. Ensure all 1/4-turn fasteners are present and secured. Inspect fastener holes for cracks and elongation.	X	X					
540203	3. ENGINE INLET a. Inspect for loose or failed fasteners, attachment and condition. Refer to Chapter 54, Model 400/400A Structural Repair Manual. b. Perform the UNPAINTED SURFACE INSPECTION. Refer to Chapter 12-20-00.	X X	X X					
520209	4. OIL FILLER DOOR - Inspect door, hinge and latch for evidence of damage and proper operation.	X	X					
520219	5. REMOTE OIL ACCESS DOOR (RK-78, RK-87 thru RK-390, RK-392 with Kit 128-9007-0001 Installed, RK-391, RK-393 and After) - Inspect door, hinge and latch for proper operation and evidence of damage.	X	X					
540204	6. PYLON NACELLE SEAL - Inspect seal for deterioration, tears and missing sections.				X			
540205	7. ENGINE/PYLON FIREWALL - Inspect for damage, deteriorated firewall sealant and corrosion (Ref. Figure 25).				X			
110003	8. PLACARDS AND DECALS - Inspect for security, presence and legibility.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **RIGHT-HAND POWER PLANT, PYLON AND NACELLE (Continued)**							
720001.2	9. ENGINE CONTROLS AND CABLE - Check for proper operation, security, wear, freedom of movement, evidence of moisture ingress, damage and safetying.		X					
720005.2	10. ENGINE ACCESSORIES - Inspect all for security and installation.		X					
790003.2	11. ENGINE OIL FILTER ELEMENT - Remove oil filter, inspect for foreign matter, clean and inspect. **NOTE** Refer to the Pratt & Whitney Maintenance Manual for recommended oil change intervals.	X		X				
720001.2.1	12. FUEL LINES AND HYDRAULIC LINES - Inspect for loose fittings, chafing, deterioration, wear, routing and evidence of damage.			X				
260206	13. ENGINE FIRE EXTINGUISHER TUBING AND DETECTOR LOOP - Inspect for dents, security, cracks and condition. Perform FIRE DETECTOR SENSOR CABLE INSPECTION procedure. Refer to Chapter 26-10-00.			X				
720001.2.2	14. ELECTRICAL HARNESS - Inspect connectors, terminals and wires for condition, chafing, security and routing.			X				
240216	15. STARTER-GENERATOR (Generator removal is not necessary.) Refer to Chapter 80-10-00.							
	a. Inspect for security, visible damage and installation.	X	X					
	b. Inspect brushes for cracks and wear.	X	X					
	c. Inspect commutator and electrical connections for security, wear, deterioration and damage.	X	X					
730006.2	16. HYDROMECHANICAL UNIT (HMU) - Inspect for security and leakage.	X	X					

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **RIGHT-HAND POWER PLANT, PYLON AND NACELLE (Continued)**							
730003.2	17. ENGINE FUEL PUMP INLET SCREEN (Not installed on JT15D-5R engines) - Check for foreign matter and distortion. Clean and reinstall.	X	X					
730004.2	18. ENGINE FUEL PUMP OUTLET FILTER ELEMENT - Replace.	X	X					
730005.2	19. COMBUSTION CHAMBER DRAIN VALVE - Check for security and leaks.			X				
720002.2	20. ENGINE MOUNTS - Inspect for corrosion, damage, and deterioration and/or peeling of rubber isolators. (Engine removal is not necessary.)			X				
710201	21. ENGINE BYPASS DUCT - Visually inspect for cracks, loose or failed fasteners, security and evidence of damage.	X	X					
720003.2	22. COMPRESSOR/FAN AND INLET CONE ASSEMBLY - Inspect for damage, cracks, erosion, security and evidence of foreign object damage.	X	X					
770201	23. INLET AND BYPASS DUCT TEMPERATURE PROBES - Inspect for contact with probe housing, damage, insulation and air gap between individual probes.	X	X					
300205	24. NACELLE ANTI-ICING DUCT - Inspect clamps, hose and duct for fatigue cracks and other damage. Perform NACELLE ANTI-ICING DUCT VISUAL INSPECTION. Refer to Chapter 30-20-00.	X	X					
770202	25. T_1 THERMOCOUPLE HARNESS - Inspect for signs of damage, broken wires, worn insulation and security.			X				
740001.2 740002.2	26. IGNITOR UNIT AND LEADS - Inspect for security, chafing and condition.			X				
740003.2	27. IGNITOR PLUGS - Inspect for excessive erosion.	X	X					

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **RIGHT-HAND POWER PLANT, PYLON AND NACELLE (Continued)**							
770203	28. THERMOCOUPLE HARNESS - Conduct a ground resistance insulation check and a continuity check of the harness assemblies.				X			
710202	29. BLEED AIR SYSTEM - Inspect ducts for condition and attachment. Inspect valves and mounts for security of attachment and condition.	X	X					
280208	30. FUEL OVER-TEMPERATURE (POP UP) INDICATOR (RK-106 thru RK-507 with Kit 128-9008 installed; RK-508 and After) - Inspect condition and security of attachment. If indicator is found extended, refer to Pratt & Whitney JT15D-5 Engine Maintenance Manual, P/N 3033442.	X	X					
208209	31. FUEL FILTER ELEMENT (RK-106 thru RK-507 with Kit 128-9008 installed; RK-508 and After) - Replace filter and clean filter bowl. Refer to Pratt & Whitney JT15D-5 Engine Maintenance Manual, P/N 3033442.	X	X					
120028	32. Lubricate items as specified in Chapter 12.	X	X	X	X			

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LEFT-HAND THRUST REVERSER (IF INSTALLED) (RK-1 AND AFTER)

NOTE: Refer to Chapter 78 of the Component Maintenance Manual, P/N 128-590001-81 or subsequent for the following.

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND THRUST REVERSER**							
290104	1. HYDRAULIC LINES - Inspect for hydraulic leaks, cleanliness, security of installation and condition.			X				
780105	2. UPPER AND LOWER DOORS - Inspect for cracks, evidence of door twisting, loose or failed fasteners, faired position of the doors and security of installation. Measure bumper pad thickness. Refer to Chapter 78-30-07 of the Component Maintenance Manual, P/N 128-590001-81.			X				
780101	3. STANGS AND DOORS - Perform the UNPAINTED SURFACE INSPECTION. Refer to Chapter 12-20-00.	X	X					
780106	4. FAN DUCT ASSEMBLY - Inspect for cracks, security and damage to components attached and security of installation to the engine bypass flange.			X				
780102	5. ACTUATING MECHANISM - Inspect support assemblies, carriage, links, levers, cams, cam followers and support bracket for cracks, evidence of damage, freedom of movement and security of installation. Ensure driver-link attach bolt does not rotate.	X	X					
780107	6. ACTUATING MECHANISM - Check link bearings and door-bushing carriage-guide rods, linkage pivot points and cam follower for freedom of rotation. Measure deflection of driver links. Refer to Chapter 78-30-07 of the Component Maintenance Manual P/N 128-590001-81.			X				
780109	7. ACTUATOR - Inspect for hydraulic leaks, damaged pushrod, damaged flexible hoses and security of installation.			X				

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SCHEDULED A, B AND C INSPECTIONS (RK-1 and After) (Continued)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **LEFT-HAND THRUST REVERSER (Continued)**							
780103	8. DEPLOY AND STOW LIMIT SWITCHES - Inspect for security of installation and damaged electrical components. Perform THRUST REVERSER STOW LIMIT SWITCHES CHECK. Refer to Chapter 78-30-00.	X	X					
760104	9. THROTTLE FEEDBACK CABLE - Inspect for security of installation, wear, freedom of movement, evidence of damage and safetying.			X				
760105	10. FEEDBACK BRACKET ASSEMBLY - Inspect for security of installation, alignment and evidence of damage. Inspect the lever and spindle for wear and alignment. Inspect the resilience of the spring.			X				
780108	11. THRUST REVERSER - Perform NORMAL THRUST REVERSER SYSTEM CHECK and EMERGENCY STOW SYSTEM TEST. Refer to Chapter 78-30-00.			X				
780010	12. Lubricate items as specified in Chapter 12.	X	X	X	X			

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RIGHT-HAND THRUST REVERSER (IF INSTALLED) (RK-1 AND AFTER)

NOTE: Refer to Chapter 78 of the Component Maintenance Manual, P/N 128-590001-81 or subsequent for the following.

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. RIGHT-HAND THRUST REVERSER							
290204	1. HYDRAULIC LINES - Inspect for hydraulic leaks, cleanliness, security of installation and condition.			X				
780205	2. UPPER AND LOWER DOORS - Inspect for cracks, evidence of door twisting, loose or failed fasteners, faired position of the doors and security of installation. Measure bumper pad thickness. Refer to Chapter 78-30-07 of the Component Maintenance Manual, P/N 128-590001-81.			X				
780201	3. STANGS AND DOORS - Perform the UNPAINTED SURFACE INSPECTION. Refer to Chapter 12-20-00.	X	X					
780206	4. FAN DUCT ASSEMBLY - Inspect for cracks, security, damage to components attached and security of installation to the engine bypass flange.			X				
780202	5. ACTUATING MECHANISM - Inspect support assemblies, carriage, links, levers, cams, cam followers and support bracket for cracks, evidence of damage, freedom of movement and security of installation. Ensure driver-link attach bolt does not rotate.	X	X					
780207	6. ACTUATING MECHANISM - Check link bearings and door-bushing carriage-guide rods, linkage pivot points and cam follower for freedom of rotation. Measure deflection of driver links. Refer to Chapter 78-30-07 of the Component Maintenance Manual, P/N 128-590001-81.			X				
780209	7. ACTUATOR - Inspect for hydraulic leaks, damaged pushrod, damaged flexible hoses and security of installation.			X				

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TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **RIGHT-HAND THRUST REVERSER (Continued)**							
760203	8. DEPLOY AND STOW LIMIT SWITCHES - Inspect for security of installation and damaged electrical components. Perform THRUST REVERSER STOW LIMIT SWITCHES CHECK. Refer to Chapter 78-30-00.	X	X					
760204	9. THROTTLE FEEDBACK CABLE - Inspect for security of installation, wear, freedom of movement, evidence of damage and safetying.			X				
760205	10. FEEDBACK BRACKET ASSEMBLY - Inspect for security of installation, alignment and evidence of damage. Inspect the lever and spindle for wear and alignment. Inspect the resilience of the spring.			X				
780208	11. THRUST REVERSER - Perform NORMAL THRUST REVERSER SYSTEM CHECK and EMERGENCY STOW SYSTEM TEST. Refer to Chapter 78-30-00.			X				
780010	12. Lubricate items as specified in Chapter 12.	X	X	X	X			

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OPERATIONAL INSPECTIONS (RK-1 AND AFTER)

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. OPERATIONAL INSPECTIONS							
310001	1. COCKPIT ADVISORY, CAUTION AND WARNING LIGHTS - Inspect for security of installation and illumination.	X	X					
330004	2. EMERGENCY LIGHTING SYSTEM (RK-1 THRU RK-109, EXCEPT RK-98) - Move the EMER LT switch to the TEST/ON position. Check lights are on, then return switch to the OFF position.	X		X				
330003	3. EMERGENCY LIGHTING SYSTEM (RK-98, RK-110 AND AFTER) - Perform EMERGENCY LIGHTING SYSTEM OPERATIONAL INSPECTION (RK-98, RK-110 AND AFTER). Refer to Chapter 33-51-00.	X		X				
310002	4. PITCH TRIM AND OUT-OF-POSITION WARNING - Actuate emergency pitch trim switch and check for audible warning tone and out-of-position warning.	X		X				
520008	5. DOOR WARNING SYSTEM - Perform DOOR WARNING SYSTEM CHECK. Refer to Chapter 52-70-00.			X				
300001	6. WINDSHIELD HEAT - Perform OPERATIONAL TEST. Refer to Chapter 30-40-00.			X				
561015	7. WINDSHIELD WIPERS (RK-1 thru RK-242 Without Kit 128-5405-1/-3 Installed) - Flood windshield with water and check wipers for proper operation. Inspect for blade damage or deterioration.	X	X					
300002	8. PITOT, STATIC AND AOA SENSOR - Perform PITOT, STATIC AND AOA HEATING SYSTEM OPERATIONAL CHECK. Refer to Chapter 30-30-00.			X				
240003	9. AUTOMATIC INVERTER SELECTION, MANUAL INVERTER SELECTION AND AUTOMATIC LOAD SHEDDING - Perform INVERTER SYSTEM FUNCTIONAL TEST. Refer to Chapter 24-20-00.			X				

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SCHEDULED A, B AND C INSPECTIONS (RK-1 and After) (Continued)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **OPERATIONAL INSPECTIONS (Continued)**							
210005	10. REFRIGERANT AIR-CONDITIONER (RK-78, RK-87 AND AFTER) - Verify 25 ± 5°F drop across both evaporator coils. Check for proper operation of front and rear evaporator moisture drains.			X				

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ENGINE GROUND RUN AND OPERATIONAL CHECKS (RK-1 AND AFTER)

NOTE: Perform the following operational checks as detailed in the appropriate Model 400A FAA Approved Airplane Flight Manual. Be sure to observe all operating limitations.

SCHEDULED A, B AND C INSPECTIONS (RK-1 and After)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. ENGINE GROUND RUN AND OPERATIONAL CHECKS							
320025	1. PARKING BRAKE - Set parking brake and check for proper operation and adequate brake application during ground power runs.			X				
050001	2. START - Check for proper operation.	X	X					
050001	3. IDLE ENGINE SPEED - Check for proper operation.	X	X					
050001	4. TAKEOFF POWER - Check for proper operation.	X	X					
050001	5. ACCELERATION AND DECELERATION - Check engine instruments for proper operation.	X	X					
050001	6. FLAP SYSTEM - Check for proper operation.			X				
050001	7. SPEED BRAKE SYSTEM - Check for proper operation.			X				
050001	8. ENVIRONMENTAL SYSTEMS - Check bleed air and vapor cycle air-conditioning (if installed) system operation (including emergency pressurization), windshield defog system, side window defogger blower and ventilation blower operation.	X	X					
210014	9. CABIN PRESSURE CONTROL SYSTEM - Perform CABIN PRESSURE CONTROL SYSTEM CHECK. Refer to Chapter 21-00-00.			X				
210033	10. OUTFLOW VALVES - Assure both valves are functioning when airplane is pressurized on ground during CABIN PRESSURE CONTROL SYSTEM OPERATIONAL TEST. Refer to Chapter 21-30-00.				X			
210015	11. BLEED AIR SYSTEM CHECK VALVES - Perform BLEED AIR SYSTEM CHECK VALVE OPERATIONAL CHECK. Refer to Chapter 21-10-00.			X				

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SCHEDULED A, B AND C INSPECTIONS (RK-1 and After) (Continued)

TASK CODE		I	A	B	C	DATE	MECH	INSP
	A. **ENGINE GROUND RUN AND OPERATIONAL CHECKS (Continued)**							
050001	12. FUEL TRANSFER SYSTEM - Check for proper operation.			X				
050001	13. COMMUNICATION/NAVIGATION SYSTEM - Check for proper operation.			X				
050001	14. ENGINE ANTI-ICE SYSTEM - Perform operation check.			X				
050001	15. HORIZONTAL STABILIZER ANTI-ICE AND DEICE SYSTEMS - Perform preflight checks.			X				
050001	16. WING ANTI-ICE SYSTEM - Perform WING LEADING EDGE ANTI-ICE - ADJUSTMENT/ TEST. Refer to Chapter 30-10-00.			X				
050001	17. MASTER GENERATOR SWITCH OPERATION - Perform operational check.			X				
050001	18. THRUST REVERSER SYSTEM (If Installed) - Perform EMERGENCY STOW SYSTEM TEST and SHROUD INDICATOR PANEL THRUST REVERSER LIGHT CHECK. Refer to Chapter 78-30-00.	X	X					
050001	19. ENGINE SHUTDOWN - Check for proper operation.	X	X					

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SCHEDULED D INSPECTIONS (RK-1 AND AFTER)

SCHEDULED D INSPECTIONS (RK-1 and After)

TASK CODE (REF)		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS**			
530026	1. LOWER FITTING OF WINDSHIELD CENTER POST - Perform detailed inspection for cracks, loose or failed fasteners and any indication of structural damage (Ref. Figure 7).			
560006	2. CABIN WINDOW FRAME - Perform detailed inspection for cracks, loose or failed fasteners and evidence of damage.			
530027	3. FRAME AND INTERCOASTALS BEHIND INNER SKIN - Perform detailed inspection for cracks, loose or failed fasteners and any indication of structural damage. Refer to the Model 400/ 400A Structural Repair Manual, Chapter 53-10-47B.			
530028	4. CABIN FRAMES AND STRINGERS - Perform detailed inspection for leaks, loose or failed fasteners and any indication of structural damage.			
530029	5. FLOOR PANELS - Perform detailed inspection for corrosion and evidence of structural damage.			
530030	6. ELEVATOR CONTROL-COLUMN-SUPPORT BOX (LH & RH) - Detail inspect for cracks in the stringers (45A61176) located under the support bracket. Inspect all four corners.			
560007	7. WINDSHIELD GLASS AND RETAINERS - Remove retainers and perform detailed inspection for cracks, loose or failed fasteners and evidence of damage. Alternate method of inspection - use of an optical prism to inspect the periphery of the window screen and inspection of the interior frame work of the windscreen installation by removing the interior panels around the windscreen retainers. (Refer to ASTM F2108-06 - Standard Practice for Inspection of Transparent Parts by Prism).			
320035	8. MAIN LANDING GEAR DOOR ACTUATOR FITTING - Perform a detailed inspection of the fitting for cracks using a 10x magnifying glass (Ref. Figure 26).			
290005	9. HYDRAULIC PACKAGE RELIEF VALVES - Perform SYSTEM RELIEF VALVE INSPECTION AND OPERATIONAL TEST and RESERVOIR RELIEF VALVE INSEPCTION AND OPERATIONAL TEST procedures. Refer to Chapter 29-10-00.			

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SCHEDULED D INSPECTIONS (RK-1 and After) (Continued)

TASK CODE (REF)		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS (Continued)**			
540007	10. FORWARD AND AFT ENGINE CARRY-THROUGH - Remove the firewall blanket, and perform detailed inspection for cracks, loose or failed fasteners and evidence of structural damage through existing access holes. If engine is not removed, borescope inspection is required (Ref. Figure 20).			
540008	11. FRAME AND PYLON RIB - Perform detailed inspection for cracks, loose or failed fasteners and indications of structural damage (Ref. Figure 27).			
570012	12. MAIN FLAP CENTER RAIL ASSEMBLY AND CENTER FLAP ROLLERS - Perform detailed inspection for loose or failed fasteners, bolts of center flap roller for condition and any indication of structural damage (Ref. Figure 28).			
570013	13. WING FRONT AND REAR SPAR FITTINGS - Perform detailed inspection of attachment fittings using Eddy current procedures. Refer to WING FORWARD AND AFT SPAR FITTING INSPECTION procedures, Chapter 57-40-00. (The wing does not have to be removed.)			
570014	14. FORWARD AND AFT CARRY-THROUGH (LUGS) (45A33511 and 45A33512) - Perform detailed inspection of lugs using Eddy current procedures. Refer to FORWARD AND AFT CARRY-THROUGH (LUGS) INSPECTION procedures, Chapter 57-40-00. (The wing does not have to be removed.)			
270044	15. RUDDER TORQUE TUBE ATTACHMENT AND TRIM TAB ACTUATOR ATTACHMENT - Gain access to the rudder torque tube by removing the tail cone. Gain access to the rudder trim actuator by removing the panel on the left side of the vertical stabilizer. Perform a detailed inspection of the rudder torque tube attachment and rudder trim tab actuator attachments for cracks using a 10x magnifying glass. Focus on welds. Visually inspect attaching bolts and surrounding structure for condition (Ref. Figure 34).			
550011	16. VERTICAL STABILIZER RIBS AND STRINGERS - Perform detailed inspection for cracks, loose or failed fasteners and any indications of structural damage.			
270045	17. ELEVATOR TORQUE TUBE - Perform a detailed visual inspection of the torque tube attachments for cracks with a 10X magnifying glass. Inspect the attachment bolts for condition. Visually inspect surrounding area for loose or failed fasteners and any indication of structural damage (Ref. Figure 33).			

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TASK CODE (REF)		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS (Continued)**			
550012	18. HORIZONTAL STABILIZER FRONT AND REAR SPAR FITTINGS - a. Perform a detailed inspection of the rear spar fitting lugs using Eddy current. Refer to the HORIZONTAL STABILIZER REAR SPAR FITTINGS (LUGS) INSPECTION procedure in Chapter 55-50-00. Inspect Horizontal Stabilizer pivot bushings for wear, corrosion, chemical intrusion and damage. b. Visually inspect the surrounding area for loose or failed fasteners and any indication of structural damage.			
550013	19. HORIZONTAL STABILIZER STRINGERS AND SKIN - Perform detailed inspection for cracks in the stringers and skin from Horizontal Stabilizer Station (HSS) 0.00 to HSS 11.81 (300).			
280022	20. MIDFUSELAGE FUEL TANK (45A30901) - Perform detailed inspection for corrosion, fatigue cracks, loose or failed fasteners and general condition. Inspect fore and aft liners for cracks (Ref. Figure 29). **NOTE** Initially, it is not necessary to completely remove the fuel bladder for this inspection, but access to the inside of the tank structure must be made (Note - corrosion will typically be at the bottom of the tank between the fuel bladder and the tank structure where moisture may have accumulated). The outer tank structure should be inspected thoroughly (borescope where required) to check for possible corrosion, fatigue cracks, loose or failed fasteners. In the event that corrosion is found during the initial phase of this inspection, a more thorough inspection, with the fuel bladder removed, is required.			

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SCHEDULED D INSPECTIONS (RK-1 and After) (Continued)

TASK CODE (REF)		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS (Continued)**			
280023	21. AFT FUEL CELL COMPARTMENT (45A34891) - Perform detailed inspection for corrosion, fatigue cracks, loose or failed fasteners and general condition (Ref. Figure 29). **NOTE** Initially, it is not necessary to completely remove the fuel bladder for this inspection, but access to the inside of the tank structure must be made (Note - corrosion will typically be at the bottom of the tank between the fuel bladder and the tank structure where moisture may have accumulated). The outer tank structure should be inspected thoroughly (borescope where required) to check for possible corrosion, fatigue cracks, loose or failed fasteners. In the event that corrosion is found during the initial phase of this inspection, a more thorough inspection, with the fuel bladder removed, is required.			
280024	22. AFT FUEL CELL COMPARTMENT BULKHEAD (45A34704) - Perform detailed inspection for corrosion, fatigue cracks, loose or failed fasteners and general condition (Ref. Figure 29). **NOTE** Initially, it is not necessary to completely remove the fuel bladder for this inspection, but access to the inside of the tank structure must be made (Note - corrosion will typically be at the bottom of the tank between the fuel bladder and the tank structure where moisture may have accumulated). The outer tank structure should be inspected thoroughly (borescope where required) to check for possible corrosion, fatigue cracks, loose or failed fasteners. In the event that corrosion is found during the initial phase of this inspection, a more thorough inspection, with the fuel bladder removed, is required.			
520017	23. ENTRANCE DOOR - (Window installation, door frames, fittings, bolts, door mechanism and handle cases) - Perform detailed inspection for cracks, loose or failed fasteners and any indication of structural damage. Inspect entrance door latch mechanism and lock for condition, security and wear. Check operation of latch mechanism and proper locking (Ref. Figure 4).			
520018	24. ENTRANCE DOOR LAND AND SUPPORTING FRAMES, LATCH PIN RECEPTACLES AND DOOR LAND GUIDES - Perform detailed inspection for cracks, loose or failed fasteners and any indication of structural damage. Inspect latch pin receptacles for cracks and structural damage (Ref. Figure 4).			

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TASK CODE (REF)		DATE	MECH	INSP
	A. **SCHEDULED D INSPECTIONS (Continued)**			
530031	25. AFT FUSELAGE BAGGAGE COMPARTMENT - Perform detailed inspection of compartment structure for cracks, corrosion and structural damage.			
210034	26. COMPRESSOR/CONDENSER MODULE (compressor/ condenser module removed) (RK-78, RK-87 and After) a. Perform detailed inspection of attach points to mounting plate for cracks, loose or failed fasteners and any other indication of structural damage. b. Perform detailed inspection of support structure for cracks, loose or failed fasteners and any other indication of structural damage. c. Perform detailed inspection of the support structure attachment to the airframe for cracks, loose or failed fasteners and any other indication of structural damage. d. Perform detailed inspection of the air exhaust, skin doublers and adjacent skin (both inside and outside the airplane) between FS 437.6 (11115) and FS 457.3 (11615) for cracks, loose or failed fasteners and any other indication of structural damage.			
570015	27. MAIN LANDING GEAR SUPPORT FITTING (45A10207) - Perform a detailed inspection of the fittings for cracks by using Eddy current procedures. Refer to MAIN LANDING GEAR SUPPORT FITTING (45A10207) INSPECTION procedures, Chapter 57-40-00. (The wing does not have to be removed.)			
320036	28. NOSE LANDING GEAR SUPPORT FITTING (45A31311) - Perform a detailed inspection for cracks, loose or failed fasteners and evidence of structural damage (Ref. Figure 30).			
270249	29. SPOILER OPERATION - Perform OPERATING FORCE CHECK procedure. Refer to Chapter 27-60-00.			
270029	30. RUDDER OPERATION - Perform FRICTION FORCE CHECK procedure. Refer to Chapter 27-20-00.			
270033	31. ELEVATOR OPERATION - Perform OPERATING FORCE CHECK procedure. Refer to Chapter 27-30-00.			

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Current as of Jan.08

INSPECTION A1
050050

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Instructional Data
NOTE ALL tasks contained in Inspection A1 have been deleted/transferred to other inspections.

Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Air Conditioning			
210001	Task deleted. Covered by Inspection B1 task 210003.		
Flight Controls			
270001	Transferred to Out of Phase inspections.		
Lights			
330001	Task deleted.		
Engine - Exhaust			
780007	Transferred to Inspection B1.		

Area F2: Flight compartment.			
Area Inspection			
050051	Task deleted.		

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INSPECTION A1
050050

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Area F2: Flight compartment.			
Equipment and Furnishings			
250001	Task deleted.		
Navigation			
340001	Task deleted.		
Oxygen			
350001	Transferred to Inspection B4.		
Windows			
560001	Task deleted.		
Engine - Exhaust			
780008	Task deleted.		
General Lubrication			
210002	Task deleted.		

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INSPECTION A2
050060

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Instructional Data
NOTE ALL tasks contained in Inspection A2 have been deleted/transferred to other inspections.

Area F1: External fuselage, nose cone, tailcone, wing-to-fuselage fairings and nose landing gear bay.			
Area Inspection			
050061	Task deleted.		
Hydraulic Power			
290001	Task deleted.		
Navigation			
340002	Transferred to Inspection F3.		
Windows			
560002	Task deleted.		
120003	Transferred to 400 Hour lubrication.		

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INSPECTION A2
050060

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Area T1: Horizontal and vertical stabilizers, to include elevators and rudder.			
Area Inspection			
050062	Task Deleted.		
120004	Transferred to 400 Hour lubrication.		

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INSPECTION A3
050070

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Instructional Data
NOTE ALL tasks contained in Inspection A3 have been deleted/transferred to other inspections.

Area F3: Vestibule, passenger cabin and toilet compartment.			
Area Inspection			
050071	Task deleted.		
Equipment/Furnishings			
250002	Task deleted.		
250003	Transferred to Inspection B6.		
Lights			
330002	Task deleted.		
Water/Waste			
380001	Transferred to Inspection B6.		
Doors			
520001	Task deleted.		
Windows			

560003	Task deleted.		
General Lubrication			
120005	Task deleted.		

INSPECTION A4
050080

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Instructional Data
NOTE ALL tasks contained in Inspection A4 have been deleted/transferred to other inspections.

Area F4: Rear equipment bay and rear fuselage.			
Area Inspection			
050081	Task deleted.		
Hydraulic Power			
290002	Task deleted.		
Auxiliary Power Unit			
490001	Transferred to Out of Phase Inspections.		
General Lubrication			
120006	Task deleted.		

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INSPECTION A5
050090

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Instructional Data

NOTE

ALL tasks contained in Inspection A5 have been deleted/transferred to other inspections.

Area W1, W2 : Wings, LH and RH, and main landing gear bays.			
Area Inspection			
050091	Task deleted.		
Flight Control			
270002	Transferred to Inspections C9 and C10.		
270003	Transferred to Inspections C9 and C10.		
General Lubrication			
120007	Transferred to 400 Hour Lubrication.		

FORMAS DE TRABAJO
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FORMAS DE TRABAJO
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INSPECTION A6
050100

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Instructional Data

NOTE

ALL tasks contained in Inspection A6 have been deleted/transferred to other inspections.

Area M1, M2: Engine installation and pylon, LH and RH.			
Area Inspection			
050101	Task deleted.		
Electrical Power			
240001	Transferred to Out of Phase Inspections.		
Engine General			
720001	Task deleted - covered by OOP task 240001.		
Engine - Exhaust			
780001	Transferred to Inspection B11.		
780009	Transferred to Inspection B11.		
General Lubrication			
120008	Task deleted.		

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INSPECTION B
050110

List of Effective Pages
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Instructional Data
NOTE Inspection B is the top level inspection which covers the accomplishment of Inspections B1 to B12 inclusive.This must be completed by every 800 hours. Inspection B must only be signed when Inspections B1 to B12 inclusive have been completed. ALL within a single tolerance window.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

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INSPECTION B (Consists of Inspection B1 to B12 inclusive)
Aircraft Registration:
NOTE This inspection may only be signed off when ALL of the above inspections have been completed.

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INSPECTION B1
050120

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Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B1 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Bonding Checks			
200001	**Control surfaces.** Do a bonding check (125/H-20, 20-10-5016).		
200002	**Refuel point earthing studs (3 off).** Do a function test for bonding resistance to the local structure (125/H-20, 20-10-5016).		
Air Conditioning			
210002	**Ram air valve and dump valve.** Do a function test (AMM 21-10-155).		
210003	**Environmental control system.** Do a function test as follows: • Pressure regulator and shut off valve (PRSOV) (AMM 21-10-76). • PRSOV Overpressure switch (AMM 21-10-78).		
Electrical Power			
240002	**No.1 and No.2 main static inverters.** Operate inverters and make sure, by feel of hand, of a positive airflow output from the inverter cooling fans.		
240009	**D.C. generating system.** Do a function test of the emergency contactor control (AMM 24-30-01).		
Fire Protection			
260002	**Rear equipment bay overheat detection system.** Do a functional test (26-10-00).		
Fuel			
280001	**Fuel Transfer System, Wing tanks.** Check fuel flow. • Check for positive flow from the LH and the RH wing tank to the opposite wing tank. **NOTE** For positive flow note a 200lb increase in the fuel gauge indication.		
Ice and Rain Protection			
300001	**Rotary ice detector.** Do a function test (AMM 30-80-00).		
300002	Transferred to Inspection C1.		

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Functional Tests (Continued)			
Aircraft Registration:		**Mechanic**	**Inspector**
Lights			
330003	**Anti-Collision light system that has a strobe type device in any position.** • Clean the strobe light lenses internal and external. • Clean the wing-tip lens covers internal and external. • Check the strobe light flash rate (Not less than 40 and no more than 100 cycles per minute). **NOTE** Refer to the Component Requirements section of this manual for the manufacturer's recommended period for replacement and strobe light intensity test procedure.		
Doors			
520002	Transferred to Inspection C1.		
Engine - Exhaust			
780007	Task deleted.		

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INSPECTION B2
050130

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Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B2 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection

Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Flight Controls			
270004	**Stall warning and identification system.** • Do a functional test of the stall warning and identification system (AMM 27-33-00). • Do an angle verification check (AMM 27-33-00). • Do an electrical zero check (AMM 27-33-00). **NOTE** The electrical zero check is only applicable to airplanes with Mod. 25G206A or Mod. 25G206A and Mod. 25G206B.		
270005	Task deleted.		
270006	Task deleted.		
270007	Task deleted.		
270008	**Rudder bias strut heater muffs.** • Do a functional test of the rudder bias strut heater muff (AMM 27-20-00).		
270009	**Stall detector unit (third channel).** Do a function test: • 800XP airplanes (AMM 27-33-14). • 800XP/850XP Pro Line 21 airplanes (AMM 27-33-14). **NOTE** This task is only applicable to 800XP and 800XP/850XP Pro Line 21 airplanes Pre Mod. 25G206A **OR** Pre Mod. 25G206A and 25G206B.		
270010	Task deleted, covered by task 270001(Inspection A1).		

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Functional Tests (Continued)			
Aircraft Registration:		**Mechanic**	**Inspector**
Oxygen			
350004	**Passenger oxygen system.** • Test automatic operation of baromatic valve (AMM 35-06-00, 501). • Test for flow from each mask by reference to operation of the visual indicator (if fitted) when mask is pulled down to the 'full hang' position: 750 airplanes (MMA 35-06-00, 201). 800XP and 800XP/850XP Pro Line 21 airplanes (MMA 35-06-00, 201). 900XP airplanes (MMA 35-06-00, 201). • Inspect drop-out mask units when deployed during system test: 750 airplanes (MMA 35-20-05, 301). 800XP and 800XP/850XP Pro Line 21 airplanes (MMA 35-20-05, 301). 900XP airplanes (MMA 35-20-05, 301). • Stow drop-out mask units: 750 airplanes (MMA 35-20-05, 301). 800XP and 800XP/850XP Pro Line 21 airplanes (MMA 35-20-05, 301). 900XP airplanes (MMA 35-20-05, 301).		
350005	**Baromatic control valve.** • With passenger supply isolation valve closed, exercise control valve mechanism by operating the emergency/reset knob several times. • Leave the knob at the reset position.		

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INSPECTION B3
050140

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Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B3 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
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Area F1: External fuselage, nose cone, tail cone and wing-to-fuselage fairing. **Access: Panel F3 removed. Nose cone F1 open. Tail cone F2 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050141	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Doors			
520003	Transferred to Inspection C3.		
Windows			
560005	**Passenger cabin windows:** • Satisfactory condition of seals and no signs of moisture ingress. • If you find moisture, renew Silica Gel crystals and verify seal integrity (AMM 56-00-00). **NOTE** Pre Mod. 25G360A ONLY.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120009	Task deleted (requirement transferred to 1600 Hour Inspection)		

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INSPECTION B4
050150

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Instructional Data

NOTE

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NOTE

Inspection B4 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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Area F2: Flight compartment. **Access: As visible.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Air Conditioning			
210004	**Manual cabin altitude control valve.** Make sure of full and free movement.		
Equipment/Furnishings			
250007	**Crew Seats.** • Do an operational check (Ref. CMM 25-11-24, 501 (Check 1)) or (CMM 25-11-67, 501 (Check 1)).		
Flight Controls			
270011	**Gust lock, ailerons and elevators.** • Inspect. • Make sure that the bush in the mounting bracket is lightly lubricated and free from burrs or scores. • With the unit in the operated and locked position but without the engagement of the claw spigots in the control column bushes, check for positive spring pressure on the claws and for initial resistance to movement when releasing the knurled locking ring.		
Landing Gear			
320022	**Brake master cylinders.** Check fluid level and replenish, as necessary (AMM 32-40-00).		
Oxygen			
350001	**Oxygen system master supply valve:** • With the oxygen system fully charged and the supply master valve closed, exhaust system downstream of the valve until the contents gauge indicates zero. • After 15 minutes has elapsed, make sure that there is no increase in the contents gauge indication which would show leakage past the closed valve.		
350006	**Crew masks, smoke set mask (if fitted) and hoses.** Inspect.		

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Area F2: Flight compartment. (Continued) **Access: As visible.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Windows			
560006	Windshield panel 'C' Silica Gel container: • Inspect Silica Gel crystals for discoloration. • Renew as necessary.		
Engine Controls			
760001	**Throttle lever controls.** • Correct operation of the gust lock operated thrust lever baulk (AMM 27-72-00, 501).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120010	Task deleted.		

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INSPECTION B5
050160

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Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B5 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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Area F3: Vestibule, passenger cabin and toilet compartment (underfloor). **Access: As necessary.**		
Aircraft Registration:	**Mechanic**	**Inspector**
NOTE No underfloor inspections required at this time.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120011	Do any 800 hour lubrication requirements for Area F3, refer to Part 7 - LUBRICATION.		

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INSPECTION B6
050170

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Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B6 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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Area F3: Vestibule, passenger cabin and toilet compartment (above floor). **Access: Radio compartment access panels removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050171	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Equipment/Furnishings			
250003	**3rd crew members seat (if fitted):** • Make sure that the seat stowing action is satisfactory. • Make sure of correct operation and satisfactory condition. **NOTE** To be done at this inspection or at a period conforming to the requirements of the local regulatory authority.		
Ice and Rain Protection			
300003	**Airframe de-icing system pressure filter.** • Replace the filter element (AMM 30-10-52).		

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Area F3: Vestibule, passenger cabin and toilet compartment (above floor). (Continued) **Access: Radio compartment access panels removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Water/Waste			
380001	**Water systems:** • Inspect the toilet and galley water systems. • Make sure the flow of water is correct through the normal and overflow drains and that there are no leaks. If you find signs of fluid leakage: • Inspect the aileron-cable fuselage pressure-seals and the adjacent structure in the areas to the rear of frame 16. Do this to make sure the fluid leakage has drained correctly. • Make sure the drain holes and drain valves are free from blockages and function correctly. Do this from the inside and the outside of the fuselage. • Remove all fluid remaining in the area. • Clean the areas where leakage has occurred. • Lubricate the aileron cables if necessary (AMM 12-20-25). • Replenish the toilet and galley water systems, if required: 800XP airplanes (AMM 12-38-00 or MMA Chapter 38 as applicable). 800XP/850XP Pro Line 21 airplanes (AMM 12-38-00 or MMA Chapter 38 as applicable). 750 airplanes (MMA Chapter 38). 900XP airplanes (MMA Chapter 38).		
Doors and Hatches			
520004	Transferred to Inspection C6.		
520005	**Escape hatch release mechanism.** Check the operating load using the external push button (AMM 52-20-00).		
520006	**Escape hatch seals.** Inspect for total seal contact with airframe structure to prevent ingress of rainwater when the cabin is unpressurized.		

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General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120012	Do any 800 hour lubrication requirements for Area F3, refer to Part 7 - LUBRICATION.		

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INSPECTION B7
050180

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection B7 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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Area F4: Rear equipment bay and rear fuselage. **Access: As visible with bay door open, panels F169 and F170 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050181	(a)Airframe.		
	(b)Engines.		
	(c)Electrical.		
	(d)Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Air Conditioning			
210005	**Cooling turbine exhaust duct drain.** Make sure the drain is free from blockages.		
210006	Transferred to Out of Phase Inspections.		
210007	Transferred to Out of Phase Inspections.		
210024	**Low limit temperature Control Valve Filter (If installed).** • Clean or replace (AMM 21-60-61, 201). **NOTE** This task is only applicable to airplanes with a Honeywell GTCP36-150W APU, installed to STC ST00459NY.		
Hydraulic Power			
290003	**Suction filter.** Replace the element (AMM 29-10-21, 401).		
Doors			
520011	**External Baggage Unit (EBU) loading Door (750 Airplanes)** • Do a detailed visual inspection of the baggage door latch and pin assemblies.		
Engine - Fuel and Control			
730001	**PT2 pipelines to fuel computers.** Drain any accumulations of water from the drain points.		

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Area F4: Rear equipment bay and rear fuselage. **Access: As visible with bay door open. panels F169 and F170 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Engine - Exhaust			
NOTE Before doing Thrust Reverser inspections make sure ALL related Service Bulletins have been examined and obey any related Airworthiness Directive. **NOTE** Any part showing signs of wear or defect should be replaced or overhauled at the time of the inspection.			
780010	**Thrust Reversers.** • Inspect the hydraulic lines for signs of leakage. • Inspect the wire harness for any chafing in the area of the hydraulic control valve.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120013	Do any 800 hour lubrication requirements for Area F4, refer to Part 7 - LUBRICATION.		

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MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION B8
050190

List of Effective Pages
Pages 1 thru 3, Issued Jan.08

Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B8 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area T1: Horizontal and vertical stabilizers, to include elevators and rudder. **Access: Panels T18, T43L and T44R are removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050191	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Flight Controls			
270012	**Rudder trim tab and anti-servo tab.** • Check the free movement (backlash) at the trailing edges of the tabs (AMM 27-20-00, 501). • While the connecting rods are disconnected check the rear rod-end bearings for smooth operation. • Detail inspect the connecting rod attachment lugs on the tabs for cracks using a X 10 magnifier. **NOTE** Do not remove the protective coating unless a defect, or suspected defect, is found.		
270013	**Elevators and trim tabs.** • Check the free movement (backlash) at the trailing edges of the tabs (AMM 27-30-00, 501). • While the connecting rods are disconnected check the rear rod-end bearings for smooth operation. • Detail inspect the connecting rod attachment lugs on the trim tabs for cracks, using a X 10 magnifier. **NOTE** Do not remove the protective coating unless a defect, or suspected defect, is found.		
270014	**Rudder and elevators primary surfaces.** Make sure of full and free movement from stop to stop.		

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General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120014	Task deleted.		

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION B9
050200

List of Effective Pages
Pages 1 thru 3, Issued Jan.08

Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B9 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W1: Wing LH. **Access: Flaps lowered and airbrakes open. Main landing gear doors open.** **Panels W139, W140, W141, W324, W325, W414, W415, W419, W422, W424, W425, W432, W436, W437, W509, W509A, W510, W510A, W511 and W512 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050201	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Flight Controls			
270015	**Aileron primary surfaces.** Make sure of full and free movement from stop to stop and that all accessible aileron pulleys rotate freely.		
270016	**Aileron trim and servo tabs.** • Check the free movement (backlash) at the trailing edges of the tabs (AMM 27-10-00, 501). • While the connecting rods are disconnected inspect the rear rod-end bearings for smooth operation. • Detail inspect the connecting rod attachment lugs on the tabs for cracks using a X 10 magnifier. **NOTE** Do not remove the protective finish unless a defect, or a suspected defect is found.		
270066	**Aileron Control cable pressure seals.** Inspect for wear.		
270003	**Flap screwjacks.** Inspect the screw threads for satisfactory condition.		
270017	**Flap Screwjack and reduction gearbox.** • Check the gearbox fluid level (AMM 27-50-141).		
270018	**Flap synchronization system control cables.** • Inspect for fraying, particularly in the vicinity of the pulleys. • Make sure accessible pulleys rotate freely.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W1: Wing LH. (Continued) **Access: Flaps lowered and airbrakes open. Main landing gear doors open.** **Panels W139, W140, W141, W324, W325, W414, W415, W419, W422, W424, W425, W432, W436, W437, W509, W509A, W510, W510A, W511 and W512 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Flight Controls (Continued)			
270019	**Flap control unit.** • Check the gearbox fluid level (AMM 27-50-121).		
270020	Flap control unit. • With the hydraulic system depressurized, disconnect the connecting rod at the input lever. • Operate the lever to displace the relay valve from the neutral position. • Release the lever and make sure the relay valve returns to the neutral position. • Reconnect the connecting rod.		
270021	**Flap drive shafts.** Inspect for signs of corrosion and for movement between the end fittings and the shafts.		
Wings			
570001	**Flap hinge fittings.** Inspect. **NOTE** Inspect the bolt head on the bottom skin of the flap (in the area of the inboard hinge) adjacent to flap screw jack carriage grease fitting for damage caused by chafing. If damage is found, replace the bolt. For details of the repair kit refer to Hawker Beechcraft Corporation Technical Support (1-800-429-5372 OR 316-676-3140).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120015	Do any 800 hour lubrication requirements for Area W1, refer to Part 7 - LUBRICATION.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION B10
050210

List of Effective Pages
Pages 1 thru 3, Issued Sep.08

Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B10 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W2: Wing RH. **Access: Flaps lowered and airbrakes open. Panels W239, W240, W241, W314, W315, W319, W322, W332, W336, W337, W509, W509A, W510, W510A, W511 and W512 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050211	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Flight Controls			
270022	**Aileron primary surfaces.** Make sure of full and free movement from stop to stop and that all accessible aileron pulleys rotate freely.		
270023	**Aileron trim and servo tabs.** • Check the free movement (backlash) at the trailing edges of the tabs (AMM 27-10-00, 501). • While the connecting rods are disconnected inspect the rear rod-end bearings for smooth operation. • Detail inspect the connecting rod attachment lugs on the tabs for cracks using a X 10 magnifier. **NOTE** Do not remove the protective finish unless a defect, or a suspected defect is found.		
270067	**Aileron Control cable pressure seals.** Inspect for wear.		
270024	**Flap Screwjack and reduction gearbox.** • Check the gearbox fluid level (AMM 27-50-141).		
270025	**Flap synchronization system control cables.** • Inspect for fraying, particularly in the vicinity of the pulleys. • Make sure accessible pulleys rotate freely.		
270026	**Flap drive shafts.** Inspect for signs of corrosion and for movement between the end fittings and the shafts.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W2: Wing RH. (Continued) **Access: Flaps lowered and airbrakes open. Panels W239, W240, W241, W314, W315, W319, W322, W332, W336, W337, W509, W509A, W510, W510A, W511 and W512 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Flight Controls Cont.			
270065	**Flap screwjacks.** Inspect the screw threads for satisfactory condition.		
Wings			
570002	**Flap hinge fittings.** Inspect. **NOTE** Inspect the bolt head on the bottom skin of the flap (in the area of the inboard hinge) adjacent to flap screw jack carriage grease fitting for damage caused by chafing. If damage is found, replace the bolt. For details of the repair kit refer to Hawker Beechcraft Corporation Technical Support (1-800-429-5372 OR 316-676-3140).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120016	Do any 800 hour lubrication requirements for Area W2, refer to Part 7 - LUBRICATION.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION B11
050220

List of Effective Pages
Pages 1 thru 4, Issued Sep.08

Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B11 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area M1, M2: Engine installation and pylon, LH and RH. **Access: Engine cowlings M1L, M2R, M3L and M4R removed. Pylon access panels M9L, M10R, M11L, M12R, M13L and M14R removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050221	(a) Engines.		
	(b) Airframe.		
	(c) Electrical.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Engine - Exhaust			
NOTE Before doing Thrust Reverser inspections make sure ALL related Service Bulletins have been examined and obey any related Airworthiness Directive. **NOTE** Any part showing signs of wear or defect should be replaced or overhauled at the time of the inspection.			
780001	**Link arm assemblies (8 off).** • Remove the link arms (AMM 78-31-10). • Inspect the attachment bolts (16 off), particularly for signs of corrosion and/or seizing. • Replace any bolts that show signs of corrosion and/or seizing. • Lubricate the bolt shafts and threads before installation, using a dry film lubricant to specification MIL-PRF-907, C5-A (non-aerosol) Item 084 (AMM 20-95-11). • Install the link arms (AMM 78-31-10).		
780002	**Reverser door seals.** • Inspect for correct seating (AMM 78-31-20). • Inspect for cracks and wear. • Make sure the material is pliable.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area M1, M2: Engine installation and pylon, LH and RH. (Continued) **Access: Engine cowlings M1L, M2R, M3L and M4R removed. Pylon access panels M9L, M10R, M11L, M12R, M13L and M14R removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Engine - Exhaust Cont.			
780009	**Thrust Reversers.** • Inspect the afterbody and make sure it is correctly attached. • Inspect the doors for corrosion and wear. • Detail inspect the doors for cracks. • Inspect the fan flaps for signs of fatigue and make sure they are correctly attached and stow completely. • Detail inspect the fan flaps for cracks.		
780011	**Exhaust nozzle.** • Detail inspect for cracks.		
780012	**Hydraulic Lines.** • Make sure the hydraulic lines are correctly attached. • Inspect for leaks and correct routing. • Inspect the sleeving material for signs of chafing.		
780013	**Wire harness.** • Make sure the wire harness in the thrust reverser and afterbody is correctly attached. • Inspect for signs of chafing.		
780014	**Fan duct.** • Inspect for signs of corrosion and fatigue. • Detail inspect for cracks. • Inspect the contour and general condition of the fan duct fairings.		
780015	**Latch box springs.** • Inspect for signs fatigue. • Detail inspect for cracks.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area M1, M2: Engine installation and pylon, LH and RH. (Continued) **Access: Engine cowlings M1L, M2R, M3L and M4R removed. Pylon access panels M9L, M10R, M11L, M12R, M13L and M14R removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Engine - Exhaust Cont.			
780016	**Latch monitoring switches.** • Do an operational test (AMM 78-33-50, ADJUSTMENT/ TEST).		
780017	**Latches and latch receptacles.** • Inspect for wear (78-31-35, INSPECTION/CHECK).		
780018	**Primary** (AMM 78-32-40) **and Latch** (AMM 78-32-50) **hydraulic actuators.** • Inspect for leaks, corrosion or wear. • Detail inspect for cracks.		
780019	**Throttle Retard hydraulic actuators** (AMM 78-32-30). • Inspect for leaks, corrosion or wear. • Detail inspect for cracks. • Detail inspect the actuator housing at the bearing on the Throttle Retard.		
780020	**Fan Flap hydraulic actuators** (AMM 78-32-60). • Inspect for leaks, corrosion or wear. • Detail inspect for cracks. • Detail inspect the actuator housing at the bearing on the Fan Flap.		
780021	**Pylon Plug.** • Make sure the pylon plug fairings M17L and M18R are correctly installed and make a continuous surface with the pylon.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120017	Task deleted.		

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FORMAS DE TRABAJO
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION B12
050230

List of Effective Pages
Pages 1 thru 5, Issued Jan.08

Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection B12 must be signed off only when accomplished in a phased method and must be completed every 800 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Flight Controls			
270027	**Flap control system.** Do a function test (AMM 27-50-02, 501).		
270028	**Airbrake and lift dump system.** • Do a functional test (AMM 27-61-02, 501).		
Hydraulic Power			
290004	**Main hydraulic system.** • At system shutdown check the pressure dissipation time on the main pressure accumulator (AMM 29-10-00, 501).		
290005	**Landing gear and flaps emergency lowering system.** Do an operational test (AMM 29-20-00).		
290009	**Auxiliary reservoir low-level warning system.** Do a function test (AMM 29-30-00). **NOTE** Do this task in conjunction with Task # 290005.		
Landing Gear			
320001	**Braking systems.** • Do a test of the emergency and parking brake system operation (AMM 32-40-00, 501).		
320002	**Maxaret Units.** • Do a function test (AMM 32-40-101, 501).		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area G : Nose gear, main landing gear, nose gear bay and main landing gear bays. **Access: Nose and main landing gear bay doors open.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050231	(a) Airframe		
	(b) Electrical		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Landing Gear			
320003	**Nose gear leg assembly:** • Make sure oil level and gas pressures are correct (AMM 32-20-12). • Check the leg extension (AMM 12-32-00).		
320004	**Nose gear leg lock and change-over microswitches operating mechanism.** Make sure of freedom of operation.		
320005	**Nosewheel steering jack:** • Inspect for satisfactory condition. **NOTE** Pay particular attention to scores and the cleanliness of the jack ram.		
320006	**Nose gear retraction and steering system spring struts.** Inspect.		
320007	**Nosewheel steering ON/OFF valve.** Inspect.		
320008	**Nose gear drag stay assembly.** Check clearances (AMM 32-20-21).		
320009	**Nosewheel steering jack selector valve:** • Detail inspect the steering jack (AMM 32-50-11).		
320037	**Nose leg assembly torque links.** Examine the torque link pivots for wear (AMM 32-20-12, 601).		

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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area G : Nose gear, main landing gear, nose gear bay and main landing gear bays. (Continued) **Access: Nose and main landing gear bay doors open.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Landing Gear Cont.			
320010	**Main gear leg assemblies** • Make sure oil level and gas pressures are correct (AMM 32-10-12). • Check the leg extension (AMM 12-32-00).		
320011	**Main landing gear side-stays.** • Inspect the center joint nut for distortion (AMM 32-10-25). • Check the side-stay clearances (AMM 32-10-25).		
320012	**Main landing gear torque links.** Examine the torque link pivots for wear (AMM 32-10-12, 601).		
320033	**Main gear retraction actuator** (AMM 32-30-27). **NOTE** To do this inspection, disconnect the cylinder head end of the actuator. Do not disconnect the hydraulic lines. • Detail inspect the actuator attachment lugs.		
320013	**Main landing gear doors.** • Inspect the hinge bracket assemblies for security and tightness of the nuts. • Inspect jack attachment brackets and adjacent structure for cracks. • Inspect for signs of movement of the forward hinge brackets and bolts at their attachment to the wing structure by attempting to rock the doors in the longitudinal and transverse directions. **NOTE** If the brackets are found to be loose, inspect the attachment bolt holes and bolts for wear and corrosion.		
320014	**Main landing gear door uplock spring struts.** • Inspect. • Clean the sliding surfaces. • Make sure of correct operation.		

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Area G : Nose gear, main landing gear, nose gear bay and main landing gear bays. (Continued) **Access: Nose and main landing gear bay doors open.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Landing Gear Cont.			
320015	**Reversing valves and operating mechanisms:** • Disconnect from the side stay. • Inspect for satisfactory condition. • Make sure the mechanisms are free to move correctly. • Connect to the side stay.		
320034	**Plunger Tube/Axle Joint** • Inspect the flexible seal at the plunger tube to axle joint. • Make sure the seal is not loose or cracked. • Rectify as necessary (AMM Chapter 32, MAIN LEG ASSEMBLY).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120018	Do any 800 hour lubrication requirements for Area G, refer to Part 7 - LUBRICATION.		

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INSPECTION C
050240

List of Effective Pages
Pages 1 and 2, Issued Jan.08

Instructional Data
NOTE Inspection C is the top level inspection which covers the accomplishment of Inspections C1 to C12 inclusive. This must be completed by every 1600 hours. **NOTE** Inspection C must only be signed when Inspections C1 to C12 inclusive have been completed. ALL within a single tolerance window.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION C (Consists of Inspection C1 to C12 inclusive)
Aircraft Registration:
NOTE This inspection may only be signed off when ALL of the above inspections have been completed.

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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION C1
050250

List of Effective Pages
Pages 1 and 2 Issued Sep.08

Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection C1 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Air Conditioning			
210020	**Electrically actuated auxiliary heat valve.** • Do a functional test (AMM 21-60-105). **NOTE** This test may be done without engine bleed air.		
Electrical Power			
240003	Transferred to Inspection D1.		
240004	Busbar contactor control. • Set the bustie switch to CLOSE. • Trip the LH generator off-line. • Make sure all d.c. busbars are energized. • Reset the LH generator. • Trip the RH generator off-line. • Make sure all d.c. busbars are energized. • Reset the RH generator.		
Ice and Rain Protection			
300002	**Windshield electrical de-icing system.** Do an operational test of the windscreen overheat (AMM 30-41-00).		
300004	**Pitot head and static plate heaters.** Do a function test (AMM 30-35-15).		
Doors			
520002	**Baggage pannier loading door/upper hatch warning system (if fitted) OR External baggage unit (EBU) (750 airplanes ONLY).** • Test for correct operation (AMM 52-30-05). **NOTE** This test is only applicable to airplanes with a baggage pannier in place of the ventral fuel tank OR 750 airplanes with external baggage unit.		

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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION C2
050260

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Instructional Data

NOTE

Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.

NOTE

Inspection C2 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Flight Controls			
270029	Task deleted.		
270030	**Elevator trim servo.** • Operate the elevator trim switch on the left, or right, control column. • As the elevator trim servo motor operates the elevator trim tabs, hold the manual elevator trim wheel with sufficient force to stop the trim wheel. • The force needed to stop the trim wheel must not be more than 15 lbs.		

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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION C3
050270

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection C3 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
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FORMAS DE TRABAJO
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F1: External fuselage, nose cone, tail cone, ventral fuel tank/EBU and wing-to- fuselage fairings **Access: Panels F4, F122, F123, F222, F223, W502, W503, W511 and W512 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050271	(a)Airframe.		
	(b)Electrical.		
	(c)Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Flight Controls			
270031	Requirement deleted. Covered by Inspection B12 task # 270027.		
Doors			
520003	**Baggage pannier door (if fitted) OR** **External baggage unit (EBU) (750 airplanes ONLY) .** **Inspect** (AMM 52-30-05): • The door seal for damage, distortion and maintained shape profile. • Seal for adhesion to the door lip. • Seal to door surround interface for potential leakage. • Door surround surface for damage which would prevent good sealing. **NOTE** This test is only applicable to airplanes with a baggage pannier in place of the ventral fuel tank OR 750 airplanes with external baggage unit.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120019	Do any 1600 hour lubrication requirements for Area F1, refer to Part 7 - LUBRICATION.		

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FORMAS DE TRABAJO
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INSPECTION C4
050280

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection C4 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F2: Flight compartment.

Access: Under seat sidewall panels F16 and F17 removed. Center pedestal panels F11 and F12 removed. Step panel F55 removed. Panels F14, F41, F42, F43, F44, F45, F46 and F47 removed.

Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050281	(a)Airframe.		
	(b)Electrical.		
	(c)Avionic.		
	(d)Engine.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Air Conditioning			
210008	**Cabin pressure outflow/safety valve controller.** Remove and clean the filter element.		
Flight Controls			
270032	**Aileron autopilot servo control cables.** Check cable tensions are correct: • 750 airplanes (AMM 27-00-00, 201 and 22-10-10, 401). • 800XP airplanes (AMM 27-00-00, 201 and 27-10-93, 401). • 800XP/850XP Pro Line 21 airplanes (AMM 27-00-00, 201 and 22-10-10, 401). • 900XP airplanes (AMM 27-00-00, 201 and 22-10-10, 401).		
270033	**Elevator control system balance/feel spring.** Inspect.		
Landing Gear			
320016	Steering system cables and chains. Make sure cable tensions are correct (AMM 32-50-00).		
320023	**Brake hoses to master cylinders.** Make sure of an adequate clearance between the hoses and the floor over the full range of rudder pedal travel.		

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FORMAS DE TRABAJO
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F2: Flight compartment. **Access: Under seat sidewall panels F16 and F17 removed. Center pedestal panels F11 and F12 removed. Step panel F55 removed. Panels F14, F41, F42, F43, F44, F45, F46 and F47 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Navigation			
340003	**Autopilot aileron servo unit and mount.** • Inspect, particularly for cable and capstan wear, contamination, cable spool-off angle and security of the servo unit and mount. • With the autopilot disengaged operate the control system throughout the entire range and make sure there is no unusual noise, binding, backlash or signs of other mechanical irregularities from the servo mount.		
Engine - Exhaust			
780003	**Thrust reverser stow/deploy microswitches.** • Test microswitches coded CWA or CXA (AMM 78-34-20, 201).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120020	Do any 1600 hour lubrication requirements for Area F2, refer to Part 7 - LUBRICATION.		

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INSPECTION C5
050290

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the Introduction section at the front of this schedule. **NOTE** Inspection C5 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F3: Vestibule, passenger cabin and toilet compartment (underfloor). **Access: Floor panels F60, F65, F66A, F66B, F66C, F67, F70, F73, F75, F77, F78C, F84 and F84A removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050291	(a)Airframe.		
	(b)Engine.		
	(c)Electrical.		
	(d)Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Flight Controls			
270034	**Elevator primary control cables.** Check cable tensions are correct (AMM 27-30-00).		
270035	**Flap control cables.** Check cable tensions are correct (AMM 27-50-02).		
Fuel			
280002	**Fuel valve control cables.** Check cable tensions are correct (AMM 28-20-83).		
Engine Controls			
760002	**Engine power control cables.** Check cable tensions are correct (AMM 76-10-00).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120021	Do any 1600 hour lubrication requirements for Area F3, refer to Part 7 - LUBRICATION.		

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INSPECTION C6
050300

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection C6 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F3:Vestibule, passenger cabin and toilet compartment (above floor). **Access:DA panel F25, removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050301	(a)Airframe.		
	(b)Engine.		
	(c)Electrical.		
	(d)Avionic.		
NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.			
Air Conditioning			
210009	**Pressurization control venturi screen.** Make sure screen is clean.		
210010	Transferred to Inspection G.		
210011	Transferred to Inspection G.		
Electrical Power			
240010	**PE, PS1 and PS2 busbar feeder cables below Panel DA.** • Inspect for discoloration due to overheating. • Torque tighten the connections (AMM 24-01-00).		
Ice and Rain Protection.			
300005	**Airframe de-icing pump suction-filter.** Replace the filter element (AMM 30-10-43).		

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Area F3:Vestibule, passenger cabin and toilet compartment (above floor). (Continued) **Access:DA panel F25, removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Doors			
520004	**Main entry door "not locked" warning microswitches.** • Energize the dc busbars (AMM 12-24-00). • With the main entry door open, operate the "door not closed" microswitch. • Make sure the "ENT DOOR UNLOCKED" annunciator on the Master warning System panel remains on. **NOTE** If the annunciator goes off, then investigate the 'door lock' microswitch for seizure in the operated position. • Release the "door not closed" microswitch. • De-energize the dc busbars.		
520007	**Entry door:** • Inspect seal for deterioration and damage. • Check internal handle operating loads (AMM 52-11-00).		
520010	**Main Entry Door - Folding Handrail (if fitted).** Inspect: • 800XP and 800XP/850XP Pro Line 21 airplanes (MMA 52-15-00, 601). • 750 airplanes (MMA 52-15-00, 601). • 900XP airplanes (MMA 52-15-00, 601).		
Windows			
560004	**Windows dry-air system filter (if fitted).** • Inspect the filter element (AMM 56-00-00).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120022	Do any 1600 hour lubrication requirements for Area F3, refer to Part 7 - LUBRICATION.		

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INSPECTION C7
050310

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** 1600Inspection C7 must be signed off only when accomplished in a phased method and must be completed every hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
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Area F4: Rear equipment bay, rear fuselage and APU enclosure. **Access: Tail cone F2 and hydraulic box cover F92 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050311	(a)Airframe.		
	(b)Engine.		
	(c)Electrical.		
	(d)Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Air Conditioning			
210012	**Air conditioning ducts** (AMM 21-10-15): • Inspect for satisfactory condition.		
210013	**Ram air duct.** Inspect, as far as is possible, for cracks in the vicinity of the take-off duct to the shut-off valve, and around the cut-out for the inward relief door.		
210025	**PATS APU GTCP36-150W.** APU bleed air system. • Inspect for air leaks at clamped joints and pipes. • Inspect load control valve for cracks, dents, deformation or other damage that may affect the performance of the valve. • Remove and inspect the check valve. Repair as required.		

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Area F4: Rear equipment bay, rear fuselage and APU enclosure. (Continued) **Access: Tail cone F2 and hydraulic box cover F92 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Electrical Power			
240011	**Busbar PE, PS1 and PS2 feeder fuses.** Replace (with new items) the fuses: • F31 an F32 on panel ZL. • F13, F14, F23 and F24 on panel GA When you do this: • Make sure the fuses are in correct contact with the busbars and the mounting pillars. • Make sure the fuses are clamped in position correctly. • Torque tighten the securing nuts (AMM 24-01-00).		
240012	**Busbar PE, PS1 and PS2 feeder system connections**: • Inspect for discoloration due to overheating. • Torque tighten the connections (AMM 24-01-00).		
Flight Controls			
270036	**Elevator primary and elevator trim control cables.** Check cable tensions are correct (AMM 27-30-00).		
270037	**Rudder primary and rudder trim control cables.** Check cable tensions are correct (AMM 27-20-00).		
270038	**Elevator autopilot servo control cables.** Check cable tensions are correct: • 750 airplanes (AMM 22-10-30, 401). • 800XP airplanes (AMM 27-30-81, 401). • 800XP/850XP Pro Line 21 airplanes (AMM 22-10-30, 401). • 900XP airplanes (AMM 22-10-30, 401).		
270039	**Rudder autopilot servo control cables.** Check cable tensions are correct: • 750 airplanes (AMM 22-10-20, 401). • 800XP airplanes (AMM 27-20-121, 401). • 800XP/850XP Pro Line 21 airplanes (AMM 22-10-20, 401). • 900XP airplanes (AMM 22-10-20, 401).		

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Area F4: Rear equipment bay, rear fuselage and APU enclosure. (Continued) **Access: Tail cone F2 and hydraulic box cover F92 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Flight Controls Cont.			
270040	**Elevator autopilot trim-servo control cables.** Check cable tensions are correct (AMM 27-30-00).		
Hydraulic Power			
290006	**Hydraulic tank pressurization system.** Drain any accumulation of liquid from the drain/ground air charge connection.		
Navigation			
340004	**Autopilot servo units, rudder and elevator.** • Inspect, particularly for cable and capstan wear, contamination, cable spool-off angle and security of the servo unit and mount. • With the autopilot disengaged operate the control system throughout the entire range and make sure there is no unusual noise, binding, backlash or signs of other mechanical irregularities from the servo mount.		
340005	**Autopilot elevator trim servo unit and mount.** • Inspect, particularly for cable and capstan wear, contamination, cable spool-off angle and security of the servo unit and mount. • With the autopilot disengaged operate the control system throughout the entire range and make sure there is no unusual noise, binding, backlash or signs of other mechanical irregularities from the servo mount.		
Oxygen			
350008	**Oxygen cylinders.** • Inspect cylinder mount clamps for security.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120023	Do any 1600 hour lubrication requirements for Area F4, refer to Part 7 - LUBRICATION.		

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INSPECTION C8
050320

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection C8 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

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Area T1: Horizontal and vertical stabilizers, to include the elevators and rudder. **Access: Panels T6L, T7R, T13, T16L, T17R, T21R, T22L, T23R, T24L, T25R and T26L removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050321	(a)Airframe.		
	(b)Electrical.		
	(c)Avionic.		
Flight Controls			
270041	**Elevator trim cables**: • Inspect the condition of the protective coating (AMM 20-95-11, Item No. 079) on the cables over a length of 42 ins (1070 mm) from each trim chain where the cables are exposed between the horizontal stabilizer and the elevators. • Apply protective coating (AMM 27-30-00, page block 301), if necessary.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120024	Do any 1600 hour lubrication requirements for Area T1, refer to Part 7 - LUBRICATION.		

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INSPECTION C9
050330

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection C9 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

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FORMAS DE TRABAJO
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Area W1 : Wing LH. **Access: Panels W107, W139, W141, W413, W417, W422, W425, W437, W503, W508, and W510 removed. Flaps lowered.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050331	(a)Airframe.		
	(b)Electrical.		
	(c)Avionic.		
	Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Flight Controls			
270002	**Flap vane inner**. With the flaps lowered, inspect the left outer attachment bracket for cracking and for security of attachment to the flap leading edge.		
270003	Transferred to Inspection B9.		
270042	**Aileron primary and trim control cables.** Check cable tensions are correct (AMM 27-10-00).		
270043	**Flap drive shaft universal joints**: • Remove joint gaiters and inspect joints for wear. • Repack with grease (AMM 20-95-11, Item No. 040). • Reinstall joint gaiters.		
270044	**Flap Bevel drive assembly**. Check that the backlash between the input and output shafts, measured at the input coupling flange bolts, does not exceed 0.020 in.		
270045	**Flap control unit baulk release cable**. Check cable tension is correct (AMM 27-50-02).		
270046	**Flap/airbrake baulk bobbin.** Make sure bobbin setting is correct (AMM 27-50-02).		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W1 : Wing LH. (Continued) **Access: Panels W107, W139, W141, W413, W417, W422, W425, W437, W503, W508, and W510 removed. Flaps lowered.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Flight Controls Cont.			
270047	**Flap spring drum pulley-lever.** • Disconnect rod from pulley lever. • Check the pull off force required to move the lever off the spring drum internal stops is 5.35 lb. to 7 lb., measured at the connecting rod attachment point on the lever. • Check that the lever returns to contact internal stops at or before 5 lb. force at the connecting rod attachment. • Reconnect rod to pulley lever.		
270048	**Flap Screwjack and reduction gearbox.** Check that the backlash on the screwthreads does not exceed 0.020 in (AMM 27-50-141).		
270049	**Flap synchronising system**: • Check the cable tensions are correct (AMM 27-50-02). • With the flaps selected up, disconnect the operating link from one transmitter gearbox only. • Pressurize the hydraulic system. • Whilst restraining the disconnected lever arm, select the flaps down. • Make sure that the flaps start to move and then the system cuts out. • Depressurize the hydraulic system and connect the transmitter operating link. • Pressurize the hydraulic system and make sure that the flaps operate correctly.		
270050	**Airbrake control cables**. Check the cable tensions are correct (AMM 27-61-02).		
Fuel			
280005	**Suction pipe strainers.** Make sure they are clean.		
280006	**Water transfer system pipe suction blocks.** Make sure they are free from obstruction.		

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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W1 : Wing LH. (Continued) **Access: Panels W107, W139, W141, W413, W417, W422, W425, W437, W503, W508, and W510 removed. Flaps lowered.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Fuel Cont.			
280014	Applicable to Intertechnique fuel pumps only. Fuel system pumps: • Part No. 2070C01 Check the brush length (14 mm minimum). • Part No. 2070C11 Check the brush length (10 mm minimum).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120025	Do any 1600 hour lubrication requirements for Area W1, refer to Part 7 - LUBRICATION.		

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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION C10
050340

List of Effective Pages
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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection C10 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Area W2: Wing RH. **Access: Panels W207, W239, W313, W317, W322, W325, W337, W502, W507 and W509A removed. Flaps lowered.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050341	(a)Airframe.		
	(b)Electrical.		
	(c)Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Flight Controls			
270064	**Flap vane inner.** With the flaps lowered, inspect the right outer attachment bracket for cracking and for security of attachment to the flap leading edge.		
270065	Transferred to Inspection B10.		
270051	**Aileron primary and trim control cables.** Check cable tensions are correct (AMM 27-10-00).		
270052	**Flap drive shaft universal joints:** • Remove joint gaiters and inspect joints for wear. • Repack with grease (AMM 20-95-11, Item No. 040). • Reinstall joint gaiters.		
270053	**Flap bevel drive assembly.** Check that the backlash between the input and output shafts, measured at the input coupling flange bolts, does not exceed 0.020 in.		
270054	**Flap screwjack and reduction gearbox.** Check that the backlash on the screw threads does not exceed 0.020 in (AMM 27-50-141).		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W2: Wing RH. (Continued) **Access: Panels W207, W239, W313, W317, W322, W325, W337, W502, W507 and W509A removed. Flaps lowered.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Flight Controls Cont.			
270055	**Flap synchronising system:** • Check the cable tensions are correct (AMM 27-50-02). • With the flaps selected up, disconnect the operating link from one transmitter gearbox only. • Pressurize the hydraulic system. • Whilst restraining the disconnected lever arm, select the flaps down. • Make sure that the flaps start to move and then the system cuts out. • Depressurize the hydraulic system and connect the transmitter operating link. • Pressurize the hydraulic system and make sure that the flaps operate correctly.		
270056	**Airbrake control cables.** Check the cable tensions are correct (AMM 27-61-02).		
Fuel			
280015	Applicable to Intertechnique fuel pumps only. Fuel system pumps: • Part No. 2070C01 Check the brush length (14 mm minimum). • Part No. 2070C11 Check the brush length (10 mm minimum).		
280007	**Suction pipe strainers.** Make sure they are clean.		
280008	**Water transfer system pipe suction blocks.** Make sure they are free from obstruction.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120026	Do any 1600 hour lubrication requirements for Area W2, refer to Part 7 - LUBRICATION.		

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FORMAS DE TRABAJO
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INSPECTION C11
050350

List of Effective Pages
Pages 1 thru 3, Issued Sep.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection C11 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

Completion of Inspection

Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area M1, M2: Engine installation and pylon, LH and RH **Access: Panels M1L, M2R, M3L, M4R, M9L, M10R, M11L, M12R, M13L, M14R, M15L, M16R removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050351	(a) Engines.		
	(b) Airframe.		
	(c) Electrical.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Engine - Exhaust			
	NOTE Before doing Thrust Reverser inspections make sure ALL related Service Bulletins have been examined and obey any related Airworthiness Directive. **NOTE** Any part showing signs of wear or defect should be replaced or overhauled at the time of the inspection.		
780004	**Pylon skin panels.** • Remove the panels, inspect the fasteners and attachments.		
780005	**Door link rods and pivot brackets.** • Detail inspect (AMM 78-31-10, 601).		
	NOTE Task # 780022 is applicable to Link Rod Assemblies P/N 5453003-7 ONLY.		
780022	**NOTE** This task is NOT APPLICABLE to series 900XP Airplanes. **Door link rods.** • Do a thickness check , Link rod - corrosion removal limits. 800XP airplanes (AMM 78-31-10, 601). 800XP/850XP Pro Line 21 airplanes (AMM 78-31-10, 601). 750 airplanes (AMM 78-31-10, 601).		

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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area M1, M2: Engine installation and pylon, LH and RH **Access: Panels M1L, M2R, M3L, M4R, M9L, M10R, M11L, M12R, M13L, M14R, M15L, M16R removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Engine - Exhaust Cont.			
780023	**Bonding Straps - 900XP Airplanes.** **NOTE** The Bonding Straps run from the after-body bolt circle to an attachment point inside the pylon. • Check for corrosion, arcing, wear or fretting. • Make sure the end connections are tight to the mounting attachment points.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120027	Do any 1600 hour lubrication requirements for Area M1/M2, refer to Part 7 - LUBRICATION.		

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INSPECTION C12
050360

List of Effective Pages
Pages 1 thru 3, Issued Sep.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the Introduction section at the front of this schedule. **NOTE** Inspection C12 must be signed off only when accomplished in a phased method and must be completed every 1600 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Hydraulic Power			
290007	**Flaps, airbrakes, landing gear, nosewheel steering, nose leg self-centering.** Do a test of the main system with a hydraulic test rig (AMM 29-10-00).		
290008	**Emergency brake system leak rate.** Check the rate that the pressure decreases (leakage rate) in the accumulator (AMM 29-10-00).		
290009	Transferred to Inspection B12.		
290010	**Hydraulic reservoir pressurization system.** Do a functional test of the non-return valve (AMM 29-10-13).		

Area G: Nose landing gear and bay, left and right main landing gear and bays. **Access: Nose and Main landing gear bay doors open.**			
Aircraft Registration:		**Mechanic**	**Inspector**
050361	(a) Airframe:		
	(b) Electrical:		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Nose Landing Gear			
320017	**Nose landing gear retraction spring strut.** Check the break-out load (AMM 32-20-21).		
320018	**Nosewheel steering system spring strut break-out load.** • Check the break-out load (CMM 32-50-00). • If the load is excessive, dismantle the spring strut, clean, lubricate and reassemble (CMM 32-50-00).		

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Area G: Nose landing gear and bay, left and right main landing gear and bays. (Continued) **Access: Nose and Main landing gear bay doors open.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Main Landing Gear			
320024	**Axle/Maxaret/Modulator/Plunger Tube.** • Maxaret and modulator unit. Remove and inspect (AMM 32-40-91 and AMM 32-40-101). • While the Maxarets and Modulator units are removed, detail inspect the internal bores of the axles. • Inspect the Plunger Tube to Axle Bore for signs of corrosion. • Reinstall Maxarets and Modulator units (AMM 32-40-91 and AMM 32-40-101). • Do a function test (AMM 32-40-101, ADJUSTMENT/TEST).		
320035	**Main Leg Assembly Retraction Lever.** • Inspect for excessive movement. • Inspect for signs of corrosion.		
320036	**Sidestay Assembly Lock Mechanism Link.** • Inspect for signs of wear.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120028	Do any 1600 hour lubrication requirements for Area G, refer to Part 7 - LUBRICATION.		

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INSPECTION D
050370

List of Effective Pages
Pages 1 and 2, Issued Jan.08

Instructional Data
NOTE Inspection D is the top level inspection which covers the accomplishment of Inspections D1 to D12 inclusive. This must be completed by every 3200 hours. **NOTE** Inspection D must only be signed when Inspections D1 to D12 inclusive have been completed. ALL within a single tolerance window.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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INSPECTION D (Consists of Inspection D1 to D12 inclusive)
Aircraft Registration:
NOTE This inspection may only be signed off when ALL of the above inspections have been completed.

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FORMAS DE TRABAJO
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INSPECTION D1
050380

List of Effective Pages
Pages 1 thru 3, Sep.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D1 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Electrical Power			
240003	**Frequency wild A.C. system.** Do a function test (AMM 24-22-02).		
240005	**APU generator overheat indication circuit.** Function test (AMM 24-36-03, Turbomach APU installation only).		
240013	**All circuit breakers.** Function test for correct mechanical operation. Do two manual switching cycles for this test.		
240014	**Main generator control unit (GCU).** Do a function test of the overvoltage protection circuit (AMM 24-30-07).		
240015	**APU Generator control unit (GCU).** Do a function test of the overvoltage protection circuit (AMM 24-36-03).		
Fuel			
280003	**LP valves.** Do a function test for internal leakage (AMM 28-20-00).		
Navigation			
340008	**Mach trim system.** Do a test of the Mach trim system: • 750 airplanes (AMM 22-20-00, 501). • 800XP airplanes (AMM 34-24-00, 501). • 800XP/850XP Pro Line 21 airplanes (AMM 22-20-00, 501). • 900XP airplanes (AMM 22-20-00, 501).		
340010	**Autotrim command isolation relay and autotrim switching relay:** **NOTE** This task is ONLY applicable to airplanes equipped with an FCC-86 Flight Control Computer. • Do checks as detailed, Ref. AMM 27-30-00, 501, (Autotrim command isolation relay and autotrim switching relay checks).		

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Functional Tests (Continued)			
Aircraft Registration:		**Mechanic**	**Inspector**
Navigation Cont.			
340011	Mach trim fail annunciation relays. • Open the MACH TRIM PWR or MACH TRIM MON circuit breaker. • Make sure that the MACH TRIM FAIL annunciator comes on. • Close the MACH TRIM PWR or the MACH TRIM MON circuit breaker. • Make sure that the MACH TRIM FAIL annunciator goes off.		

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INSPECTION D2
050390

List of Effective Pages
Pages 1 and 2, Issued Jan.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D2 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Oxygen			
350002	Automatic shut-off valve. Do a functional test (AMM 35-10-141).		

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FORMAS DE TRABAJO
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INSPECTION D3
050400

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Pages 1 and 2, Issued Jan.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D3 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area F1: External fuselage, nose cone, tail cone, ventral fuel tanks and wing-to- fuselage fairings **Access: As necessary.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Electrical Power			
240016	**Electrical cable pressure bungs (in the forward pressure bulkhead).** Inspect for correct location in their housings (AMM 24-01-00).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120029	Task deleted.		

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INSPECTION D4
050410

List of Effective Pages
Pages 1 thru 3, Issued Jan.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the Introduction section at the front of this schedule. **NOTE** Inspection D4 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
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Area F2: Flight compartment. **Access: Side console panels F52 and F53 removed. Side trim panels F9 and F10 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050411	(a) Airframe.		
	(b) Electrical.		
	(c) Avionic.		
	(d) Engine.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Electrical Power			
240026	**Electrical cable pressure bungs (in the forward pressure bulkhead).** Inspect for correct location in their housings (AMM 24-01-00).		
Equipment/Furnishings			
250008	**Crew Seats.** • Remove the crew seats (Ref. AMM 25-10-14, 401) • Do a detailed check (Ref. CMM 25-11-24, 501 (Check 2)) or (Ref. CMM 25-11-67, 501 (Check 2)). • Install the crew seats (Ref. AMM 25-10-14, 401).		
Flight Controls			
270057	**Flap control forward spring strut.** Check break-out load with one end disconnected and using a spring balance is 21.5 to 24.5 lb. (AMM 27-50-02).		
270058	**Flap control input-circuit.** Do a static friction check (AMM 27-50-02).		
Engine Exhaust			
780006	Thrust reverser lever baulk mechanism. • Deploy each thrust reverser in turn. • Make sure that the baulk release lever of the reverser system which is not deployed stays down and does not show any tendency to lift when the solenoid of the deployed system is energized. • Return both thrust reverser to the stowed position.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120030	Do any 3200 hour lubrication requirements for Area F2, refer to Part 7 - LUBRICATION.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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INSPECTION D5
050420

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D5 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F3: Vestibule, passenger cabin and toilet compartment (underfloor).			
Aircraft Registration:		**Mechanic**	**Inspector**
Electrical Power			
240025	**Electrical cable pressure bungs (in the fuselage keel at the front spar).** Inspect for correct location in their housings (AMM 24-01-00).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120031	Task deleted.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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INSPECTION D6
050430

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D6 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F3: Vestibule, passenger cabin and toilet compartment (above floor). **Access: As visible.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050431	(a) Airframe		
	(b) Electrical:		
	(c) Avionic		
NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.			
Air Conditioning			
210014	Transferred to Inspection G.		
Electrical Power			
240006	**D.C. busbar protection/voltage sensing unit.** Check the trip voltage datums (AMM 24-30-142).		
Ice and Rain Protection.			
300005	Transferred to Inspection C6.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120032	Task deleted.		

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INSPECTION D7
050440

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D7 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area F4: Rear equipment bay and rear fuselage. **Access: Hydraulic box cover and pipe covers F88, F89, F90 and F91 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
050441	(a) Airframe.		
	(b) Electrical.		
	(c) Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Air Conditioning			
210015	**Silencer duct and soundproofing** (AMM 21-10-15). • Inspect the silencer duct internally for deterioration of the soundproofing material and of the perforated inner retaining duct. • Inspect for internal and external corrosion.		
210016	**System overheat temperature switch.** Do a bench check (AMM 21-60-85).		
210017	**Baggage pannier heating system inlet and outlet valve (if fitted) OR External baggage unit (EBU) inlet valve (750 airplanes ONLY).** • Make sure of the correct operation under normal and "smoke detected" conditions (AMM 21-10-205). **NOTE** This test is only applicable to airplanes with a baggage pannier in place of the ventral fuel tank OR 750 airplanes with external baggage unit.		
210019	**Cabin supply non-return valve.** Inspect, paying particular attention to the security of the carrier arm/butterfly flap rivets (AMM 21-10-107).		
210021	**APU supply, auxiliary supply, ram air supply and main engine supply. Check/non-return valves:** • Remove and inspect. • Make sure that the axial and radial play in the flappers is not excessive (0.025 in. maximum for AiResearch valves).		
Electrical Power			
240007	**Ground power overvoltage sensor (if fitted).** Bench check the trip voltage datum (AMM 24-30-146).		

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MODELO: *HAWKER 800-800XP*
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Area F4: Rear equipment bay and rear fuselage. (Continued) **Access: Hydraulic box cover and pipe covers F88, F89, F90 and F91 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Electrical Power Cont.			
240008	Task deleted.		
240018	**Electrical cable pressure bungs (in the rear pressure-bulkhead).** Inspect for correct location in their housings (AMM 24-01-00).		
240027	**Main batteries** Rebling Plastics "Quick Disconnect" battery connectors, P/N's 7007, 7013, 7016 and 7017 (if fitted): • 750 airplanes, Check (AMM 24-30-151, 401). • 800XP airplanes, Check (AMM 24-30-104, 401 or 24-30-151, 401). • 800XP/850XP Pro Line 21 airplanes, Check (AMM 24-30-151, 401). • 900XP airplanes, Check (AMM 24-30-151, 401).		
Fuel			
280004	**APU fuel inlet filter (if fitted).** Inspect, clean or replace the fuel filter element: • 800XP airplanes (AMM 28-20-09). • 800XP/850XP Pro Line 21 airplanes (AMM 28-20-09). **NOTE** Applicable to 800XP and 800XP/850XP Pro Line 21 airplanes ONLY.		
Hydraulic Power			
290011	**Full-flow relief valve.** Clean filter element (AMM 29-10-71).		
290012	**System overheat temperature switch.** • Inspect. • Check operating datums (AMM 29-30-00).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120033	Task deleted.		

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INSPECTION D8
050450

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D8 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area T1 :Horizontal and vertical stabilizers, to include elevators and rudder. **Access: As necessary.**			
Aircraft Registration:		**Mechanic**	**Inspector**
NOTE No inspections in this area at this time.			

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120034	Task deleted.		

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FORMAS DE TRABAJO
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INSPECTION D9
050460

List of Effective Pages
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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D9 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Area W1 :Wing LH. **Access: As necessary.**		
Aircraft Registration:	**Mechanic**	**Inspector**
NOTE No inspections in this area at this time.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120035	Task deleted.		

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INSPECTION D10
050470

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D10 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area W2 :Wing RH. **Access: As necessary.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Flight Controls			
270060	**Filter, auxiliary hydraulic system supply to flap control unit.** Replace the filter element (Ref. AMM 29-20-00, 001). **NOTE** The AMM reference is for component location ONLY.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120036	Task deleted.		

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INSPECTION D11
050480

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D11 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
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Area M1, M2: Engine installation and pylon, LH and RH. **Access: As necessary.**		
Aircraft Registration:	**Mechanic**	**Inspector**
NOTE No Airframe/electrical inspections in these areas required at this time. **NOTE** For details of Honeywell engine inspections refer to the latest revision of the Honeywell Light Maintenance Manual (LMM).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120037	Task deleted.		

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INSPECTION D12
050490

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection D12 must be signed off only when accomplished in a phased method and must be completed every 3200 hours.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area G: Nose landing gear and bay, left and right main landing gear and bays. **Access: Nose and Main landing gear bay doors open. Wing-to-fuselage fairing F124 and F224 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050491	(a) Airframe		
	(b) Electrical		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Nose Landing Gear bay			
320019	**Steering system filter element.** Remove, inspect and clean filter element (AMM 32-30-22).		
Main Landing Gear bays			
320020	**Filters, hydraulic supply (4 off).** Clean the filter elements (AMM 32-30-22).		
320021	**Restrictor valves.** Clean the micro filters in the pipe connections (AMM 32-30-01).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120038	Do any 3200 hour lubrication requirements for Area G, refer to Part 7 - LUBRICATION.		

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FORMAS DE TRABAJO
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INSPECTION E
050500

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Instructional Data
NOTE Inspection E is the top level inspection which covers the accomplishment of Inspections E1 to E12 inclusive. This must be completed by every 12 months. **NOTE** Inspection E must only be signed when Inspections E1 to E12 inclusive have been completed. ALL within a single tolerance window.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
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INSPECTION E (Consists of Inspection E1 to E12 inclusive)
Aircraft Registration:
NOTE This inspection may only be signed off when ALL of the above inspections have been completed.

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FORMAS DE TRABAJO
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INSPECTION E1
050510

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection E1 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Parking and mooring			
100001	Task deleted.		
Bonding Checks			
200001	Transferred to Inspection B1.		
200002	Transferred to Inspection B1.		
Electrical Power			
240009	Transferred to Inspection B1.		
Fire Protection			
260001	**Airplanes with Fire Extinguisher Pressure Gauges ONLY.** **Fire extinguishers, main engines.** • Check the pressure gauge. Make sure the reading is correct, refer to the pressure/temperature chart. • Do a functional test (AMM 26-20-00). **NOTE** For airplanes without Fire Extinguisher Pressure gauges refer to Inspection E7 task 260005.		
260002	Transferred to Inspection B1.		
Instruments			
310001	**Flight data recorder (if fitted).** Check for correct playback operation (data dump) and for quality of the recording. **NOTE** Do the check at this inspection or at a time agreed necessary by the local airworthiness authority.		

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INSPECTION E2
050520

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection E2 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

FORMAS DE TRABAJO
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Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Oxygen			
350003	Task deleted.		
350004	Transferred to Inspection B2.		
350005	Transferred to Inspection B2.		

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INSPECTION E3
050530

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection E3 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area F1: External fuselage, nose cone, tail cone, wing-to-fuselage fairings and nose landing gear bay. Access: As visible.			
Aircraft Registration:		**Mechanic**	**Inspector**
Windows			
560005	Transferred to Inspection B3.		

General Lubrication			
Aircraft Registration: Total Airframe Hours.		**Mechanic**	**Inspector**
120039	Task deleted.		

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INSPECTION E4
050540

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.
NOTE Inspection E4 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area F2: Flight compartment. **Access: As visible.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Equipment and Furnishings			
250004	Task deleted.		
Fire Protection			
260003	**Portable fire extinguisher:** • Check for correct weight or if gauge is fitted, make sure the needle is in the green sector. • Inspect and look for signs of leaks or discharge.		
Landing Gear			
320022	Transferred to Inspection B4.		
Oxygen			
350006	Transferred to Inspection B4.		
350007	**Portable breathing equipment:** • Inspect: 800XP airplanes (AMM 35-35-10). **OR** 750, 800XP, 800XP/850XP Proline 21 and 900XP (AMM 35-35-15). • Check the expiry dates.		
Windows			
560006	Transferred to Inspection B4.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120040	Task deleted.		

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION E5
050550

List of Effective Pages
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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection E5 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F3: Vestibule, passenger cabin and toilet compartment (under floor). **Access: As necessary.**		
Aircraft Registration:	**Mechanic**	**Inspector**
NOTE No underfloor inspections required at this time.		

General Lubrication			
Aircraft Registration:	**Total Airframe Hours.**	**Mechanic**	**Inspector**
120041	Task deleted.		

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION E6
050560

List of Effective Pages
Pages 1 and 2, Issued Jan.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection E6 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F3: Vestibule, passenger cabin and toilet compartment (above floor). **Access: As visible.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Equipment and Furnishings			
250005	**Emergency packs (if fitted).** Inspect contents for condition and make sure expiry dates are valid.		
250006	**First aid kits.** Make sure expiry date is valid and make sure seal is intact.		
Fire Protection			
260004	Portable fire extinguisher (if fitted): • Check for correct weight or if gauge is fitted, make sure the needle is in the green sector. • Inspect and look for signs of leaks or discharge.		
Doors and Hatches			
520005	Transferred to Inspection B6.		
520006	Transferred to Inspection B6.		
520007	Transferred to Inspection C6.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120042	Task deleted.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION E7
050570

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.
NOTE Inspection E7 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F4: Rear equipment bay, rear fuselage and APU enclosure. **Access: As visible.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050571	(a) Engines.		
	(b) Airframe.		
	(c) Electrical.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Air Conditioning			
210025	Transferred to Inspection C7.		
Fire Protection			
260005	**For airplanes without Fire Extinguisher Pressure Gauges ONLY.** **Fire extinguishers, main engines:** • Remove (AMM 26-20-12). • Inspect. • Check weight (AMM 26-20-12). • Install (AMM 26-20-12). • Do a functional test (AMM 26-20-00). **NOTE** For airplanes with Fire Extinguisher Pressure Gauges refer to Inspection E1, task 260001.		
260006	Requirement deleted. Covered by Inspection E1 task # 260001.		
260007	**Fire extinguisher, APU (800XP airplanes ONLY):** • Inspect. • Check pressure gauge (AMM 26-20-54). • Check Hydrostatic and Cartridge due dates. • Do a functional test (AMM 26-20-00).		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F4: Rear equipment bay, rear fuselage and APU enclosure. **Access: As visible.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Fire Protection Cont.			
260010	**PATS APU GTCP36-150W.** APU fire extinguisher. • Inspect. • Check pressure gauge (Meggitt CMM 26-20-02). • Check Hydrostatic and Cartridge due dates. • Do a functional test (AMM 49-61-20, 501).		
260011	**External Baggage Unit Fire Extinguisher.** • Inspect. • Check Pressure gauge. • Check cartridge expiry date. • Do a functional test (AMM 26-20-60, 201). **NOTE** This task is ONLY applicable to 750 airplanes.		
Flight Controls			
270059	**Control cable pressure seals at rear pressure bulkhead.** Inspect for wear.		
Oxygen			
350008	Transferred to Inspection C7.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120043	Task deleted.		

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION E8
050580

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection E8 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area T1: Horizontal and vertical stabilizers, to include the elevators and rudder. **Access: As necessary.**		
Aircraft Registration:	**Mechanic**	**Inspector**
NOTE No inspections in Area T1 required at this time.		

General Lubrication			
Aircraft Registration: Total Airframe Hours.		**Mechanic**	**Inspector**
120044	Task deleted.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
AIRCRAFT MAINTENANCE MANUAL AFMS-800 JUN-2012

Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION E9
050590

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection E9 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W1 : Wing LH. **Access: As necessary.**			
Aircraft Registration:		**Mechanic**	**Inspector**
NOTE No inspections in Area W1 required at this time.			

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120045	Task deleted.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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INSPECTION E10
050600

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule.
NOTE Inspection E10 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W2 : Wing RH. **Access: As necessary.**			
Aircraft Registration:		**Mechanic**	**Inspector**
NOTE No inspections in Area W2 required at this time.			

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120046	Task deleted.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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INSPECTION E11
050610

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection E11 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area M1, M2: Engine installation and pylon, LH and RH. **Access: As necessary.**		
Aircraft Registration:	**Mechanic**	**Inspector**
NOTE No Airframe/electrical inspections in these areas required at this time. **NOTE** For details of Honeywell engine inspections refer to the latest revision of the Honeywell Light Maintenance Manual (LMM).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120047	Task deleted.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION E12
050620

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection E12 must be signed off only when accomplished in a phased method and must be completed every 12 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area G: Nose landing gear and bay, left and right main landing gear and bays. **Access: As necessary.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Main Landing Gear			
320034	Transferred to Inspection B12.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120048	Task deleted.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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INSPECTION F
050630

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Instructional Data
NOTE Inspection F is the top level inspection which covers the accomplishment of Inspections F1 to F12 inclusive. This must be completed by every 24 months. **NOTE** Inspection F must only be signed when Inspections F1 to F12 inclusive have been completed. ALL within a single tolerance window.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION F (Consists of Inspection F1 to F12 inclusive)
Aircraft Registration:
NOTE This inspection may only be signed off when ALL of the above inspections have been completed.

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
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INSPECTION F1
050640

List of Effective Pages
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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F1 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Communications			
230001	Task deleted.		
Navigation			
340006	Transferred to OOP Inspections.		

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION F2
050650

List of Effective Pages
Pages 1 and 2, Issued Jan.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F2 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Functional Tests		
Aircraft Registration:	**Mechanic**	**Inspector**
NOTE No functional tests in this inspection at this time.		

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
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INSPECTION F3
050660

List of Effective Pages
Pages 1 and 2, Issued Sep.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F3 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F1: External fuselage, nose cone, tail cone, ventral fuel tanks and wing-to- fuselage fairings. **Access: F121, F221, F122, F222, F123, F223 and as visible.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050661	(a) Airframe.		
	(b) Electrical.		
	(c) Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Ice and Rain Protection			
300006	Transferred to Navigation, Task 340014		
Navigation			
340002	Transferred to OOP Inspections.		
340014	Task deleted.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120049	Do any 24 month lubrication requirements for Area F1, refer to Part 7 - LUBRICATION.		

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
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INSPECTION F4
050670

List of Effective Pages
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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F4 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area F2: Flight compartment **Access: Instrument panels F6 and F8 and roof panel F5 lowered. Floor panels F41, F42, F43, F44, F45 and F47 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050671	(a) Airframe.		
	(b) Electrical.		
	(c) Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Landing Gear			
320023	Transferred to Inspection C4.		
Navigation			
340007	Transferred to OOP Inspections.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120050	Do any 24 month lubrication requirements for Area F2, refer to Part 7 - LUBRICATION.		

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FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

INSPECTION F5
050680

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F5 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
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Hawker Beechcraft Corporation

HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area F3: Vestibule, passenger cabin and toilet compartment (under floor).			
Aircraft Registration:		**Mechanic**	**Inspector**
NOTE No inspections required in this area at this time.			

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120051	Task deleted.		

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INSPECTION F6
050690

List of Effective Pages
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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F6 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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Area F3: Vestibule, passenger cabin and toilet compartment. **Access: DA panels F22, F23, F24 and F25 removed. Front and rear radio compartments access panels removed. Radio junction cover removed. Duct panel F29 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050691	(a) Airframe.		
	(b) Electrical.		
	(c) Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Electrical Power			
240010	Transferred to Inspection C6.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120052	Task deleted.		

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

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INSPECTION F7
050700

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F7 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area F4:Rear equipment bay and rear fuselage. **Access: As visible with rear equipment bay door open.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050701	(a) Airframe.		
	(b)Electrical.		
	(c) Avionic.		
	(d) Engine.		
NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.			
Electrical Power			
240011	Transferred to Inspection C7.		
240012	Transferred to Inspection C7.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120053	Task deleted.		

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INSPECTION F8
050710

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F8 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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Area T1: Horizontal and vertical stabilizers, to include the elevators and rudder. **Access: T13, T25R, T26L and T45 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
550008	Horizontal stabilizer to vertical stabilizer rear attachment fitting. • Inspect for signs of corrosion, paying special attention to the condition of the outboard flanges and webs. **NOTE** For corrosion limits refer to Hawker Beechcraft Corporation.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120054	Task deleted.		

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INSPECTION F9
050720

List of Effective Pages
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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F9 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Area W1: Wing LH. **Access: Panels W406, W411 and W413 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050721	(a) Airframe.		
	(b)Electrical.		
	(c) Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Fuel			
280005	Transferred to Inspection C9.		
280006	Transferred to Inspection C9.		
Wings			
570003	**The internal structure of the wing in the area of Ribs 1 to 4.** • Detail inspect. • Look for signs microbiological contamination and corrosion. **NOTE** If corrosion or microbiological contamination is found: • Progressively extend the detail inspection, by visual means or X-Ray technique, forward of the centre spar and outboard of Rib 4 until a clean bay rib is found. • Remove the ventral fuel tank (if fitted) and detail inspect internally. • Do the shock preventative procedure (AMM 28-10-00, page block 701).		
570004	Applicable to Mod. 259071A aircraft only. **Flap skin protection panels (if fitted).** Remove panels and inspect the flap skin for corrosion and deterioration of the protective treatment. **NOTE** Mod. 259071A introduces protective skins on the flap inboard underside for rough runway protection.		

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General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120055	Task deleted.		

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INSPECTION F10
050730

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F10 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

FORMAS DE TRABAJO
MODELO: *HAWKER 800-800XP*
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HAWKER 750, 800XP, 850XP AND 900XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE

Area W2: Wing RH. **Access : Panels W306, W311 and W313 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050731	(a) Airframe.		
	(b) Electrical.		
	(c) Avionic.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Fuel			
280007	Transferred to Inspection C10.		
280008	Transferred to Inspection C10.		
Wings			
570005	**The internal structure of the wing in the area of Ribs 1 to 4.** • Detail inspect. • Look for signs microbiological contamination and corrosion. **NOTE** If corrosion or microbiological contamination is found: • Progressively extend the detail inspection, by visual means or X-Ray technique, forward of the centre spar and outboard of Rib 4 until a clean bay rib is found. • Remove the ventral fuel tank (if fitted) and detail inspect internally. • Do the shock preventative procedure (AMM 28-10-00, page block 701).		
570006	Applicable to Mod. 259071A aircraft only. **Flap skin protection panels (if fitted).** Remove panels and inspect the flap skin for corrosion and deterioration of the protective treatment. **NOTE** Mod. 259071A introduces protective skins on the flap inboard underside for rough runway protection.		

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General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120056	Task deleted.		

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INSPECTION F11
050740

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F11 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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Area M1, M2: Engine installation and pylon, LH and RH. **Access: As necessary.**		
Aircraft Registration:	**Mechanic**	**Inspector**
NOTE No Airframe/electrical inspections in these areas required at this time. For details of Honeywell engine inspections refer to the latest revision of the Honeywell Light Maintenance Manual (LMM).		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120057	Task deleted.		

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INSPECTION F12
050750

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Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the introduction section at the front of this schedule. **NOTE** Inspection F12 must be signed off only when accomplished in a phased method and must be completed every 24 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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Area G: Nose landing gear and bay, left and right main landing gear and bays. **Access: Nose and main landing gear doors open.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050751	(a) Airframe:		
	(b) Electrical:		
	(c) Avionic:		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Main Landing Gear			
320024	Transferred to Inspection C12.		
320035	Transferred to Inspection C12.		
320036	Transferred to Inspection C12.		
320025	Transferred to Task # 320024.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120058	Task deleted.		

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INSPECTION G
050760

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Pages 1 thru 9, Issued Sep.08

Instructional Data
NOTE Before you proceed with this inspection make sure that you have read and understood the Introduction section at the front of this schedule. **NOTE** Inspection G must be completed every 48 months.

Completion of Inspection	
Aircraft registration:	
Aircraft total airframe hours:	
Date of completion of inspection:	
Checked by:	License #

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FORMAS DE TRABAJO
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Functional Tests			
Aircraft Registration:		**Mechanic**	**Inspector**
Bonding Checks			
200003	**Radio racking, electrical-bonding.** Do a bonding check with all the equipment fitted (125/H-20, 20-10-5016).		
Air Conditioning			
210020	Transferred to Inspection C1.		
Electrical Power			
240013	Transferred to Inspection D1.		
240014	Transferred to Inspection D1.		
240015	Transferred to Inspection D1.		
Navigation			
340008	Transferred to Inspection D1.		
340009	Transferred to task 340010.		
340010	Transferred to Inspection D1.		

General Lubrication			
Aircraft Registration:		**Mechanic**	**Inspector**
120059	Task deleted.		

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Area F1: External fuselage, nose cone, tail cone, ventral fuel tanks and wing-to- fuselage fairings

Access: Panels F3, F125, F155, F162, F163, F160L, F161R, and F225 removed.

NOTE

It is not necessary to remove panels F160L, F161R, until the second 48 month inspection (96 months). Remove them at every 48 month inspection from that time onwards.

Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050761	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Electrical Power			
240016	Transferred to Inspection D3.		
Landing Gear			
320026	Task deleted. Covered by Part 7, Lubrication.		
320027	**Nose-wheel steering on/off-valve**: • Remove the plunger stop cap. • Visually inspect the plunger and spring for corrosion, clean and lubricate all surface areas as required using Grease (Ref. AMM 125/H-20, 20-95-11, Item 034). • Install the stop cap.		
Fuselage			
530027	**Fuselage Skin**: • Do a visual inspection.		

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Area F2: Flight compartment.

Access: Soundproofing bags on the forward pressure bulkhead removed.

NOTE

It is not necessary to remove the soundproofing on the forward pressure bulkhead until the second 48 month inspection (96 months). Remove the soundproofing at every 48 month inspection from that time onwards.

Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050762	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	(d) Engine.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Electrical Power			
240026	Transferred to Inspection D4.		
Flight Controls			
270068	**Aileron Servomotor assembly SVO-85B (P/N 622-5027-001).** Lubricate and clean as detailed in Collins SVO-85B/C Service Information Letter SIL 1-01.		
Navigation			
340011	Transferred to Inspection D1.		
Engine Exhaust			
780006	Transferred to Inspection D4.		

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Area F3: Vestibule, passenger cabin and toilet compartment. **Access: Passenger service units lowered. Toilet trim removed. Cable duct floor panels F29 to F39 inclusive removed.** **Floor panels F61A, F61B, F61C, F64A, F64B, F68A, F68B, F71A, F71B, F72, F74A, F74B, F74C, F76, F78, F82A, F82B, F83 and F87 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050763	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.			
Air Conditioning			
210010	**Pressure regulators.** Clean the filter screens (AMM 21-30-55).		
210011	**Outflow/safety valves.** • Clean the outflow valve poppet valve and seat (AMM 21-30-25). • If required, clean exterior of the outflow valve using a cloth or sponge soaked in cleaning fluid (AMM 21-30-25). • Check that the orifice in the cabin air filter connection is free of obstruction. • Check that the cabin air sense ports are free and clear of any obstruction. • Functionally test operation of valves (AMM 21-30-25, 501).		
210014	Cabin air filters (pressurization system): • Inspect.		
210018	**Altitude switch, cabin depressurization warning.** • Do a functional test (Ref. AMM 21-30-70, 201). **NOTE** Mod.259747C (SB 21-3136) introduces a second Altitude Warning Switch (set to 14,000 ft.) to permit operation at high altitude airfields.		

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Area F3: Vestibule, passenger cabin and toilet compartment.

Access: Passenger service units lowered. Toilet trim removed. Cable duct floor panels F29 to F39 inclusive removed.

Floor panels F61A, F61B, F61C, F64A, F64B, F68A, F68B, F71A, F71B, F72, F74A, F74B, F74C, F76, F78, F82A, F82B, F83 and F87 removed.

Aircraft Registration:		**Mechanic**	**Inspector**
Electrical Power			
240025	Transferred to Inspection D5.		

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Area F4: Rear equipment bay and rear fuselage. **Access: Hydraulic box cover removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050764	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Air Conditioning			
210019	Transferred to Inspection D7.		
210020	Transferred to Inspection C1.		
210021	Transferred to Inspection D7.		
Electrical Power			
240017	**Earth stations *16, *17, *18 and *19:** • Inspect. Look for signs of arcing. • Do an impedance check (AMM 24-01-00). **NOTE** It is not necessary to do this task until the second 48 month inspection (96 months). Do the task at every 48 month inspection from that time onwards.		
240018	Transferred to Inspection D7.		
240027	Transferred to Inspection D7.		
Flight Controls			
270069	**Elevator Servomotor assembly SVO-85B (P/N 622-5027-001).** Lubricate and clean as detailed in Collins SVO-85B/C Service Information Letter SIL 1-01.		
Hydraulic Power			
290012	Transferred to Inspection D7.		

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Area T1: Horizontal and vertical stabilizers, to include elevators and rudder. **Access: Panel T12 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050765	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Flight Controls			
270070	**Rudder Servomotor assembly SVO-85B (P/N 622-5027-001).** Lubricate and clean as detailed in Collins SVO-85B/C Service Information Letter SIL 1-01.		
270071	**Rudder Trim Jack.** • Do an inspection (AMM 27-20-111, 301). **NOTE** This task only applies to Airplanes with Mod.25G138* or SB 27-3840 embodied.		
270072	**Elevator Trim Jack.** • Do an inspection (AMM 27-30-51, 301). **NOTE** This task only applies to Airplanes with Mod.25G138* or SB 27-3840 embodied.		

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Area W1, W2: Wings, LH and RH. **Access: Panels W329 and W429 removed.**			
Aircraft Registration:		**Mechanic**	**Inspector**
Area Inspection			
050766	(a) Airframe.		
	(b) Electrical.		
	(c) Avionics.		
	NOTE Make sure ALL area inspections are done in accordance with the Inspection Requirements detailed in Para.(6) of the Introduction at the front of this schedule.		
Flight Controls			
270060	Transferred to Inspection D10.		

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INSPECTION PHASE 1

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 1 consists of selected items to be inspected every 150 hours and 300 hours or 24 calendar months, whichever occurs first. NOTE: 150-hour items are also listed in Phase B. When you perform Phases 1 through 4 as one operation, duplicated items do not need to be performed twice.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A215001	Air Cycle Machine Oil Level - Check. Task 21-50-00-610	312			
A256004	Optional Stretcher - Inspect. Task 25-21-09-210	261, 262			
A271004	Control Wheel - Inspect. Task 27-10-00-211	247, 248			
A271005	Aileron, Rudder and Elevator Trim Tab Controls and Indicators - Inspect. Task 27-10-00-212	243			
A291002	Hydraulic Sub-panel - Inspect. Task 29-10-06-210	311			
A324004	Brake Master Cylinders - Inspect. Task 32-40-04-211	231, 232			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A335002	Emergency Exit Lights - Inspect. Task 33-50-00-211	251, 252			
A510001	Exterior Moisture Drain Holes - Inspect. Task 51-00-00-160	131, 132, 141, 151, 161, 411, 412, 511, 512, 611, 612			
A521001	Cabin Door Inflatable Seal, Weather Seal - Inspect. Task 52-10-00-210	810			
A526001	Cabin Door Step - Inspect. Task 52-60-00-210	810			
A531008	Fuselage Interior Cabin Structure - Inspect. Task 53-20-00-219	241, 242, 251, 252, 261, 262			
A531012	Cabin Door Threshold - Inspect. Task 53-20-00-213	151			
A561001	Airplane Windows - Inspect. Task 56-00-00-210	241, 242, 251, 252, 261, 262			
B237002	Cockpit Voice Recorder - Perform operational test. Task 23-70-00-710	AUX			
B244001	Overvoltage System - Complete the overvoltage portion of the functional test. (Airplanes -0275 and On) NOTE: Airplanes with the 9912038-2 starter generator must also complete the overcurrent test. Task 24-31-01-710	AUX			
B275001	Flap Motor - Perform operational check. Task 27-50-00-710	AUX			
B304004	Windshield Alcohol Pump - Perform operational check. Task 30-43-00-710	AUX			
B335001	Emergency Lights - Perform operational check. Task 33-50-00-710	BAT			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
B527001	Door Warning System - Inspect and perform operational check. Task 52-70-00-710	AUX			
B535001	Radome - Check electrical bond. Task 53-50-01-750	110			
	*** End of Phase 1 Inspection Items ***				

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Task 21-50-00-610

2. Air Cycle Machine (Hamilton Standard) Oil Level Check

A. Check Air Cycle Machine (ACM) Oil Level (Refer to Figure 601).

(1) Check oil level by looking at the translucent plastic oil reservoir.

(2) Oil level should be maintained near the top of the reservoir.

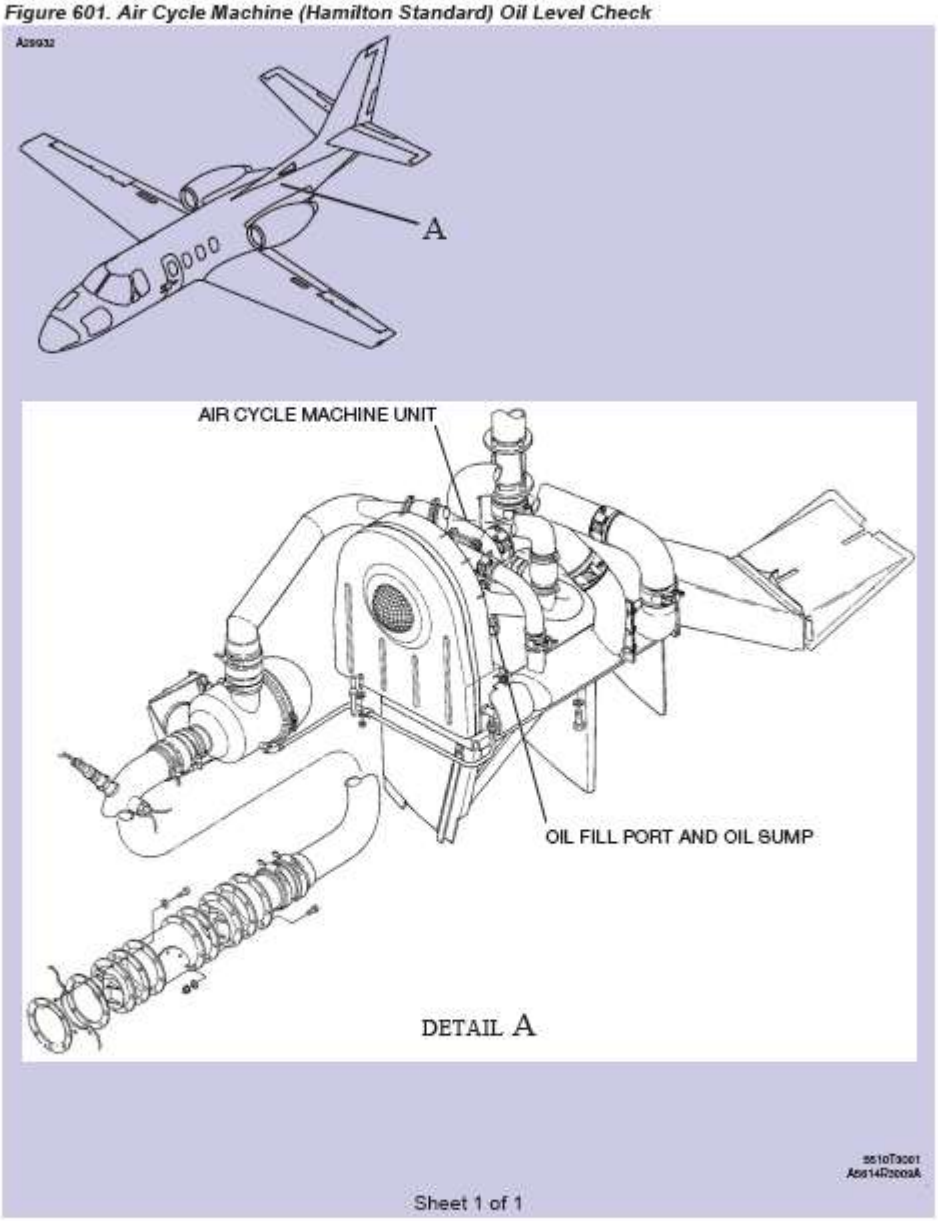
NOTE: If oil level is not visible in dim light, hold a light to the back side of the oil sump to aid viewing.

End Task

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Figure 601. Air Cycle Machine (Hamilton Standard) Oil Level Check



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Task 23-70-00-710

4. **Cockpit Voice Recorder (Fairchild) Operational Check**

NOTE: This task contains operational checks for three cockpit voice recorders. Use the operational check applicable to your airplane.

A. Tools and Equipment.
(1) External Power Unit - MH32-200K24M or equivalent.

B. Check control unit using built in meter.
(1) Apply 28 VDC electrical power to the airplane.
(2) Ensure that the CVR circuit breaker is engaged.
(3) Push test switch on face of control unit.
(4) Observe the meter needle for four Go indications.

NOTE: Because of the short time interval between each channel being fed the test tone, the meter needle rises to an indication but does not completely return to a zero, reflecting more of an oscillating action. In the event of a channel failure, the meter needle will give a definite No-Go indication.

C. Test control unit using headset.
(1) Put on headset and plug into test jack located on face of control unit.
(2) Push TEST switch on face of control unit.
(3) Monitor headset for four distinct tones at approximately 0.8 seconds in sequence.
(4) Remove headset from test jack.

D. Check recorder using built in meter.
(1) Apply 28 VDC electrical power to the airplane.
(2) Ensure that the CVR circuit breaker is engaged.
(3) Push TEST switch on face of recorder.
(4) Observe the meter needle for four Go indications.

NOTE: Because of the short time interval between each channel being fed the test tone, the meter needle rises to an indication but does not completely return to a zero, reflecting more of an oscillating action. In the event of a channel failure, the meter needle will give a definite No-Go indication.

E. Test recorder using headset.
(1) Put on headset and plug into test jack located on face of recorder.
(2) Push TEST switch on face of recorder.
(3) Monitor headset for four distinct tones at approximately 0.8 seconds in sequence.
(4) Remove headset from test jack.

5. **Cockpit Voice Recorder (Fairchild GA100) Operational Check**

A. Check.
(1) Insert a standard 600 ohm headset into the cockpit CVR headset jack.
(2) Push and hold the green TEST button for a minimum of 5 seconds.
(a) The green OK lamp will remain lit until the button is released. If the test lamp does not illuminate within six seconds, the recorder must be removed from the air for servicing.
(b) Press and hold the ERASE button for approximately three to four seconds. A tone should be audible through the headset.
(c) Release button.
(3) Verify microphone operation.
(a) Speak in a normal voice, approximately six inches away from the remote microphone.
(b) Verify that you can hear what you speak with approximately a 0.5 second delay without any significant distortion.

6. **Cockpit Voice Recorder (Sundstrand) Operational Check**

A. Test control unit using meter.

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(1) Push TEST switch on face of control unit.
(2) Observe the meter for two distinct needle deflections into the white area of the scale.

NOTE: The meter should deflect into the white area of the scale for approximately 0.2 second then off for 0.3 second then deflect again into the white area of the scale for another 0.2 second. If only one deflection is observed, one channel of recorder is inoperative. If no indication is observed, at least two channels are inoperative.

B. Test control unit using headset.
(1) Put on headset and plug into jack located on front of control unit.
(2) Push TEST switch on control unit.
(3) Monitor headset for two distinct tones at approximately 0.2 seconds in sequence.
(4) Remove headset from test jack.

C. Test recorder using status indicator.
(1) Push test switch on front of recorder.
(2) Observe status indicator for two distinct illuminations.

NOTE: The meter should deflect into the white area of the scale for approximately 0.2 second then off for 0.3 second then deflect again into the white area of the scale for another 0.2 second. If only one deflection is observed, one channel of recorder is inoperative. If no indication is observed, at least two channels are inoperative.

D. Test recorder using headset.
(1) Put on headset and plug into test jack on front of recorder.
(2) Push test switch on recorder.
(3) Monitor headset for two distinct tones at approximately 0.2 seconds in sequence.
(4) Remove headset from test jack.

E. Test oxygen mask mic audio (CAA Certified Airplanes).
(1) Plug in headset into the monitor jack on voice recorder control head.
(2) PTT switches on the pilot and copilot control wheels are to be in OFF (center) position.
(3) Plug oxygen mask into pilot's oxygen mask microphone jack. Place microphone select in OXY mask position.
(4) Speak into the oxygen mask.
(a) Verify that a delayed audio is heard from the voice recorder monitor.
(5) Plug a headset into the copilot's headset jack.
(6) Select intercom on the pilot's control wheel PTT switch.
(7) Speak into the oxygen mask.
(a) Verify that a delayed audio is heard from the voice recorder monitor.
(8) Tune COM 1 to an approved test frequency.
(9) Select COM 1 on the audio control panel. Place speaker select switch to speaker position.
(10) Transmit while speaking into the oxygen mask.
(a) Verify that the sidetone audio is heard from the speaker and a delayed audio is heard from the voice recorder monitor.
(11) Plug in the copilot's oxygen mask mic jack and plug headset into the pilot's headset jack.
(12) Select intercom on the pilot's control wheel PTT switch.
(13) Speak into the oxygen mask.
(a) Verify that a delayed audio is heard from the voice recorder monitor.
(14) Tune COM 1 to an approved test frequency.
(15) Select COM 1 on the audio control panel. Place speaker select switch to speaker position.
(16) Transmit while speaking into the oxygen mask.
(a) Verify that the sidetone audio is heard from the speaker and a delayed audio is heard from the voice recorder monitor.

End Task

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Task 24-31-01-710

1. Overvoltage System Functional Test

A. Special Tools and Equipment.
(1) External Power Unit - MH32-200K24M or Equivalent.
(2) Precision Voltmeter.
(3) Long meter lead or jumper wire.

B. Test.

NOTE: For Airplanes that have not disabled overcurrent monitor, perform the Overcurrent System Functional Test .

NOTE: Refer to Overvoltage/Overcurrent and Battery Disconnect Relay - Maintenance Practices for disable procedure.

(1) Disconnect airplane battery. Connect an adjustable direct current (DC) power supply unit to the external power receptacle. Adjust the power supply output to 28 volts direct current (VDC).

NOTE: The positive output lead of the power supply shall be connected to both positive terminals of the external power receptacle.

(2) Ensure that the BATT and AVIONICS MASTER switches are positioned to OFF.
(3) Verify that the tailcone baggage light is ON with tailcone door open.
(4) Connect a precision voltmeter to the external power unit terminals.
(a) The voltmeter shall read 28 VDC, +1 or -1 VDC.
(5) Slowly increase the external power unit output voltage.
(a) Verify that the tailcone baggage light extinguishes when the external power unit output is between 32.0 VDC and 33.5 VDC as indicated on the precision voltmeter.
(6) Adjust the external power unit output to 28 VDC and verify that the tailcone baggage light remains OFF.
(7) Operate the external power unit to OFF and then back to ON.
(a) Verify that the tailcone baggage light comes back on.

NOTE: Airplanes that have not disabled overcurrent monitor proceed directly to Overcurrent System Functional Test .

(8) Disconnect auxiliary power supply and reconnect battery.

C. Overcurrent System Functional Test (Airplanes that have not disabled overcurrent monitor only).
(1) Ensure that the external power supply is still set at 28 VDC and that the BATT and AVIONICS MASTER switches are set to OFF.
(2) Jumper terminals A and D on the current transformer (sensor) and hold for a minimum of 3 seconds.
(a) The external power relay (K1) in the aft power junction box shall disengage. An audible click is heard when the relay engages and disengages. If the external power relay disengages when probed, the overcurrent circuits are functioning normally and the test is complete. Restore airplane.
(b) If the external power relay does not disengage, perform the checks as necessary. Refer to the overvoltage and overcurrent checks listed in the Functional Test.

End Task

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Task 25-21-09-210

2. Optional Stretcher Inspection

A. Inspect Stretcher (Refer to Stretchers - Maintenance Practices Figure 201).

NOTE: The stretcher installation will vary depending on the airplane interior configuration, options and airplane unit number. However, inspection criteria remains the same.

(1) Visually inspect the stretcher frame, forward and aft stretcher supports, quick disconnect pins and seat attach points for security of installation, cracks, corrosion and evidence of structural damage.

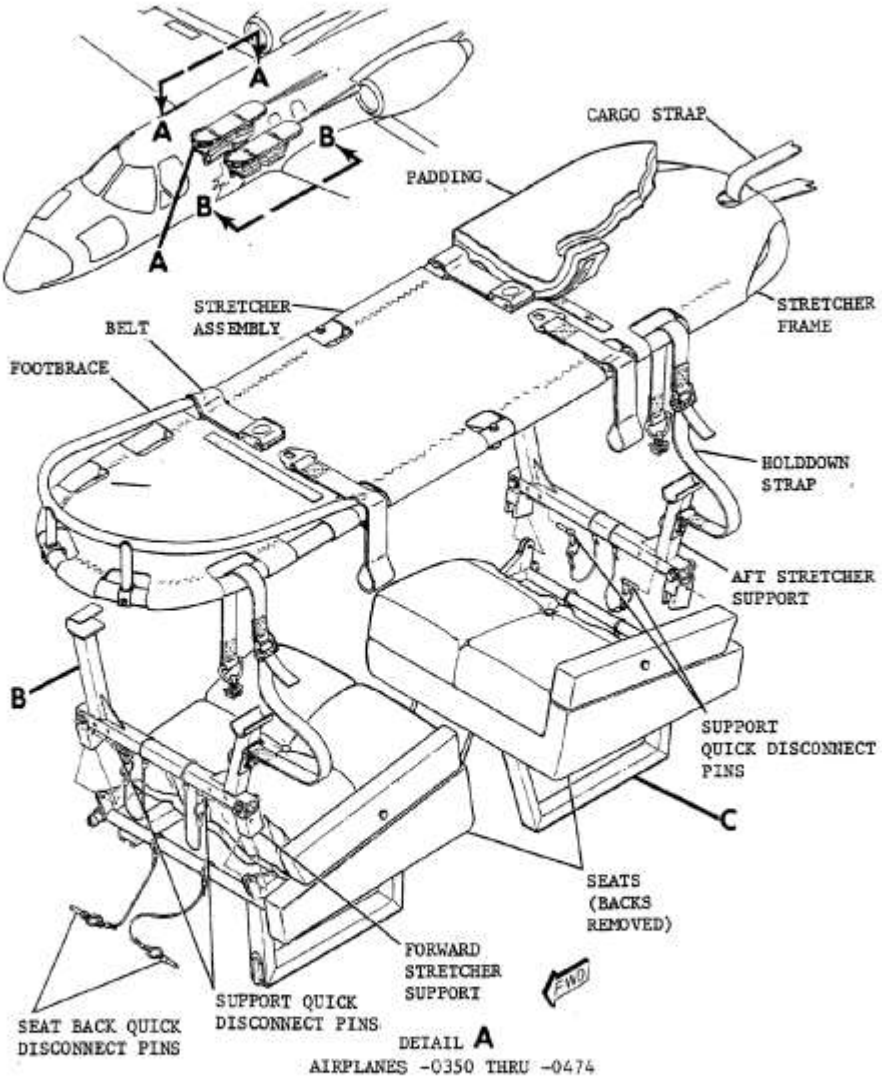
(2) Inspect stretcher fabric and tie down belts for security, rips, tears and deterioration.

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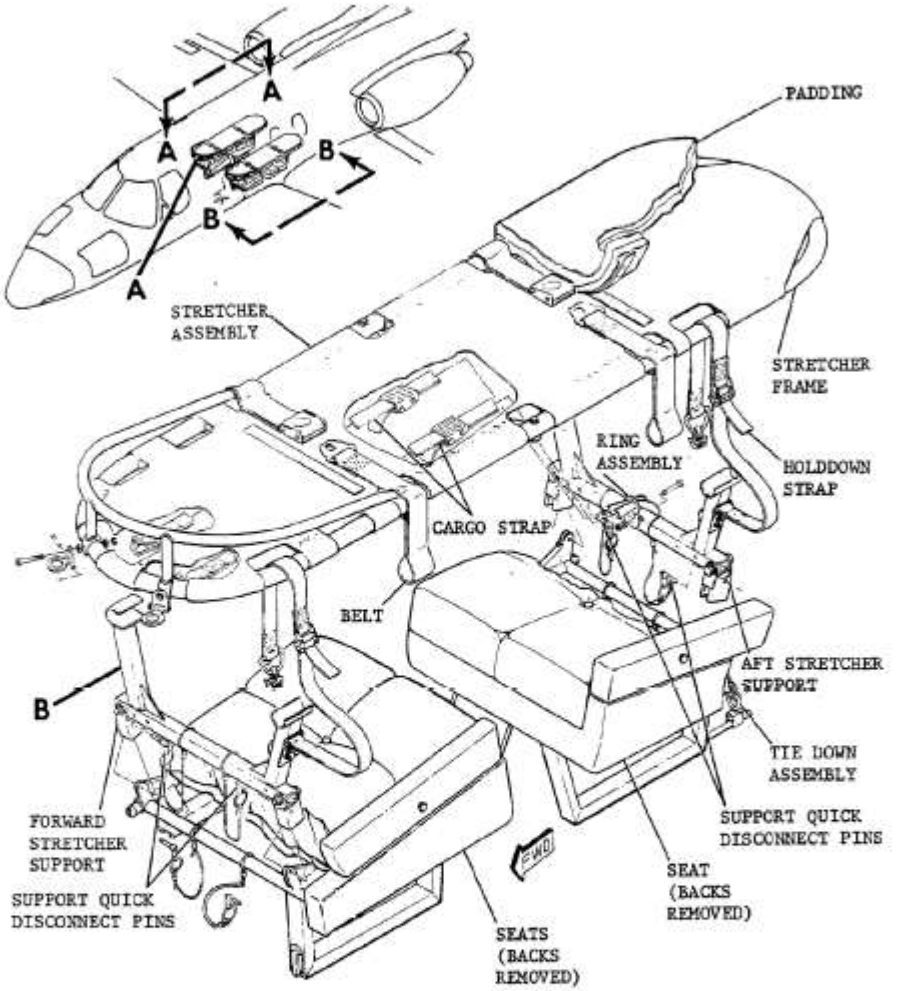
Figure 201. Stretcher Installation



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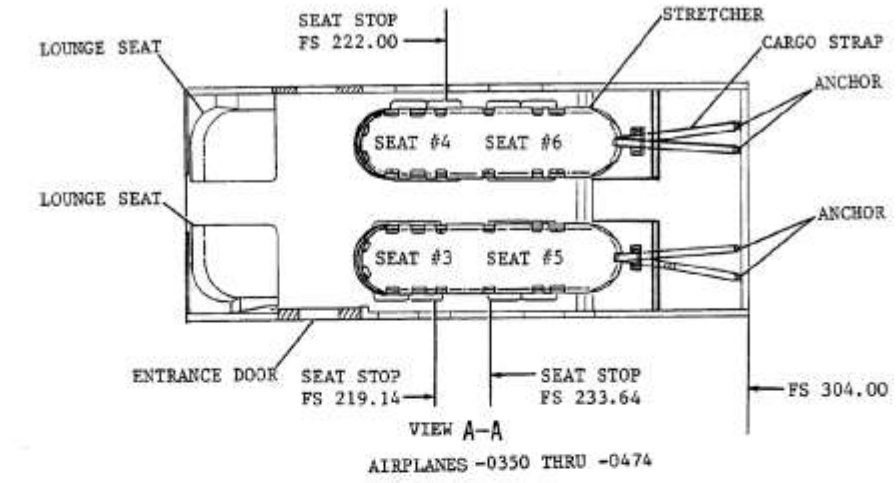


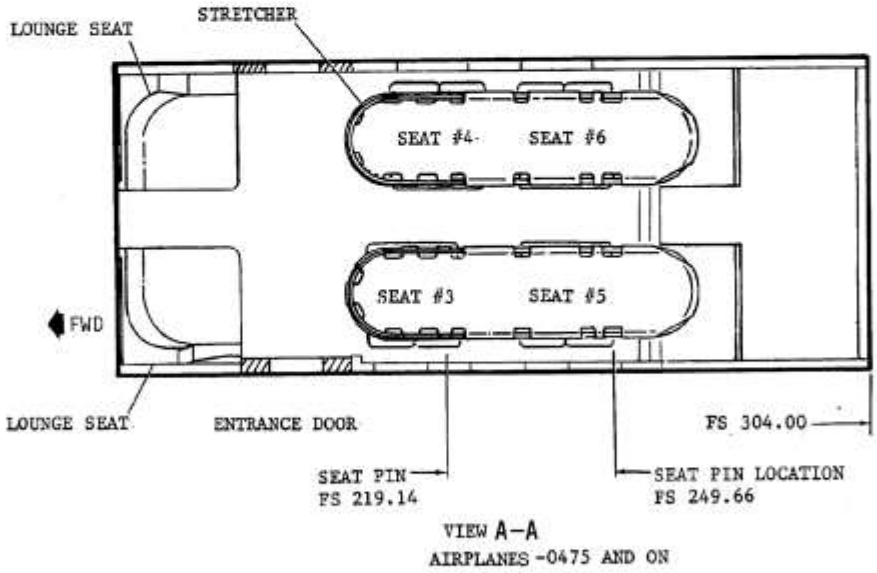
DETAIL A
AIRPLANES -0475 AND ON

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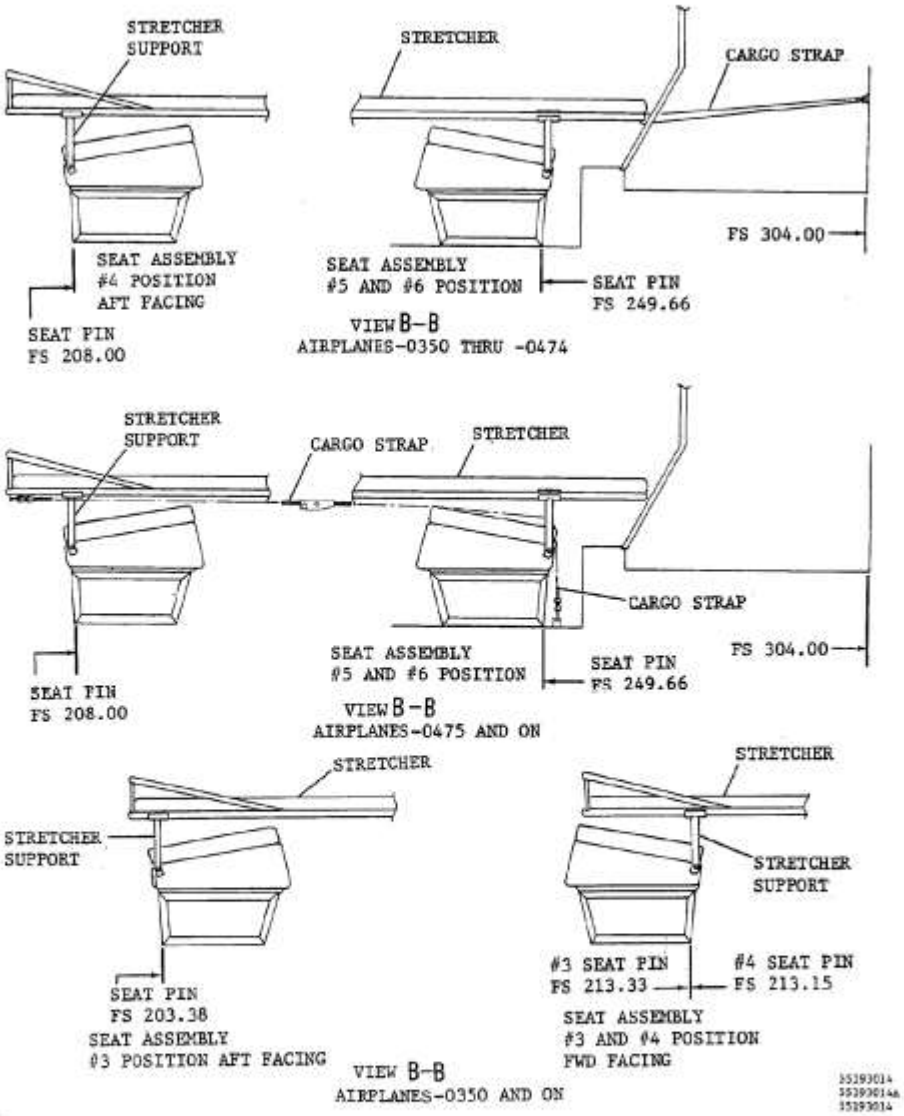
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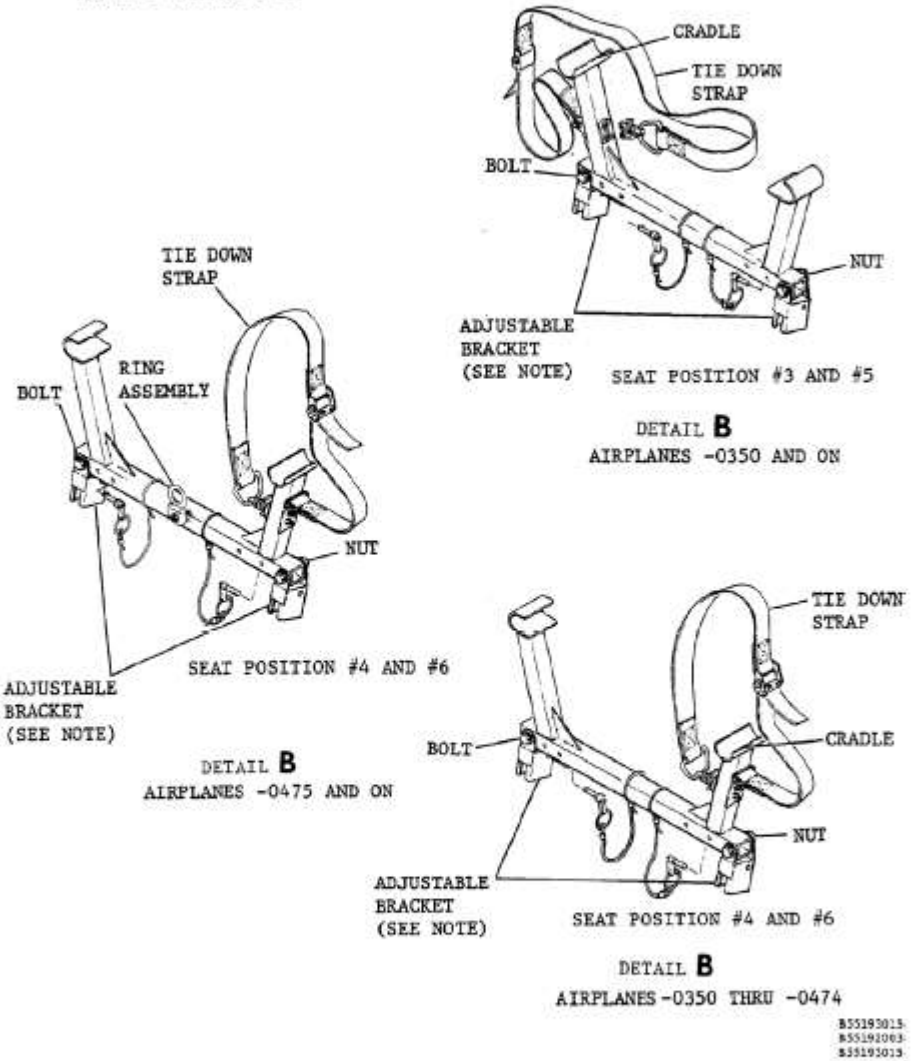
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Task 27-10-00-211

3. **Control Wheel Inspection**

A. Inspect control wheels.

(1) Inspect control wheels for security of installation, cracks or evidence of other damage.

WARNING: Ensure that personnel and equipment are clear of control surfaces before moving control wheels.

(2) Operate control wheels full travel, stop to stop, fore and aft and side to side. Ensure smooth travel and no binding of controls.

(3) Check control wheel switches for security and damage.

End Task

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Task 27-10-00-212

4. Aileron, Ruder and Elevator Trim Tab Control and Indicator Inspection

NOTE: When performing these inspections, refer to the criteria below in General Information.

A. General Information:
   (1) When inspecting the trim controls and indicators check for the following: Security, corrosion and other damage. Ensure that trim controls operate smoothly from stop to stop and indicators follow accordingly.

B. Requirements.
   (1) Inspect Aileron Trim Control and Indicator.
   (2) Inspect Rudder Trim Control and Indicator.
   (3) Inspect Elevator Trim Control and Indicator.

End Task

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Task 27-50-00-710

3. **Flap Motor Operational Check**

A. Tools and Equipment.
(1) External Power Unit - MH32-200K24M or equivalent.

NOTE: Airplanes -0001 thru -0667 have flap motors which do not contain electrical connectors in the motor wire bundles which allow disabling of the individual flap motor. Airplanes -0678 and On have such connectors installed. Without connectors, removal of the flap motors is required to perform this check which is an involved and time consuming process taking approximately 11 man hours, compared to only 20 minutes if the connectors are installed. Cessna offers an optional Service Bulletin SB500-27-14 which will allow operators of Airplanes -0001 thru -0667 to install the electrical connectors. Refer to SB500-27-14 for installation instructions.

B. Preliminary.
(1) Remove aft cabin floor panel 261CTC and other panels as required. If necessary, refer to Chapter 6, Access Plates And Panels Identification - Description And Operation
(2) Remove cabin under floor air mixer assembly and swing elbow duct out of the way to gain access to flap motors. Refer to Chapter 21, Underfloor Air Distribution - Maintenance Practices.

C. Flap Motor Operational Check (Flap Motors Incorporating SB500-27-14

NOTE: This procedure is performed to verify that both flap motors are operational.

NOTE: If you find an unserviceable flap drive gearbox during the Flap Motor Operational Check, it is necessary to replace both flap drive gearboxes.

WARNING: Ensure that all personnel and equipment are clear of the flaps before performing these checks.

(1) Set flaps to zero degrees.
(2) Open FLAP CONTROL and FLAP MOTOR circuit breakers.
(3) Disconnect electrical connector for left flap motor. Electrical connector is located near flap motor.
(4) Apply external electrical power to the airplane.
(5) Close FLAP CONTROL and FLAP MOTOR circuit breakers.
(6) Momentarily position the flap preselect lever to full down position. Observe that the flaps drive down.

NOTE: If unusual noises are observed, stop immediately and check gearbox and motor for damage.

(7) Position the flap preselect lever to full up position. Observe that the flaps drive to full up position.
(8) Open FLAP CONTROL and FLAP MOTOR circuit breakers.
(9) Connect electrical connector for left flap motor.
(10) Disconnect electrical connector for right flap motor.
(11) Close FLAP CONTROL and FLAP MOTOR circuit breakers.
(12) Set the flap preselect lever to full down position. Observe that flaps drive down.

NOTE: If unusual noises are observed, stop immediately and check gearbox and motor for damage.

(13) Position flap preselect lever to full up. Observe that flaps drive to full up position.

NOTE: If unusual noises are observed, stop immediately and check gearbox and motor for damage.

(14) Open FLAP CONTROL and FLAP MOTOR circuit breakers.
(15) Connect electrical connector for right flap motor.
(16) Close FLAP CONTROL and FLAP MOTOR circuit breakers.

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(17) Install cabin underfloor air mixer tube assembly and elbow duct. Refer to Chapter 21, Underfloor Air Distribution - Maintenance Practices.
(18) Extend flaps to full down, then retract to full up, listening for any unusual noises.
(19) Install cabin floor panels as required. Refer to Chapter 6, Access Plates And Panels Identification - Description And Operation.
(20) Remove external power from the airplane.

D. Flap Motor Operational Check (Flap Motors Not Incorporating SB500-27-14)

NOTE: This procedure is performed to verify that both flap motors are operational.

NOTE: When performing a flap motor check, if a failed gearbox is found, both gearboxes must be replaced.

WARNING: Ensure that all personnel and equipment are clear of the flaps before moving.

(1) Set flaps to zero degrees.
(2) Open FLAP CONTROL and FLAP MOTOR circuit breakers.
(3) Disconnect right flap motor from flap gearbox (Refer to Figure 601).
  (a) Identify, tag and disconnect flap motor ground wire. Insulate ground wire to prevent inadvertent contact with structure. It is not necessary to disconnect remainder of flap motor wire bundle.
  (b) Index flap gearbox and flap limit switch cam gears.
  (c) Remove upper nut, standoff spacer and screw securing flap limit switch to bracket.

CAUTION: When removing flap motor screws, observe location of spacer washers (if installed) between flap limit switch bracket and motor flange.

  (d) Remove four screws securing flap motor and flap limit switch bracket to flap gearbox. Withdraw motor from gearbox.
  (e) Temporarily install upper screw, standoff spacer and nut which secures the flap limit switch to bracket. Ensure flap gearbox and flap limit switch gears are in correct (index) alignment. To obtain alignment add additional spacers to take up space for removed motor.
(4) Apply external electrical power to the airplane.
(5) Close FLAP CONTROL and FLAP MOTOR circuit breakers.
(6) Set the preselect lever to full down position. Observe that flaps drive full down.
(7) Position the preselect lever to full up. Observe that flaps drive to full up position.

NOTE: If unusual noises are observed, stop immediately and check gearbox and motor for damage.

(8) Open FLAP CONTROL and FLAP MOTOR circuit breakers.
(9) Attach right flap motor to gearbox.

CAUTION: When installing flap motor screws, install spacer washers (if used) between flap limit switch bracket and motor flange. Discard spacers used for bracket alignment during test.

  (a) Remove upper screw, standoff spacer and nut temporarily installed to secure the flap limit switch to bracket.
  (b) Attach flap motor and limit switch bracket to flap gearbox with four screws.

CAUTION: Ensure flap gearbox and flap limit switch gears are in correct (index) alignment.

  (c) Install upper screw, standoff spacer and nut securing limit switch to bracket.
  (d) Connect flap motor ground wire.
(10) Disconnect left flap motor from flap gearbox. (Refer to Figure 601).

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(a) Identify, tag and disconnect ground wire. Insulate ground wire to prevent inadvertent contact with structure. It is not necessary to disconnect remainder of flap motor wire bundle.
(b) Remove four screws securing flap motor and withdraw motor from gearbox.

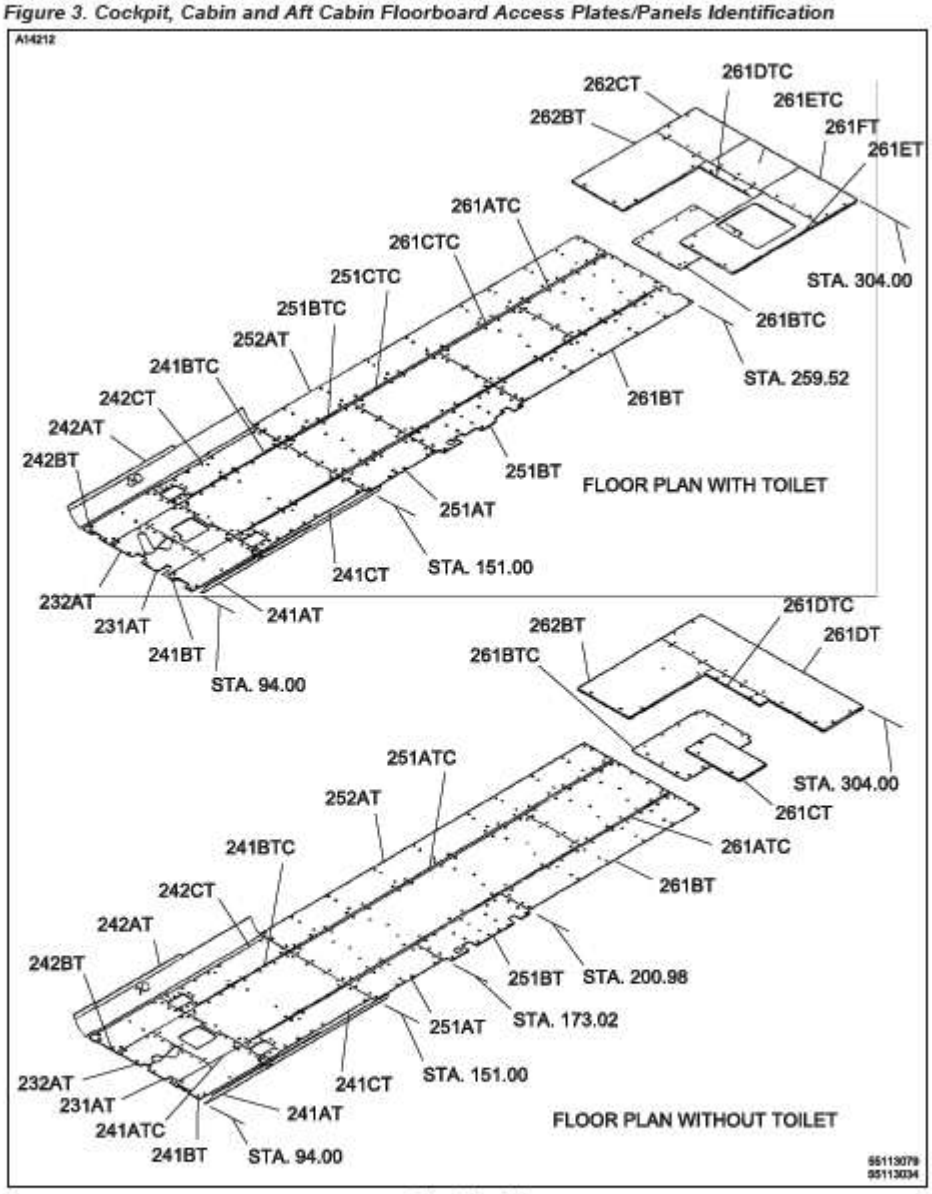
(11) Repeat steps above as necessary to check right flap motor.
(12) Attach left flap motor to gearbox and connect ground wire.
(13) Close FLAP CONTROL and FLAP MOTOR circuit breakers.
(14) Install cabin underfloor air mixer tube assembly and elbow duct. Refer to Chapter 21, Underfloor Air Distribution - Maintenance Practices.
(15) Check flap system for proper operation. Refer to Task 27-50-00-711 Flap Up Limit Switch Operational Check, Task 27-50-00-714 Flap Travel Check, and Chapter 34, Angle-of-Attack System Adjustment/Test.
(16) Install cabin floor panels as required. Refer to Chapter 6, Access Plates And Panels Identification - Description And Operation.
(17) Remove external power from the airplane.

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Figure 3. Cockpit, Cabin and Aft Cabin Floorboard Access Plates/Panels Identification

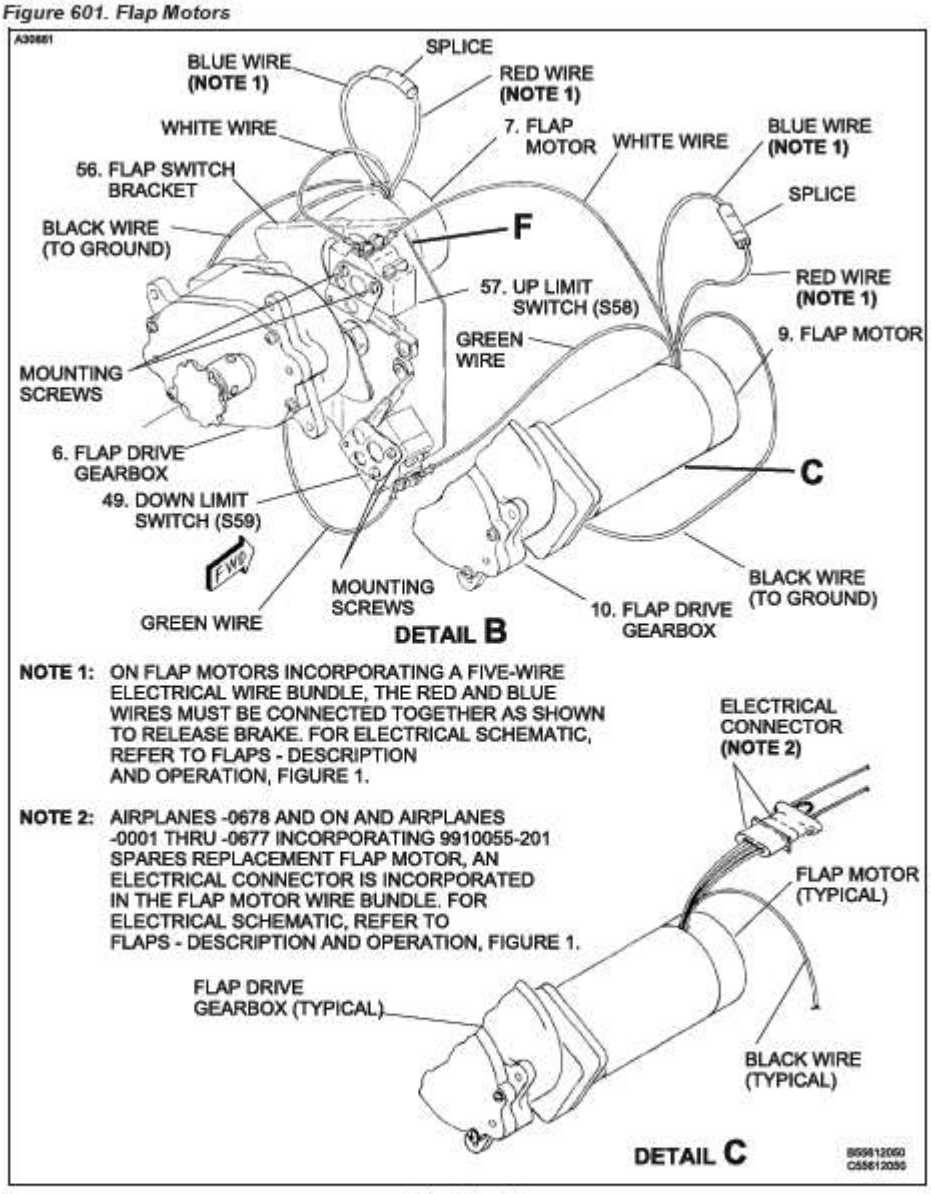


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Figure 601. Flap Motors



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Task 29-10-06-210

2. **Hydraulic Sub-Panel Inspection**

NOTE: This inspection is intended to be an overall inspection of the hydraulic sub-panel for damage due to maintenance performed in the tailcone.

A. Access.
(1) Open tailcone access door.

B. Inspect hydraulic sub-panel (Refer to Figure 201).
(1) Inspect hydraulic sub-panel for evidence of damage to components.
(a) Pay particular attention to items which may have become damaged by personnel laying on sub-panel items or, in airplanes with forward-mounted battery, due to battery removal.

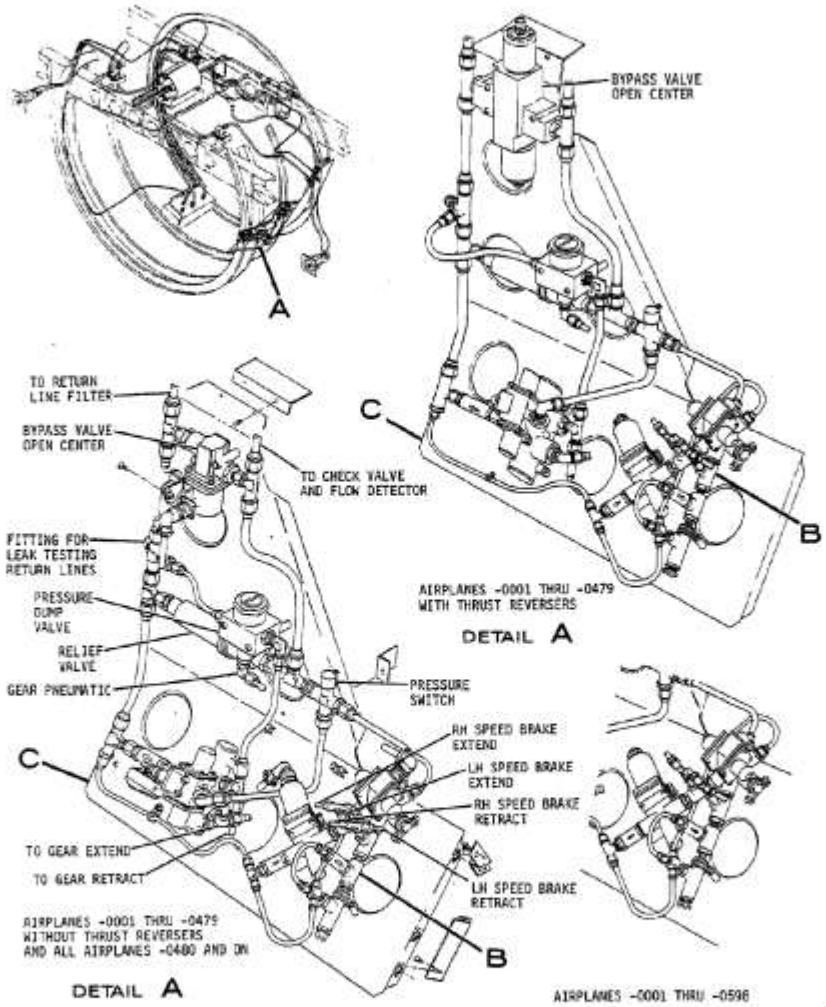
C. Restore access items as necessary.

End Task

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Figure 201. Hydraulic Panel

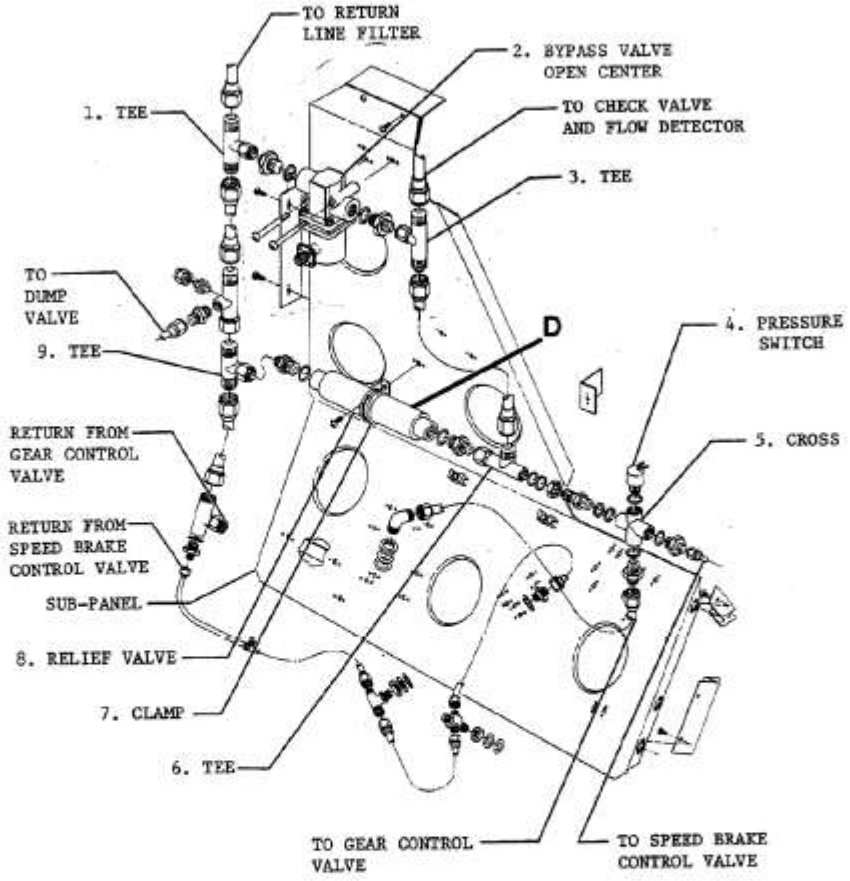


AIRPLANES -0001 AND ON

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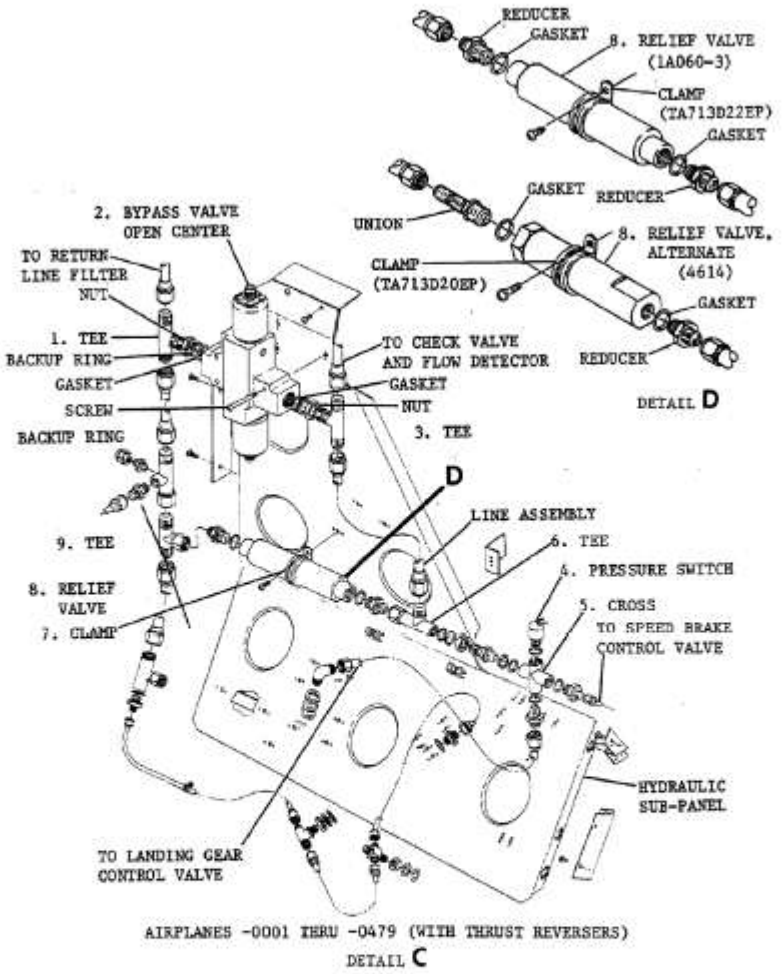
AIRPLANES -0001 THRU -0479
WITHOUT THRUST REVERSERS
AND ALL AIRPLANES -0480 AND ON

DETAIL **C**
AIRPLANES -0001 AND ON

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C55173010
D65171001

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Task 30-43-00-710

4. Windshield Alcohol Pump Operational Test

A. Special Tools and Equipment.
(1) External Power Unit - MH32-200K24M or Equivalent.

B. Check.
(1) Apply external power to the airplane and ensure that W/S ALCOHOL circuit breaker is engaged.
(2) Position W/S ALCOHOL switch on LH meter panel to ON and verify that alcohol sprays from all nozzles.
(3) Remove electrical power and service alcohol reservoir with isopropyl alcohol.

End Task

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Task 32-40-04-211

2. Brake Master Cylinder Inspection

A. Inspect Brake Master Cylinders.
(1) Visually inspect brake master cylinders, hoses, brake lines and fittings for security of installation, corrosion, damage, and evidence of hydraulic fluid leaks.
(2) Check the hoses for evidence of chaffing, deterioration or other damage.
(3) Check structural components and fasteners for security of installation, corrosion, and other damage.

End Task

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Task 33-50-00-211

3. **Emergency Exit Lights Inspection**

NOTE: Removal of cabin overhead and/or upholstery is not required for this inspection.

A. Visually inspect the emergency lights.
   (1) Verify one light assembly illuminates the cabin entrance and one light assembly illuminates the emergency exit.
   (2) Inspect lenses and light assemblies for security of installation and damage.
   (3) Check aiming of the lights to ensure they illuminate the appropriate area.

End Task

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Task 33-50-00-710

4. **Emergency Lights Operational Check**

A. Access.
(1) Remove cockpit overhead upholstery panel. Refer to Chapter 25, Flight Compartment Trim, Panels, and Ash Trays - Maintenance Practices.

B. Tools and Equipment.
(1) Multimeter.

C. Check Emergency Lights Illumination.
(1) Disconnect main battery.

NOTE: The main battery and emergency batteries are connected in parallel for operation of the emergency lights.

(2) Position the passenger safety switch on the pilot's instrument panel to PASSENGER SAFETY. The cabin entry door and the emergency exit door floodlights should be illuminated.
(3) Move the passenger safety switch to OFF.

D. Check Operation of Inertia Switch.

NOTE: There are two methods of testing the inertia switch. The first method requires actuation of the switch while in place and checking if the emergency lights illuminate. Although it is slightly more difficult to actuate the switch in place, it can be done and removal/installation of the switch is not required. The alternate method requires removal of the switch and checking for continuity.

(1) Inertial Switch Operational Check.
(a) Carefully strike the inertia switch on the aft end in place to provide a 5G force and verify operation of emergency lights.
(b) Press reset button and ensure that emergency lights extinguish.
(c) Reconnect main battery.
(2) Alternate Method - Inertial Switch Operational Check.
(a) Remove the 5G inertia switch by removing nuts, washers and screws securing switch to structure.
(b) Connect the multimeter to the switch terminals and ensure that there is no continuity.
(c) Carefully strike the inertia switch on the aft end to provide a 5G force. Check for continuity through inertia switch.
(d) Press reset button and ensure that there is no continuity.
(e) Reinstall inertia switch using screws, washers and nuts.
(f) Reconnect main battery.

End Task

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Task 51-00-00-160

2. Exterior Moisture Drain Holes Inspection

A. Inspect Exterior Moisture Drain Holes.
(1) Locate and visually inspect all exterior drain holes for obstruction. Refer to Structures - General.
(2) Visually inspect areas around drain holes for corrosion.
(3) On airplanes that have an optional pilot relief tube installed, examine the areas downstream of the relief tube drain for signs of corrosion on the fuselage skin, skin joints and fairing areas.

End Task

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Task 52-10-00-210

2. Cabin Door Inflatable Seal Inspection

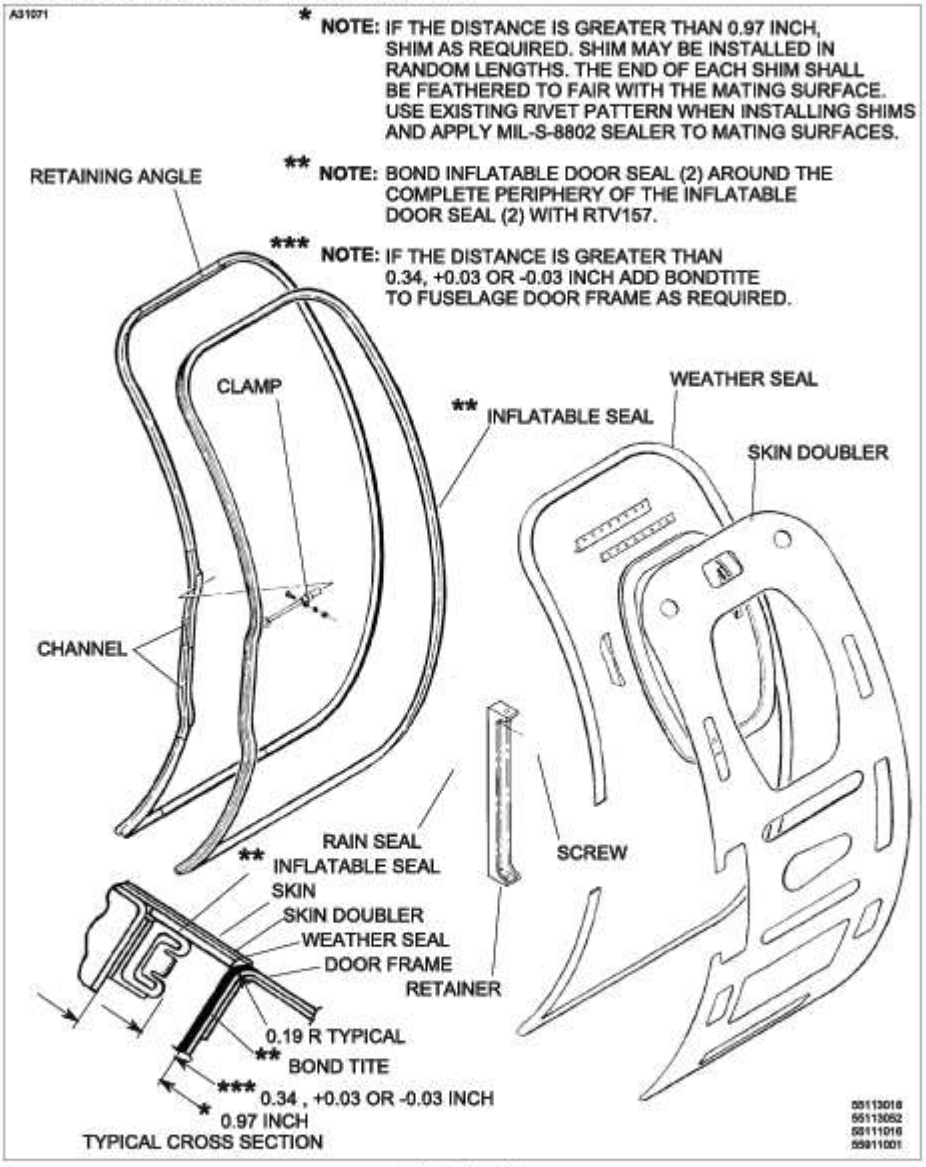
A. Inspect cabin door inflatable seal (Refer to Figure 202).
(1) Inspect the seal for security of installation and evidence of pinching.
(2) Inspect the seal for cleanliness, wear, rips, tears and deterioration or evidence of air leakage.
(3) Check that the metal inflation nipple that mates with the seal grommet is in proper position and making a good seal with the door.
(4) Check the weather seal for security of installation and evidence of tears, cracks or gouges.

End Task

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Figure 201. Passenger/Crew Entrance Door Seals



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Task 52-60-00-210

2. Entrance Stairs Inspection

A. Materials.
(1) LPS2 Medium Weight Lubricant.

B. Inspect standard cabin door step.
(1) Inspect hinges for cracks and hinge pins or screws for security of installation.
(2) Inspect step castings for cracking, wear affecting performance or evidence of damage.
(3) Inspect cabin door step chains for security of installation and evidence of damage.
(4) Visually inspect cabin door steps for proper adjustment.
(a) With steps deployed, place a knee on the middle of the bottom step and apply weight onto step assembly.
(b) Steps should set approximately parallel to the ground and both chains should have approximately the same tension.
(5) Stow step assembly and check for proper retraction lever stowage.
(a) Lubricate detent balls with LPS 2 medium weight lubricant.

End Task

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Task 52-70-00-710

2. Door Warning System Inspection and Operational Check

A. Tools and Special Equipment
(1) External Power - MH32-300K24M or equivalent.

B. Operational Check Door Warning System.
(1) Apply external power to airplane, position Main Power Switch to BATT.
(2) Close and latch and, if equipped with MEDCO locks, LOCK the nose baggage and tailcone doors.
(3) Close and latch cabin door.
(4) Ensure that the DOOR NOT LOCKED annunciator on the center instrument panel is extinguished.
(5) Open nose baggage, tailcone and cabin doors, one at a time and ensure that the door unlocked annunciator illuminates when the door latches are loosened (and UNLOCKED if MEDCO equipped) and extinguishes when the door is closed and latched (and LOCKED if MEDCO equipped).

NOTE: If SB is incorporated, installing locks, door must be latched and locked to extinguish warning light.

NOTE: If the door warning system does not operate properly, refer to the applicable adjustment section.

C. Inspect Nose Baggage, Tailcone and Cabin Door Lock Assemblies while performing (4) above. Check for security, proper operation, and evidence of damage.

D. Position BATT Switch to OFF.

E. Remove external power.

End Task

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Task 53-20-00-213

5. Cabin Door Threshold Inspection

A. Inspect cabin door threshold.
(1) Inspect for damage to radius of threshold angle.
(a) Damage is usually caused by a deformed inner lip of the cabin door.
(b) Deformation may be caused by cabin door swinging against an extended entrance stair.
(2) If damage is noted, refer to Model 500 Series Structural Repair Manual, Chapter 53, for criteria and applicable repair. If necessary, repair door to prevent additional damage to threshold.

End Task

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Task 53-20-00-219

10. Fuselage Interior Cabin Structure Corrosion Inspection

A. Materials
(1) Nylon Spacers for light switch - Part Number 4911670-2
(2) Nylon Spacers for light and Wemac - Part Number 4911670-3

B. Inspect fuselage interior cabin structure for corrosion.

NOTE: Refer to applicable section(s) in Chapter 25, Equipment Furnishings.

(1) Remove and inspect the underside of the baggage tiedowns for corrosion.
(2) Inspect the edges of the Wemac outlets and overhead light switch, the window shade tracks, and any exposed unprotected aluminum for signs of corrosion.
(3) If corrosion is found, proceed with the following steps.
(a) Remove armrest and inspect the channel supporting the lower edge of the headliner for corrosion. If no signs of corrosion are found, inspection is complete.
(b) Repair any corrosion found in previous steps, then isolate the baggage tiedowns, Wemac fitting, floodlight and light switch from the upholstery material or carpet by installing nylon spacers or other material to physically separate the fittings from the upholstery.
(c) If corrosion is found in the channel supporting the lower edge of the headliner, remove all upholstery and inspect for corrosion at all locations contacted by or adjacent to the cabin upholstery.
(d) Remove all corrosion and corrosive products.
(4) If corrosion damage is noted, evaluate in accordance with the criteria in the Model 500 Series Structural Repair Manual Chapter 51, Crack, Scratch, Gouge and Corrosion - Damage Classification.
(a) If damage caused by corrosion is not beyond acceptable limits, repair and refinish the surface using standard repairs published in the Model 500 Series Structural Repair Manual.
(b) If damage exceeds published limits, contact Cessna Citation Customer Services Department for disposition.

C. When reinstalling interior upholstery, ensure that nylon spacers are installed between the flanges of the Wemac fitting, cabin floodlight, light switch and the upholstery material of the headliner.

End Task

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Task 53-50-01-750

3. Radome Electrical Bonding Check

A. Radome Electrical Bonding Check - Embedded Lightning Diverter Strips.

(1) If embedded lightning diverter strip to airframe electrical bonding is verified prior to application of paint to radome (after maintenance or repair), electrical bond should remain intact unless bonding points (diverter strip to radome frame or radome frame to airframe) become corroded, or radome is damaged or reworked.

(2) Since electrical bonding points between diverter strips and radome frame will be protected against corrosion by the finish, only the electrical bond between radome frame and airplane structure is of concern during normal maintenance procedures.

(3) Any time radome is repaired or refinished, electrical bond between embedded lightning diverter strips and radome frame must be checked and verified.

(4) Electrical bonding check shall be accomplished prior to application of paint to radome. Electrical bond between radome frame and airplane structure shall be accomplished after installation of radome.

(a) Electrical bonding check between embedded lightning diverter strips and radome shall be made from the tip of diverter strip(s) to radome frame with radome removed from airplane.

NOTE: Resistance from diverter strip to radome frame shall be no greater than 0.0025 Ohm.

(b) After lightning diverter strip(s) to radome frame electrical bond is verified, radome should be installed on the airplane and the bond between the radome frame and airplane structure shall be verified.

(c) If proper electrical bond between radome frame and airplane structure cannot be achieved, check for improper painting (paint insulating bonding points used in attachment of radome) or corrosion of guide pins and/or fasteners. Repair as required and recheck electrical bond.

NOTE: Resistance from diverter strip attach point to airplane structure shall be no greater than 0.010 Ohm.

B. Radome Electrical Bonding Check - Surface Mounted Lightning Diverter Strips.

(1) Electrical bonding check between surface mounted lightning diverter strips and radome shall be made from terminal (aft end) of diverter strip(s) to radome frame with radome removed from airplane.

NOTE: Avoid scratching the lightning diverter strips and screw heads when checking electrical bond of diverter strip. Corrosion can result if the diverter strip or screw head are scratched. The tab at the terminal end of each diverter strip is available for bonding checks.

(2) Measured resistance shall be less than 0.0025 Ohm.

(3) Surface mounted lightning diverter strips shall be visually inspected to ensure there is a continuous bond, free of voids at edges, and no adhesive present on nickel segments.

(4) After electrical bonding of lightning diverter strip(s) to radome frame is verified, radome shall be installed on airplane and bond between diverter strip attach point and airplane structure shall be verified.

(5) Resistance from aft diverter attach point to airplane structure shall be no greater than 0.010 Ohm.

End Task

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Task 56-00-00-210

2. Airplane Windows Inspection

NOTE: Specific criteria defining types of damage and approved repair practices are defined in Windows - Approved Repairs.

A. Inspect Pilot's and Copilot's Windshield (Refer to Figure 601).
(1) Visually inspect the windshields for cracks, scratches, discoloration, crazing, or other deformities.
(a) The critical vision areas shall not have any deformities. Refer to Windows - Approved Repairs, Figure 801, for windshield critical vision areas.
(b) Crazing must be removed by an approved repair procedure which maintains proper window ply thickness.

B. Inspect Foul Weather Window (Refer to Figure 601).
(1) Visually inspect window for scratches and cracks.
(2) Operate window to closed and open position while checking seal mating surface and latch operation.
(3) Inspect seal for rips, tears or other evidence of damage.

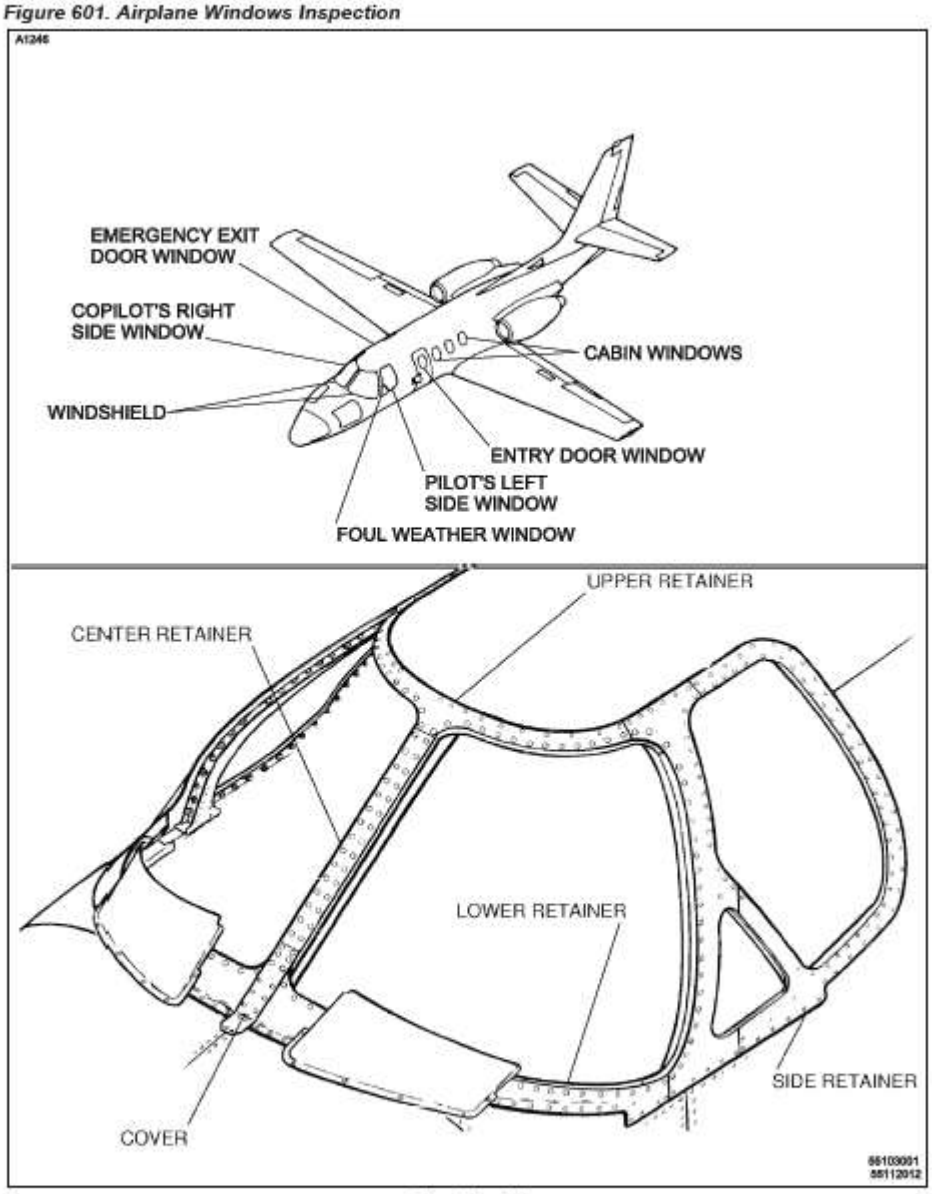
C. Inspect Flight Compartment Side Windows and Cabin Windows (Refer to Figure 601).
(1) Visually inspect flight compartment side windows and cabin windows for cleanliness, cracks, scratches, discoloration, crazing or other deformities.

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Figure 601. Airplane Windows Inspection



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INSPECTION PHASE 2

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. **Description**

   A. Phase 2 consists of selected items to be inspected every 150-hours and 300-hours or 24 calendar months, whichever occurs first. NOTE: 150 hour items are also listed in Phase B. When performing Phases 1 through 4 as one operation, duplicated items do not need to be performed twice.

   B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

   C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. **General Inspection Criteria**

   A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

   B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

   C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B211003	Flow Control Shutoff and Check Valves - Perform operational test (Parker Hannifin/Janitrol Check valves that have a serial number lower than 4AD39 and that do not have a serial number suffix B). Task 21-10-00-711	ENG			
B271001	Aileron Trim Tab - Check free play. Task 27-10-00-220	532			
C271001	Aileron Trim Tab Actuator - Lubricate, perform operational check and travel check. Task 27-10-00-640	532			
A271003	Aileron and Aileron Trim Tab - Inspect. Task 27-10-00-210	532, 632			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
C272001	Rudder Trim Tab Actuator - Lubricate, perform operational check and travel check. Task 27-20-00-640	340			
A272002	Rudder and Rudder Trim Tab - Inspect. Task 27-20-00-210	321, 340			
C273001	Elevator Trim Tab Actuators - Lubricate, perform operational check and travel check. Task 27-30-00-640	331, 332			
A273002	Elevator - Externally inspect. Task 27-30-00-210	331, 332			
A321001	Main Landing Gear - Inspect. Task 32-10-00-210	720, 730			
C321003	Main Gear Torque Links Airplanes -0002 thru -0626 - Lubricate. Task 32-10-00-640	720, 730			
A322001	Shimmy Damper - Inspect. Task 32-20-01-610	710			
C322001	Nose Gear Torque Links - Lubricate. Task 32-20-00-640	710			
A322002	Nose Gear Assembly - Inspect. Task 32-20-00-210	710			
B323001	Nose Gear Actuator - Dial Check. Task 32-30-04-220	710			
A323002	Nose Gear Uplock - Inspect. Task 32-30-05-211	710			
A323004	Main Gear Uplock - Inspect. Task 32-30-05-210	720, 730			
A324001	Main Wheel, Tire and Bearings - Inspect and Service. Task 32-40-00-210	720, 730			
A324002	Nose Wheel, Tire and Bearings - Inspect and service. Task 32-45-00-210	710			
A324003	Nose Wheel, Tire and Bearings (Gravel Runway) - Inspect and Service. Task 32-45-00-211	710			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B324006	Main Gear Wheel Brakes - Check wear, refer to vendor manual for criteria. Task 32-40-00-212	720, 730			
A324007	Main Landing Gear Brake - Inspect. Task 32-40-00-211	720, 730			
A325003	Gravel Runway/Nose Wheel Spin-Up Components - Inspect. Task 32-45-01-210	710			
A325004	Nose Wheel Spin-Up Control - Inspect. Task 32-45-01-211	212			
B326001	Landing Gear Hydraulic Systems - Perform adjustment/test. Task 32-01-00-710	AUX			
A551001	Horizontal Stabilizer - Externally inspect. Task 55-10-00-211	331, 332			
A551002	Horizontal and Vertical Stabilizer Aft Edge - Inspect. Task 55-10-00-270	331, 332, 340			
A553001	Vertical Stabilizer - Externally Inspect. Task 55-30-00-210	340			
A575001	Flaps - Inspect. Task 57-00-00-211	522, 622			
B742001	Engine Igniters - Inspect. Task 74-30-01-210	ENG, 410, 420			
C783001	Thrust Reverser Pivot Points Lubrication (WC-393 Non-Aerosol Spray Lubrication Method) Task 78-30-00-640	410, 420			
C783002	Lubricate the Thrust Reverser Guide Rods (D-5100NS Aerosol Spray Lubrication Method) Task 78-30-00-641	410, 420			
	*** End of Phase 2 Inspection Items ***				

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Task 21-10-00-711

4. Flow Control Shutoff and Check Valves Operational Test

A. Operational test.

NOTE: You can do all of the bleed air valve and line inspections during the operational check of the flow control shutoff valves.

(1) Start the left engine. Refer to the Approved Airplane Flight Manual.
  (a) Operate the left engine at idle power.
(2) Engage the NORM PRESS circuit breaker.
(3) Engage the EMER PRESS circuit breaker.
(4) Engage the CABIN FAN circuit breaker.
(5) Engage the TEMP circuit breaker.
(6) Make sure that you set the temperature selection in full cold AUTO or MANUAL.
(7) Put the PRESS SOURCE knob on the tilt panel to the NORM position. This will de-energize the left flow control shutoff valve and cause it to open to let bleed air operate the air cycle machine (ACM).

NOTE: If the ACM does not operate, the left flow control shutoff valve is unserviceable.

(8) Listen at the right engine tailpipe for an indication of bleed air leakage. If there is leakage, the right check valve or flow control valve could be unserviceable.
  (a) Determine the cause of the leakage.

NOTE: If an unserviceable check valve is found, the check valve must be removed and examined for missing pieces. If pieces are missing from the check valve, the pieces must be found and removed from the pneumatic lines. Refer to Chapter 36, Distribution - Troubleshooting.

  (b) Correct the condition as necessary.
  (c) Start the check again.
(9) Put the PRESS SOURCE knob on the tilt panel to the RH position.
  (a) Make sure that the ACM stops operation.
(10) Start the right engine. Refer to the Approved Airplane Flight Manual.
  (a) Operate the right engine at idle power.
(11) Stop the left engine. Refer to the Approved Airplane Flight Manual.
(12) Put the PRESS SOURCE knob on the tilt panel to the NORM position. This will de-energize the right flow control shutoff valve and cause it to open to let bleed air operate the ACM.

NOTE: If the ACM does not operate, the right flow control shutoff valve is unserviceable.

  (a) Listen at left engine tailpipe for an indication of bleed air leakage. If there is leakage, the left check valve or flow control valve could be unserviceable.
  (b) Determine the cause of the leakage.

NOTE: If an unserviceable check valve is found, the check valve must be removed and examined for missing pieces. If pieces are missing from the check valve, the pieces must be found and removed from the pneumatic lines. Refer to Chapter 36, Distribution - Troubleshooting.

  (c) Correct the condition as necessary.
  (d) Start the check again.
(13) Put the PRESS SOURCE knob on the tilt panel to the LH position.
  (a) Make sure that the ACM stops operating.
(14) Stop the right engine. Refer to the Approved Airplane Flight Manual.

End Task

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Task 27-10-00-210

2. Aileron and Aileron Trim Tab Inspection

A. Inspect the ailerons for security of installation.
   (1) All attaching nuts must be of a castellated self-locking style with cotter pins. Refer to the Model 500 Illustrated Parts Catalog, Chapters 27 and 55 for approved hardware.

   NOTE: Use of non-specified hardware is prohibited.

   (2) Inspect the attach hinges and brackets for security of installation or evidence of damage.

B. Inspect aileron and aileron trim tab.
   (1) Visually inspect the aileron and aileron trim tab external surfaces for security of installation, corrosion or evidence of cracking or other damage.
   (2) Move aileron full travel up and down. Check for binding and freedom of movement.

C. Visually inspect the aileron trim tab actuator pushrods for security of installation, corrosion or evidence of damage.
   (1) All attaching nuts must be of a castellated non-self-locking style with cotter pins. Refer to the Model 500 Illustrated Parts Catalog, Chapter 27 and 57 for approved hardware.

   NOTE: Use of non-specified hardware is prohibited.

   (2) Check for presence of sealant in hole in clevis base of adjustable trim tab pushrod. Reseal as required.

D. Restore access items as required.

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Task 27-10-00-220

5. **Aileron Trim Tab Free Play Check**

A. This procedure is to provide a check of the trim tab free play to ensure it falls within the maximum allowed. The trim tab free play is checked by a fixture with a dial indicator attached, located on the control surface. A load is applied with a spring gage, centered between the actuator pushrods, near the aft edge of the tab. The deflection is recorded. After repeating in the opposite direction, free play is then plotted on a graph. This free play should be below maximum allowable free play.

B. Special Tools and Equipment.
(1) Spring Gage. Type L-30 or Equivalent.
(2) Trim Tab Freeplay Tool, fabricate locally. Refer to Chapter 27, Flight Controls - General.
(3) Dial Indicator (0 to 1.0 Inch) - Commercially Available.

C. Trim Tab Free Play Check Procedure. (Refer to Figure 601).
(1) Preliminary setup.
(a) Fabricate or obtain a trim tab free play tool.

NOTE: Trim Tab Free Play Tool may be fabricated locally. For details, refer to Flight Controls - General, for specifications and instructions.

(b) Remove the forward cotter pins, nuts and washers on both the inboard and outboard actuator pushrods. Do not remove the bolts.
(c) Set and secure the aileron surface in the neutral position
(d) Set the tab in the neutral position (faired with the aileron surface).
(e) Engage the control lock system.
(f) Attach trim tab free play tool with dial indicator and position hunter scale on control surface locations.
(2) Trim Tab Free Play Check.

NOTE: Aileron Trim Tab Recording and Reporting forms may be reproduced and used as worksheets for performing the free play check.

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Aileron Trim Tab Free Play Recording and Reporting Form

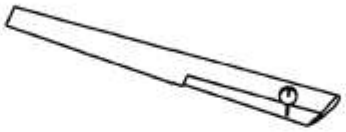
INSTRUCTIONS

NOTE: Example steps use a 0.001-inch per division dial indicator with no secondary dial.

1. Set dial gage at its mid-range point and zero the dial.
2. Record dial indicator reading in box 1, airplane unit or serial number and disconnected pushrod on form.
3. Apply 8 pounds load as described in box 2, and record travel.
4. Reduce load to 2 pounds as describedl in box 3, and record travel.
5. Apply 8 pounds load to opposite side of surface as described in box 4 and record travel.
6. Reduce load to 2 pounds as describedl in box 5, and record travel.
7. Add the two travels noted in boxes 2 and 4 and place the answer in box 6.
8. Add the two travels noted in boxes 3 and 5 and place the answer in box 7.
9. Plot the intersection of the two answers obtained in boxes 6 and 7 on the Aileron Pass Fail Chart.

AIRPLANE UNIT _____ Pushrod disconnected (circle one) Inboard Outboard

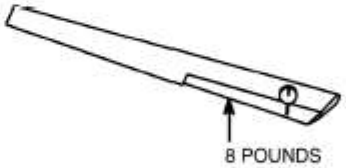
1



Indicator reading at zero position = _____

EXAMPLE: 0.000

2



How far did Indicator move from original zero position recorded in box 1 = _____

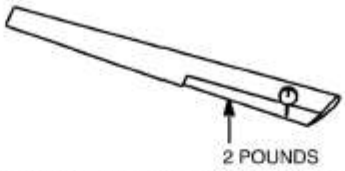
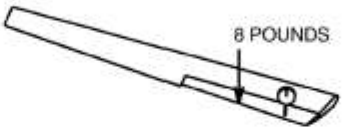
EXAMPLE: Indicator reads 0.039. Therefore indicator moved from original zero position noted in box 1 = 0.039

REPORTING FORM SHEET 1

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3	 How far did Indicator move from original zero position recorded in box 1 = _____ EXAMPLE: Indicator reads 0.028. Therefore indicator moved from original zero position noted in box 1 = 0.028
4	 How far did Indicator move from original zero position recorded in box 1 = _____ EXAMPLE: Indicator reads 0.081. Therefore indicator moved from original zero position noted in box 1 = 0.019
5	 How far did Indicator move from original zero position recorded in box 1 = _____ EXAMPLE: Indicator reads 0.090. Therefore indicator moved from original zero position noted in box 1 = 0.010
6 EXAMPLE: 0.039 + 0.019 = 0.058	7 EXAMPLE: 0.028 + 0.010 = 0.038

REPORTING FORM SHEET 2

(a) Outboard actuator pushrod test.
1 Disconnect the inboard actuator pushrod by removing the forward bolt.
2 Using the Aileron Trim Tab Recording and Reporting forms, perform the steps shown in the instructions.

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NOTE: All four loads should be completed in sequence without zeroing the dial gauge during the process.

3 If the intersection point is BELOW the allowable freeplay line, refer to Pass/Fail Chart For Aileron Trim Surface Freeplay, the outboard pushrod has passed the test.

4 If the intersection point is ABOVE the allowable freeplay line, refer to Pass/Fail Chart For Aileron Trim Surface Freeplay, the outboard pushrod has failed the test. Troubleshoot as follows, and repeat above steps until intersection point is BELOW the limit line.

a Check clevis for wear, replace actuator pushrod bolts and bearings in rod ends as necessary in order for pushrod to pass test.

b If test results are still unacceptable, overhaul or replace actuator. Refer to Component Maintenance Manual Chapter 27, Trim Tab Actuator.

5 Reconnect the inboard actuator pushrod by replacing the forward bolt.

(b) Inboard actuator pushrod test.

1 Disconnect the outboard actuator pushrod by removing the forward bolt.

2 Using the Aileron Trim Tab Recording and Reporting forms, perform the steps shown in the instructions.

NOTE: All four loads should be completed in sequence without zeroing the dial gauge during the process.

3 If the intersection point is BELOW the allowable freeplay line, refer to Pass/Fail Chart For Aileron Trim Surface Freeplay, the inboard pushrod has passed the test.

4 If the intersection point is ABOVE the allowable freeplay line, refer to Pass/Fail Chart For Aileron Trim Surface Freeplay, the inboard pushrod has failed the test. Troubleshoot as follows, and repeat above steps until intersecting point is BELOW the limit line.

a Check clevis for wear, replace actuator pushrod bolts and bearings in rod ends as necessary in order for pushrod to pass test.

b If test results are still unacceptable, overhaul or replace actuator. Refer to Model 500 Series Component Maintenance Manual Chapter 27, Trim Tab Actuator.

5 Reconnect the outboard actuator pushrod by replacing the forward bolt.

(c) If both pushrods have passed, remove trim tab free play tool and replace the forward washers, nuts and cotter pins.

NOTE: Pushrod bolts must be free spinning in all Aileron and Tab positions when fully installed with washers, nuts, and cotter pins.

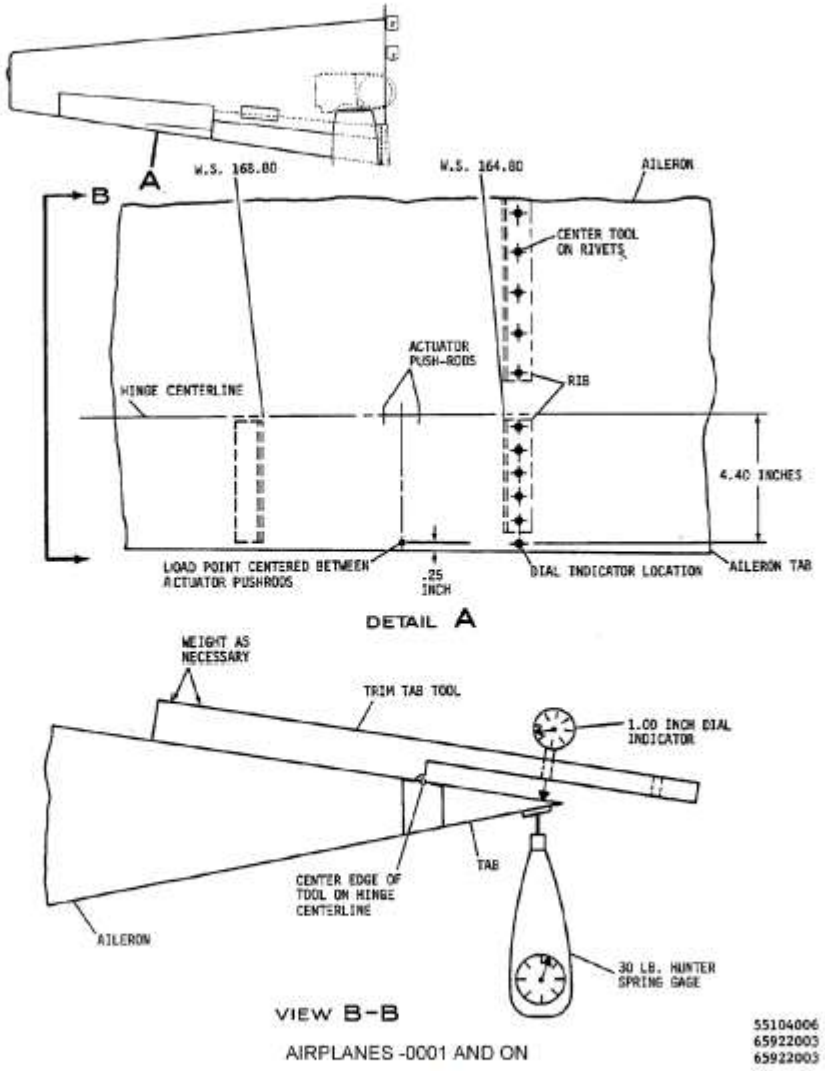
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Figure 601. Aileron Trim Tab Free Play Check



55104006
65922003
65922003

AIRPLANES -0001 AND ON

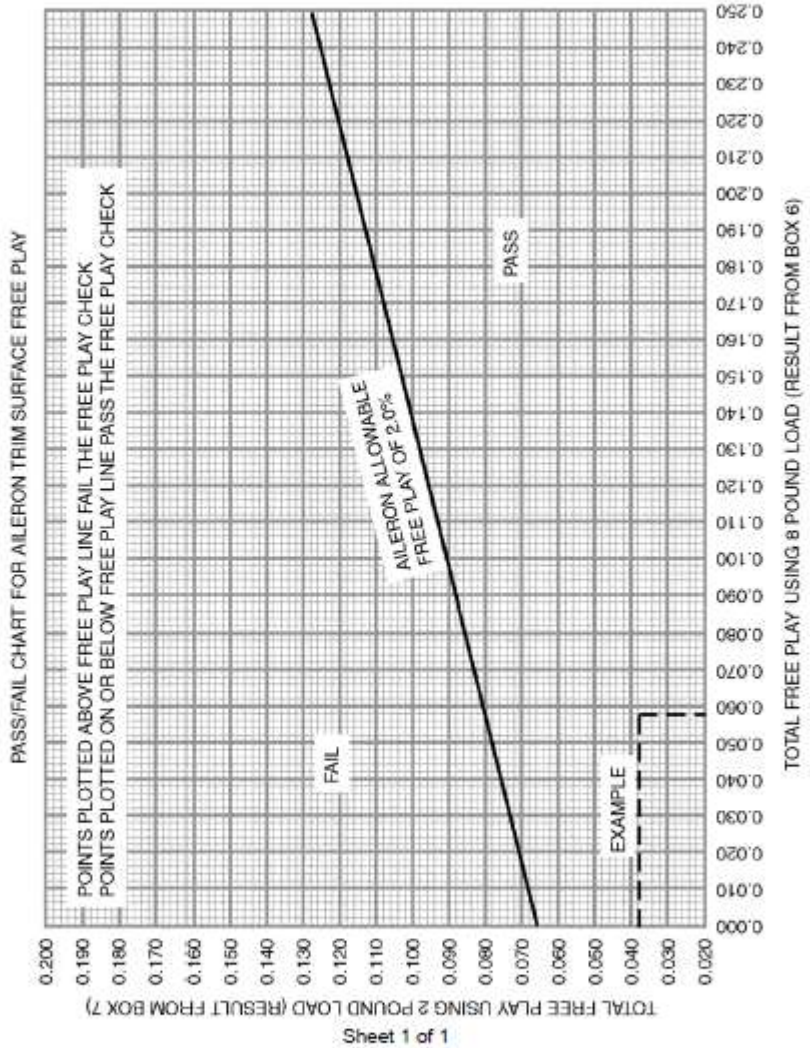
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Figure 602. Pass/Fail Chart For Aileron Trim Surface Freeplay

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Task 27-10-00-640

6. **Aileron Trim Tab Actuator Lubrication, Operational Check and Travel Check**

A. Tools and Equipment.
(1) Digital Inclinometer - KS5549 Kell-Strom Tool Co., Inc.
(2) Grease Gun - Commercially available

B. Supplies.
(1) Silicone Grease - Part Number 5565450-28
(2) Heavy Duty Lubricant - LPS 3
(3) Solvent - MIL-PRF-680 Type III

C. Lubricate, Operational Check and Travel Check (trim tab actuators without grease fittings).

NOTE: It is possible the airplane may have one of two different types of actuator installed. Refer to the procedure which applies to your airplane.

(1) Position aileron trim tab to full up.
(2) Remove cotter pins, alignment pin, nuts, washers and bolts securing trim tab pushrods to actuator screws.

CAUTION: It is very important each trim tab actuator screw is replaced exactly as it was removed. Failure to ensure this can affect aileron rigging adjustment and result in binding of the control surface. Remove only one screw at a time and check position against remaining screw when reinstalling.

(3) Make a mark around shaft of actuator screws at point where they enter trim tab actuator housing. Make another index mark vertically on screw shaft and trim tab actuator housing to ensure alignment when reinstalling screw. Carefully count number of turns necessary to remove each screw.

NOTE: Note position of bearing end when screw comes free from trim tab actuator so screw can be started at same threads when reinstalling.

(4) With aileron trim tab actuator screw removed, clean screw threads of old grease using solvent. Blow dry with compressed air.
(5) Visually inspect trim tab actuator screw for corrosion, pitting or other evidence of damage.
(a) If corrosion, pitting or other evidence of damage is noted on screw threads, remove trim tab actuator from airplane, disassemble and check internal threads of housing for damage. Replace as necessary. Refer to Model 500 Series Component Maintenance Manual.
(b) If no damage is noted on screw threads, liberally pack housing and threads of trim tab actuator screw using 5565450-28 Silicone Grease.
(6) Install trim tab actuator screw as previously positioned and check reference marks. If unable to install trim tab actuator screws as previously positioned, refer to Aileron and Tab - Adjustment/Test for detailed procedures on aileron and trim tab rigging.
(7) Verify alignment of bearings by inserting an alignment pin through both bearings.
(8) Repeat removal, inspection and lubrication procedures for second actuator screw.
(9) Clean chains and sprockets on forward end of trim tab actuator using solvent. Blow dry using compressed air.
(10) Lubricate chains and sprockets on forward end of trim tab actuator using LPS 3 Grease.
(11) Install trim tab pushrods, alignment pin, bolts, washers, nuts and cotter pins on trim tab actuator screws.

NOTE: Ensure adjustable pushrod is inboard and that bend in pushrods is positioned downward at trim tab horn.

(12) Perform operational test and travel check. Refer to Operational Check Trim Tab and Aileron Trim Tab Travel Check.

D. Lubricate, Operational Check and Travel Check (trim tab actuators with grease fittings).

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(1) Position aileron trim tab to full down.
(2) Clean trim tab actuator, chains and sprockets using solvent. Blow dry using compressed air.
(3) Using grease gun loaded with correct grease, pump grease into trim tab actuator until grease can be seen extruding from trim tab actuator.
(4) Cycle trim tab actuator though full travel three to four times.
(5) Lubricate chains and sprockets on forward end of trim tab actuator using LPS-3.
(6) Wipe excess grease from trim tab actuator, chains and sprocket.
(7) Perform operational test. Refer to Operational Check Trim Tab and Aileron Trim Tab Travel Check.

E. Operational Check Trim Tab.
(1) Rotate trim control knob from stop to stop and check trim tab for freedom of movement and any evidence of binding.
(2) Ensure system is smooth. If system is not smooth, check cable installation for misalignment, excessive pulley wear, seized pulley or bellcrank bearings, binding guard pins and rubbing at structural cutouts.

F. Aileron Trim Tab Travel Check.
(1) Engage control lock.
(2) Position inclinometer to trim tab surface near pushrods and perpendicular to hinge line.
(3) Rotate aileron trim control knob clockwise until stops contact.
(a) Verify trim tab is 20 degrees, +1.0 or -1.0 degree, above streamline (trail) position. Trail position is defined as parallel to flight control surface.
(4) Rotate aileron trim control knob counterclockwise until stops contact.
(a) Verify trim tab is 20 degrees, +1.0 or -1.0 degree, below streamline (trail) position. Trail position is defined as parallel to flight control surface.
(5) Return trim tab indicator knob to neutral position. Trim tab flight neutral position may or may not be the same as the streamline (neutral) position.

NOTE: This ground test utilizes the cockpit control knob to set tab to neutral, a position from which flight control is unaffected. The actual neutral position of the trim tab may be somewhat different due to the airplane's lateral balance, load, trim tab rigging or other adjustment factors. If further information is required, refer to Aileron and Tab - Adjustment/Test.

(6) Release control lock.

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Task 27-20-00-210

2. **Rudder and Rudder Trim Tab Inspection**

A. Access.
(1) Remove the stinger.

B. Inspect Rudder and Rudder Trim Tab.
(1) Inspect the rudder for security of installation. All attaching nuts must be of a castellated self-locking style with cotter pins. Refer to the Model 500 Illustrated Parts Catalog, Chapter 27 and 55 for approved hardware. Use of non-specified hardware is prohibited.
(2) Inspect the attach hinges and brackets for security of installation or evidence of damage.
(3) Do a visual inspection of the rudder and rudder trim tab external surfaces for correct installation, corrosion, and indications of cracks or other damage.
(4) Do a visual inspection of the rudder torque tube and bell crank moisture drain hole for blockage.

NOTE: Airplanes not incorporating a drain hole must have one installed (Refer to Rudder Bell Crank - Maintenance Practices).

NOTE: Airplanes with 0.125 inch bell crank drain hole may continue in service until next rudder removal. At next rudder removal, modify bell crank to incorporate 0.25 inch hole per Rudder Bell Crank - Maintenance Practices.

(5) Visually inspect the rudder trim tab actuator push rods for security of installation, corrosion or evidence of damage. All attaching nuts must be of a castellated non self-locking style with cotter pins. Refer to the Model 500 Illustrated Parts Catalog, Chapter 27 and 55 for approved hardware. Use of non-specified hardware is prohibited.
(6) Check for presence of sealant in hole in clevis base of adjustable trim tab push rod; reseal as required.
(7) Restore access as required.

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Task 27-20-00-640

8. **Rudder Trim Tab Actuator Lubrication, Operational Check and Travel Check**

A. Tools and Equipment.
(1) Grease Gun - Commercially available
(2) Check Fixture - CJMD527-101

B. Supplies.
(1) Silicone Grease - 5565450-28
(2) Solvent - MIL-PRF-680 Type III

C. Lubricate Rudder Trim Tab Actuator (without grease fittings). Refer to Figure 603.

NOTE: It is possible that the airplane may have one of two different types of actuator installed. Refer to the procedure which applies to your airplane.

(1) Remove access panel 340DR , located on the right side of the vertical stabilizer. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) Operate rudder trim control and position trim tab full over to provide access to pushrod bolts.
(3) Remove cotter pins, nuts, washers and bolts securing trim tab horn to actuator pushrods.
(4) Position rudder full over and remove cotter pin and alignment pin which passes through both pushrods where actuator screws are attached.

CAUTION: It is very important that each trim tab actuator screw is replaced exactly as it was removed. Failure to do this can affect rudder rigging adjustment and result in binding of control surface. When trim tab actuator and screw are cleaned and greased, reinstall screw and check position with alignment pin against actuator screw still in place.

(5) Make a mark around the shaft of the trim tab actuator screws at point where they enter the trim tab actuator housing. Make another index mark vertically on screw shaft and trim tab actuator housing to ensure alignment when reinstalling screw.
(6) Counting number of turns, unscrew only one pushrod (with actuator screw attached) until it is clear of control surface.

NOTE: Note the position of rod end when the screw comes free from actuator so screw can be started at same thread when you reinstall it.

(7) With trim tab actuator screw removed, clean screw threads of old grease using solvent. Blow dry with compressed air.
(8) Visually inspect actuator screw for corrosion, pitting or other evidence of damage.
(a) If corrosion, pitting or other evidence of damage is noted on screw threads, remove actuator from airplane, disassemble and check internal threads of housing for damage. Replace as necessary. Refer to Model 500 Series Component Maintenance Manual.
(9) If no damage is noted on screw threads, liberally pack housing and threads of actuator screw using 5565450-28 Silicone Grease. Run screw in and out several times and check for smooth operation.
(10) Install trim tab actuator screw as previously positioned and check reference marks. Use alignment pin to confirm trim tab actuator screw is in original position.
(11) Repeat removal, inspection and lubrication for second actuator screw.
(12) Install second screw, counting turns, check position and if found to be good install alignment pin and cotter pin. If unable to install actuator screws as previously positioned, refer to Rudder and Trim Tab Control System - Adjustment/Test for detailed procedures on rudder and trim tab rigging.
(13) Attach pushrods to trim tab horn with bolts, washers, nuts and cotter pins.
(14) Clean chain and sprocket assembly using solvent. Blow dry using compressed air.
(15) Lubricate chain and sprocket assembly using LPS-3 lubricant.
(16) Perform operational check and travel check. Refer to Operational Check Rudder Trim Tab and Rudder Trim Tab Travel Check.

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D. Lubricate Rudder Trim Tab Actuator (with grease fittings).
   (1) Remove access panel 340DR , located on right side of vertical stabilizer. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
   (2) Operate rudder trim control and position trim tab to full right position.
   (3) Clean trim tab actuator, chains and sprocket assembly using solvent. Blow dry using compressed air.
   (4) Using grease gun loaded with correct grease, pump grease in to trim tab actuator until grease can be seen extruding from trim tab actuator.
   (5) Operate trim tab control and cycle trim tab through full travel three to four times.
   (6) Lubricate chains and sprockets on rear of trim tab actuator using LPS-3 lubricant.
   (7) Wipe excess grease from trim tab actuator, chains and sprocket.
   (8) Perform operational check. Refer to Operational Check Rudder Trim Tab.

E. Operational Check Rudder Trim Tab.
   (1) Operate rudder trim tab system full travel in each direction. If system is not smooth, recheck cable installation for misalignment, excessive pulley wear, seized pulley or bell crank bearings, binding guard pins and rubbing at structural cutouts.
   (2) Operate rudder pedals from stop to stop and check rudder for freedom of movement and any evidence of binding.

F. Rudder Trim Tab Travel Check (Refer to Figure 604).
   (1) Position check fixture on rudder.
   (2) Place rudder trim tab in a streamlined position.
   (3) Rotate rudder trim control wheel to full nose left.
      (a) Rudder trim tab shall deflect 10 degrees, +1.0 or -1.0 degree to the right.
   (4) Rotate rudder trim control wheel to full nose right.
      (a) Rudder trim tab shall deflect 10 degrees, +1.0 or -1.0 degree to the left.

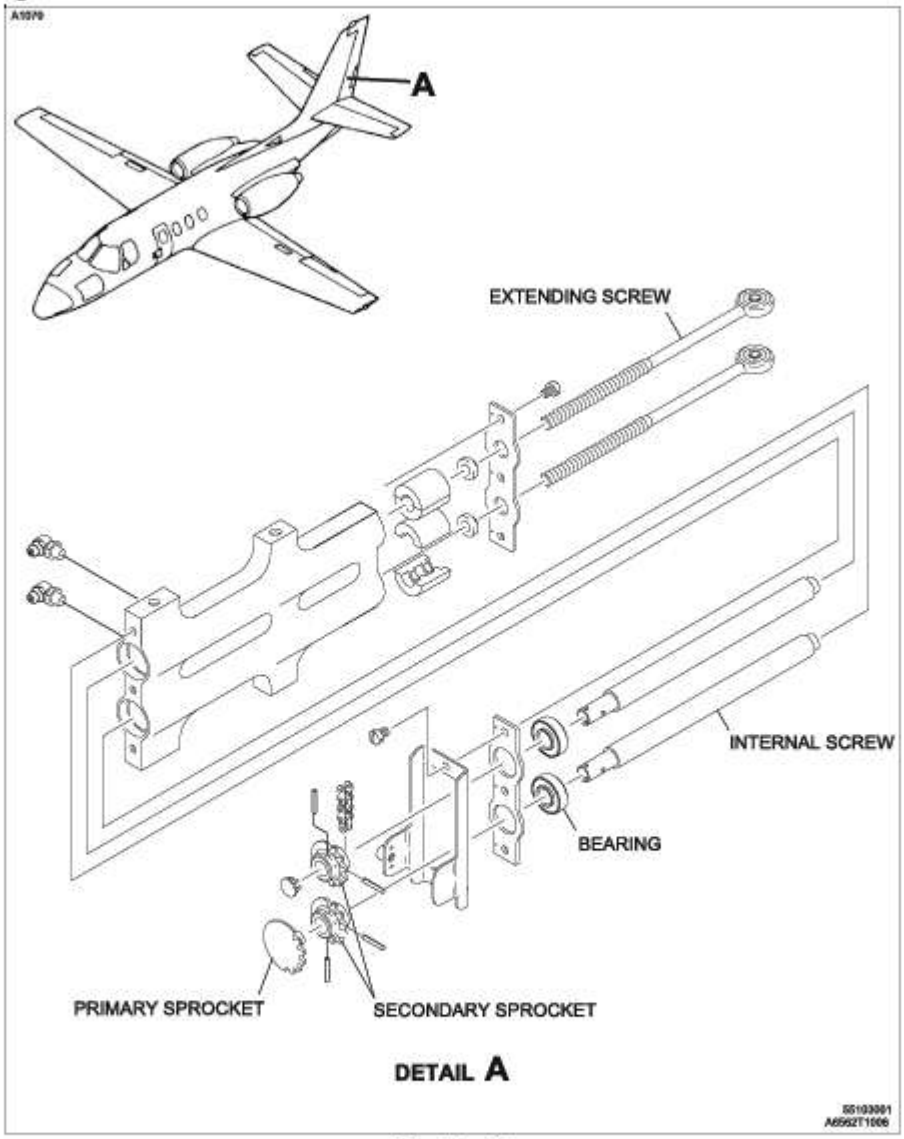
G. Remove Fixture and Restore Airplane.

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Figure 603. Trim Tab Actuator

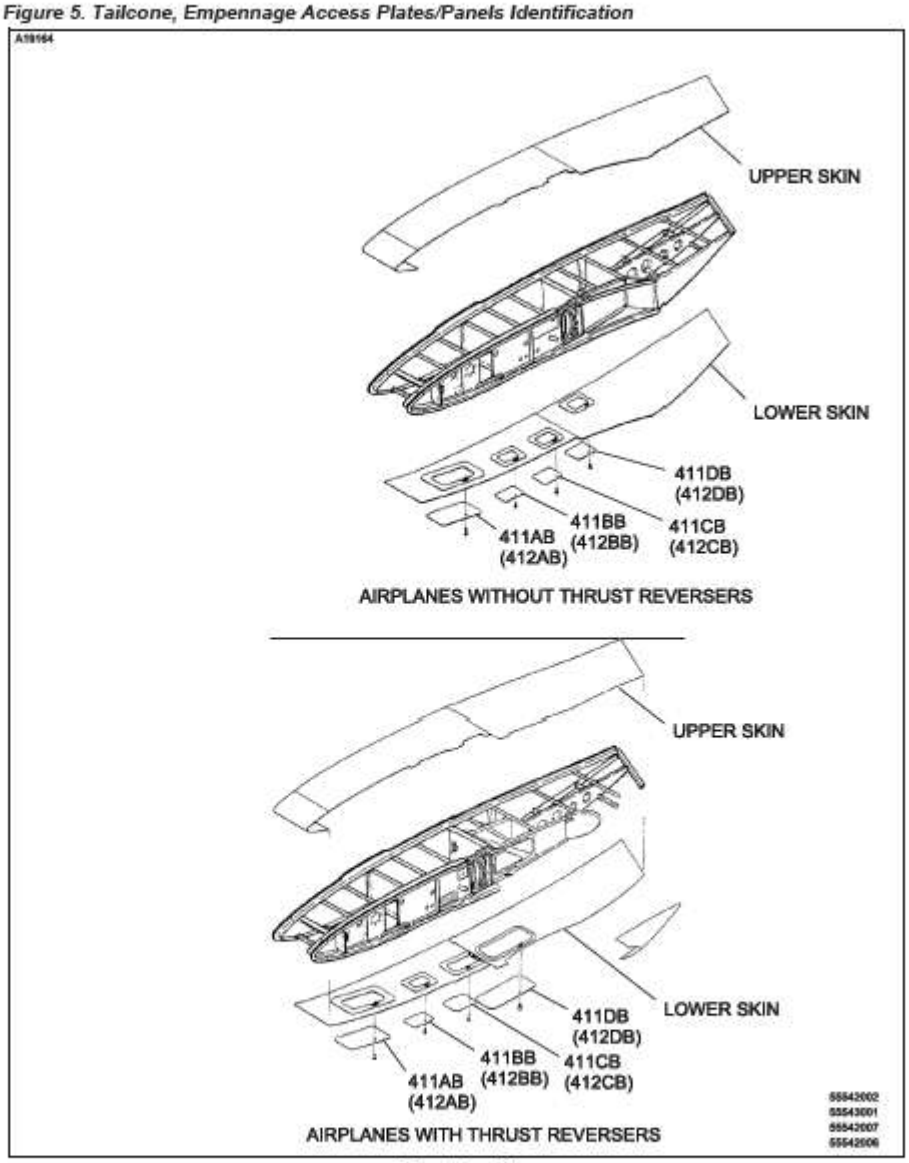


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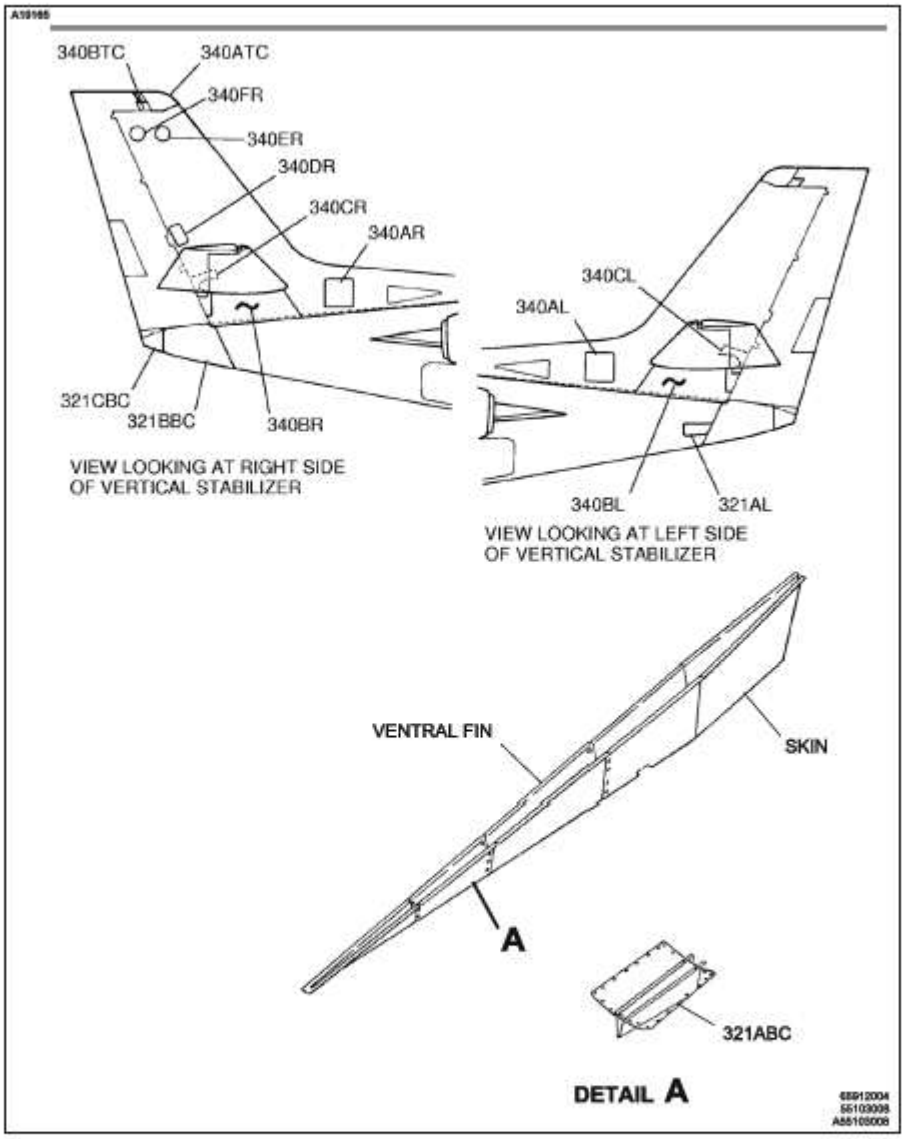
Figure 5. Tailcone, Empennage Access Plates/Panels Identification



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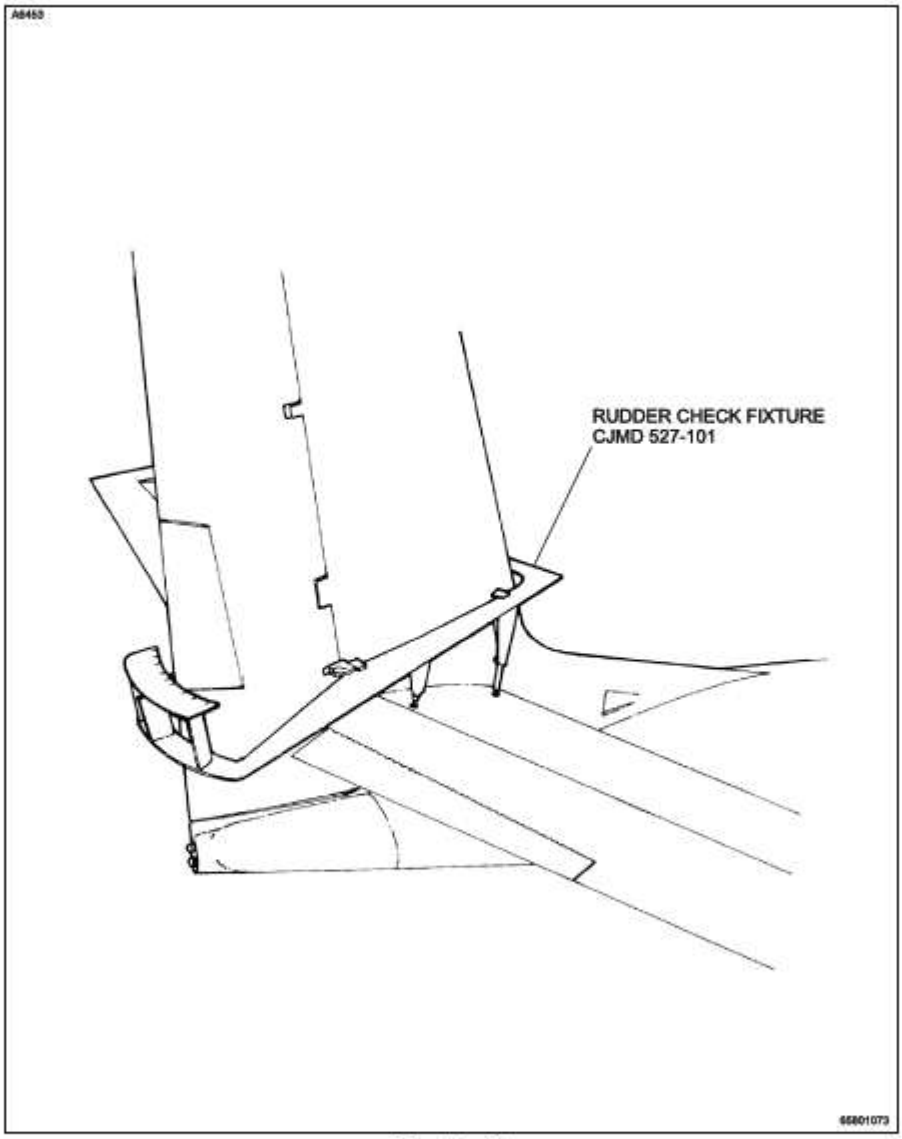


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Figure 604. Rudder Trim Tab Travel Check



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Task 27-30-00-210

2. Elevator External Inspection

NOTE: This inspection is to be performed without access panel removal. Inspection of the components internal to the stabilizer, such as torque tubes and pushrods, will be performed under Task 27-30-00-211.

A. Perform inspection (Refer to Figure 601).
   (1) Inspect the elevators for security of installation.
   (2) All attaching nuts must be of a castellated self-locking style with cotter pins. Refer to the Model 500 Illustrated Parts Catalog, Chapter 27 and 55 for approved hardware. Use of non-specified hardware is prohibited.
   (3) Inspect the attach hinges and brackets for security of installation or evidence of damage.
   (4) Visually inspect the elevator and elevator trim tab external surfaces for security of installation, corrosion or evidence of cracking or other damage.

      NOTE: If any cracking is noted at the elevator inboard rib or skins at inboard rib area, replace elevator torque tube and hinge bolt at SS 54.00.

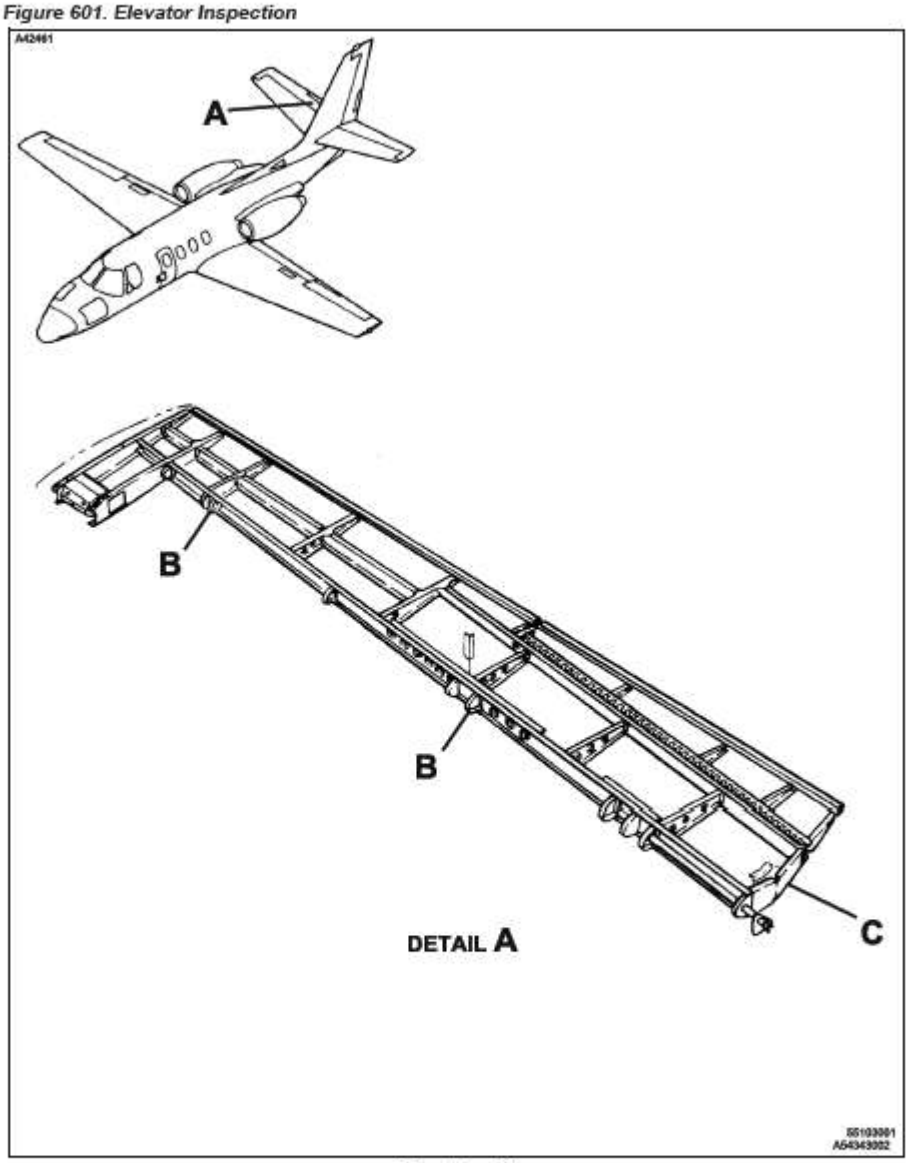
   (5) Visually inspect the elevator trim tab actuator pushrods for security of installation, corrosion or evidence of damage.
      (a) All attaching nuts must be of a castellated nonself-locking style with cotter pins. Refer to the Model 500 Illustrated Parts Catalog, Chapter 27 and 55 for approved hardware.
      (b) Use of non-specified hardware is prohibited.
   (6) Check for presence of sealant in hole in clevis base of adjustable trim tab pushrod. Reseal as required.
   (7) Visually inspect the inboard area of the right hand elevator aft spar for cracking, particularly in the area of the upper radius next to the piano hinge. No cracking is allowed.
   (8) If cracks are found, repair in accordance with the Model 500 Series Structural Repair Manual, Chapter 55, Right Elevator Aft Spar Crack Repair.

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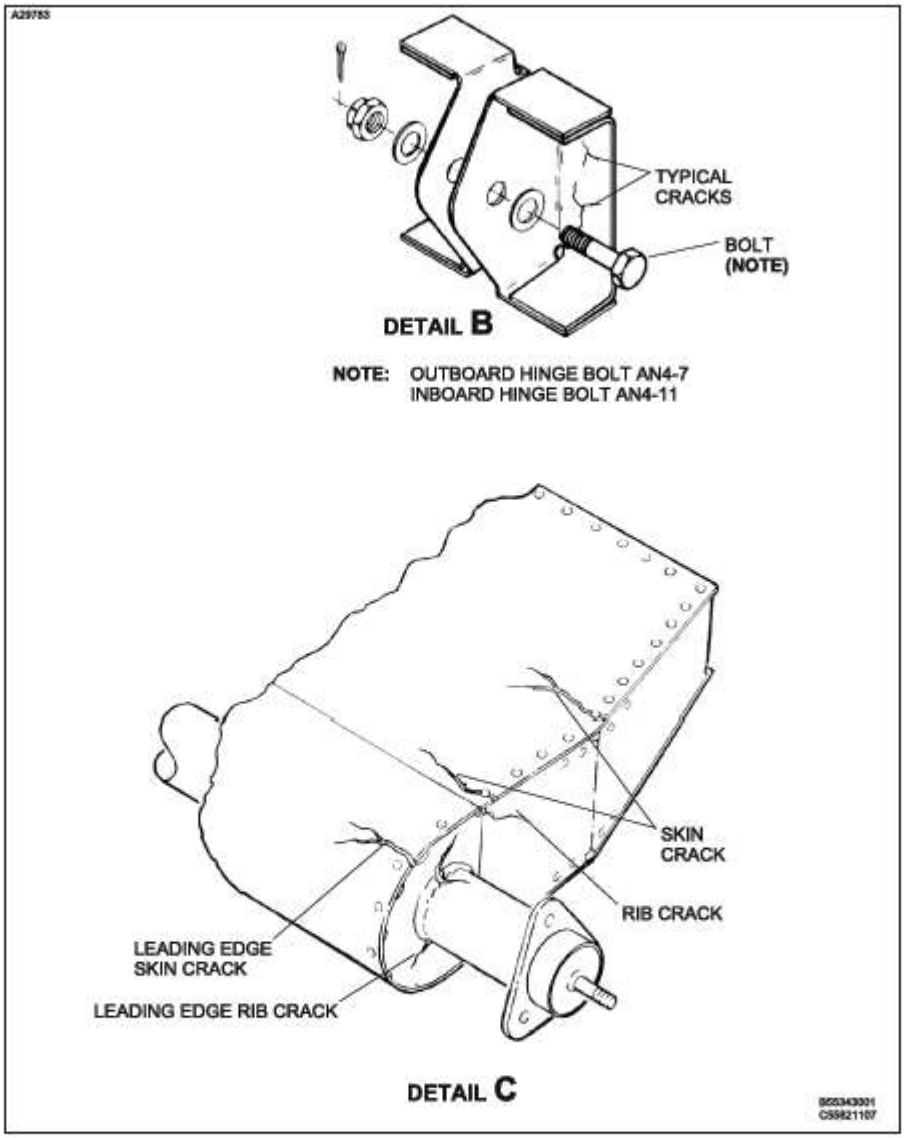
Figure 601. Elevator Inspection



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Task 27-30-00-640

10. Elevator Trim Tab Actuator Lubrication, Operational Check and Travel Check

A. Tools and Equipment.
(1) External Power Unit - MH32-200K24M or equivalent
(2) Digital Inclinometer - KS5549 Kell-Strom Tool Co., Inc.
(3) Grease Gun - Locally available

B. Supplies.
(1) Silicone Grease - 5565450-28
(2) LPS-3 - Locally available
(3) Solvent - MIL-PRF-680 Type III

C. Lubricate Elevator Trim Tab Actuator (without grease fittings). Refer to Figure 605.
(1) Remove access panels 332AT . Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) (a) Operate elevator trim control and position trim tab full up to provide access to pushrod bolts.
(b) Remove cotter pins, nuts, washers and bolts securing trim tab horn to actuator pushrods.
(c) Position elevators full up and remove alignment pin which passes through both pushrods where actuator screws are attached.

CAUTION: It is very important that each trim tab actuator screw is replaced exactly as it was removed. Failure to ensure this can affect elevator rigging adjustment and result in binding of the control surface. When trim tab actuator and screw are cleaned and greased, reinstall screw and check position with alignment pin against actuator screw still in place.

(d) Make a mark around the shaft of the trim tab actuator screws at point where they enter the trim tab actuator housing. Make another index mark vertically on screw shaft and trim tab actuator housing to ensure alignment when reinstalling screw.
(e) Counting number of turns, unscrew only one pushrod (with actuator screw attached) until it is clear of control surface. Note position of rod end when screw comes free from actuator so screw can be started from same threads when reinstalling.
(f) With trim tab actuator screw removed, clean old grease from screw threads using solvent. Blow threads dry with compressed air.
(g) Visually inspect trim tab actuator screw for corrosion, pitting or other evidence of damage.
1 If corrosion, pitting or other evidence of damage is noted on screw threads, remove trim tab actuator from airplane, disassemble and check internal threads of housing for damage. Replace as necessary. Refer to Model 500 Series Component Maintenance Manual, Chapter 27.
2 If no damage is noted on screw threads, liberally pack housing and threads of trim tab actuator screw using 5565450-28 Silicone Grease.
(h) Install trim tab actuator screw as previously positioned and check reference marks. Use alignment pin to confirm trim tab actuator is in original position.

NOTE: Screw is a four-lead thread. There are three incorrect starting points when engaging threads.

(i) Repeat removal, inspection and lubrication procedures for second actuator screw.
(j) Install second screw, counting turns, check position and if found to be good, install alignment pin and cotter pin. If unable to install actuator screws as previously positioned, refer to Elevator and Tab - Adjustment/Test for detailed procedures on elevator and trim tab rigging.
(k) Attach pushrods to trim tab horn with bolts, washers, nuts and cotter pins.
(l) Clean chain and sprocket assembly using solvent dampened rag.
(m) Lubricate chain and sprocket assembly using LPS-3 lubricant.

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(n) Perform operational check and travel check. Refer to Operational Check Elevator Trim Tab System and Elevator Trim Tab Travel Check.

D. Lubricate Elevator Trim Tab Actuator (with grease fittings).
(1) Remove access panel 332AT . Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) Operate elevator trim control and position elevator trim tab to trailing edge full up position.
(3) Clean trim tab actuator, chains and sprocket assembly using solvent dampened rag.
(4) Using grease gun loaded with 5565450-28 grease, pump grease into trim tab actuator until grease can be seen extruding from trim tab actuator.
(5) Operate trim tab control and cycle trim tab through full travel three to four times.
(6) Lubricate chains and sprockets of trim tab actuator using LPS-3 lubricant.
(7) Wipe excess grease from trim tab actuator, chains and sprocket.
(8) Perform operational check. Refer to Operational Check Elevator Trim Tab System.

E. Elevator Trim Tab Travel Check.
(1) Check elevator trim tab travel.
(a) Place elevator and trim tab in streamlined position.
(b) Rotate elevator trim control wheel to full nose up.
1 Airplanes -0001 thru -0129, deflection shall be 18 degrees, +1.0 or -1.0 degree.
2 Airplanes -0130 and On, deflection shall be 19 degrees, +1.0 or -1.0 degree.
(c) Rotate elevator trim control wheel to full nose down.
1 Airplanes -0001 thru -0129, deflection shall be 7.0 degrees, +1.0 or -1.0 degree.
2 Airplanes -0130 and On, deflection shall be 10 degrees, +1.0 or -1.0 degree.
(d) Apply external power to airplane, operate electrical elevator trim. Operate elevator trim control switch on pilot's control wheel left grip. Measure elevator trim tab deflection. Deflection shall be in within limits stated above.

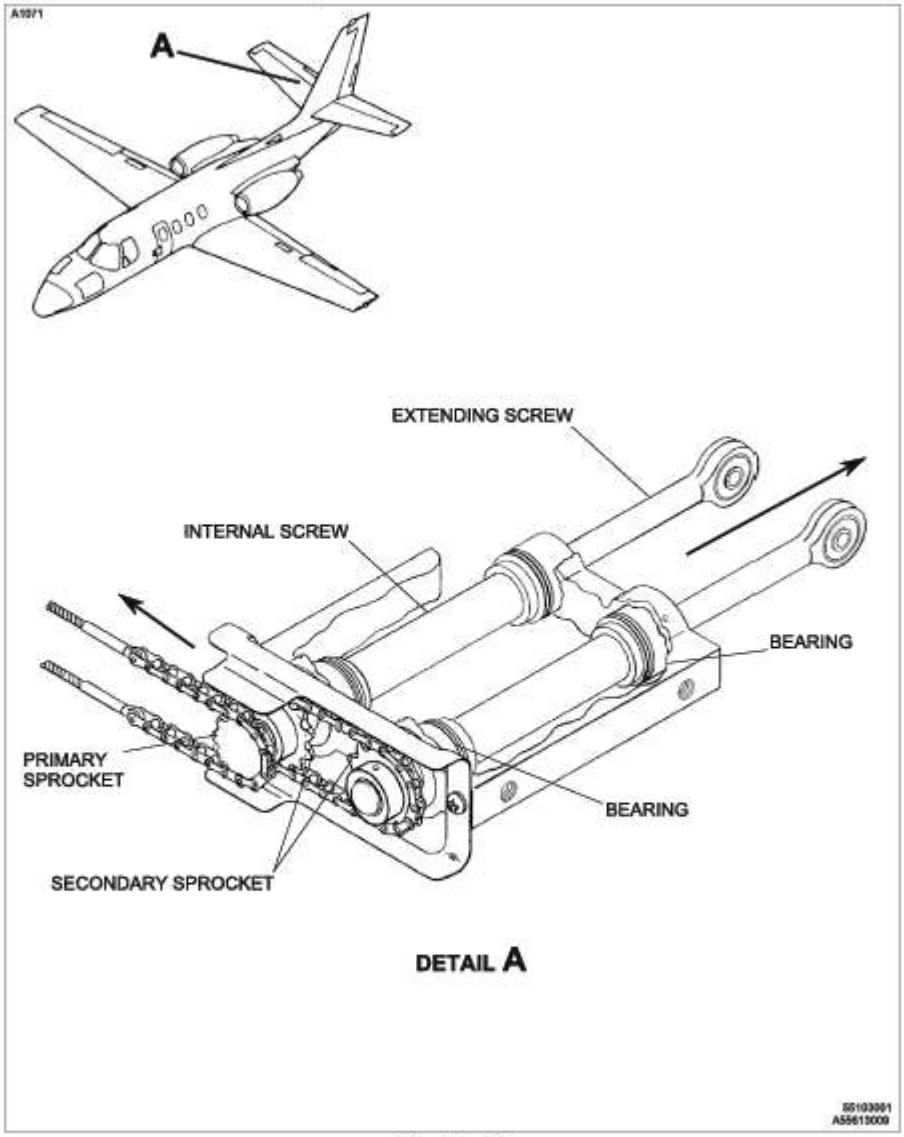
F. Operational Check Elevator Trim Tab System.
(1) Operational test elevator trim tab system as follows.
(a) Operate elevator trim tab system full travel in each direction. If system is NOT smooth, recheck actuator pushrod installation. If no obvious discrepancies are found to be cause, refer to Elevator and Tab - Adjustment/Test and investigate further.
(2) Ensure that trim tab is in neutral when trim tab control is positioned to neutral.

End Task

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Figure 605. Trim Tab Actuator Inspection

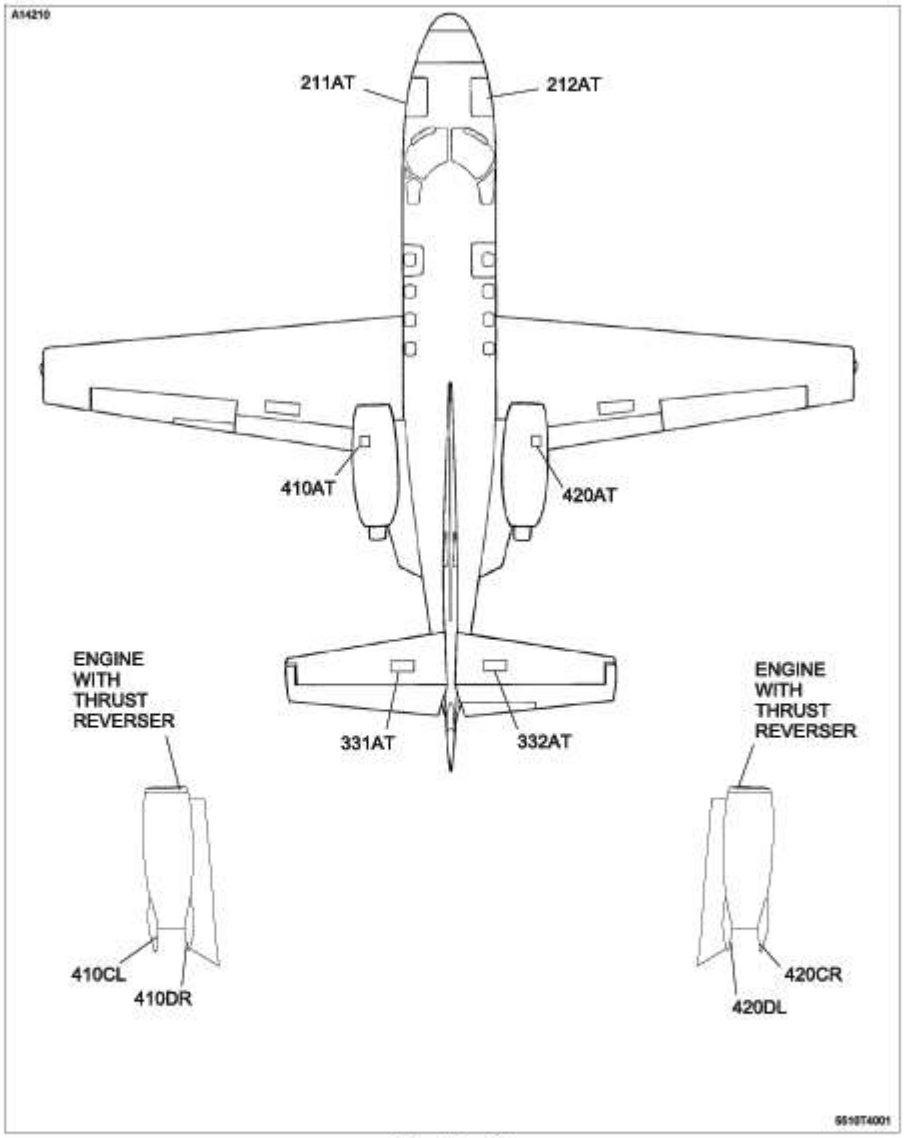


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Figure 1. Access Plates/Panels Identification



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Task 32-01-00-710

3. **Landing Gear Hydraulic Systems - Adjustment/Test**

A. General.

NOTE: The landing gear is controlled electrically, and is hydraulically actuated during normal extension and retraction operation. The auxiliary extension is manually operated by cable/uplock release and gear free fall. The pneumatic (emergency) gear extension is controlled manually and pneumatically actuated.

B. Tools and Equipment.

NOTE: Equivalent substitutes may be used for the following items.

(1) External Power Unit - MH32-200K24M.
(2) Hydraulic Service Unit - CJMD129-002.
(3) Jacks Pad Kit - 5520151-2.
(4) Tail Stand - CJMD107-004.
(5) Tripod Jack (Nose Gear) - CJMD107-001 or CJMD107-006.
(6) Tripod Jack (Main Gear) - CJMD107-002 or CJMD107-007.

C. Functional Test.

NOTE: Landing gear hydraulic actuators have built- in down locks which eliminates the requirement for external down lock pins and mechanical locks during maintenance.

NOTE: This procedure consists of several checks. If it is desired to perform only one of these checks because of a specific problem, the airplane must be properly configured prior to the test and restored after completing the test.

(1) Systems Preparation and Test.

NOTE: Both hydraulic firewall shutoff valves must remain in open position to prevent excessive pump shaft seal back pressure.

(a) Jack airplane until tires clear the ground. Refer to Chapter 7, Lifting - Maintenance Practices.
(b) Verify the following.
1 Engage RH BUS NO 1, NO 2 and NO 3 circuit breakers.
2 Engage WARN LTS 1 and WARN LTS 2 circuit breakers.
3 Engage LH BUS NO 1, NO 2 and NO 3 circuit breakers.
4 Engage LDG GEAR circuit breaker.
5 Engage GEAR CONTROL circuit breaker.
(c) Verify the following.
1 Disengage SPEED BRAKE circuit breaker.
2 Disengage LH THRU REV and RH THRU REV circuit breakers.
(d) Apply external direct current (DC) power to the airplane.

NOTE: Gear down and locked, green lights should be on.

CAUTION: Ensure that the airplane ground suction source quick connect fitting is securely connected to the service cart return line or hydraulic purifier inlet line fittings. Failure to do so could cause damage to the reservoir by over pressurizing it.

(e) Connect the hydraulic ground service unit to the appropriate airplane couplers.
(f) Provide a drip pan or container below hydraulic reservoir air vent to catch possible leakage.
(g) Check that the landing gear control handle coincides with the actual position of the gear before energizing the hydraulic ground service unit.

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WARNING: Ensure personnel are clear of landing gear area, speed brake area and thrust reversers before applying hydraulic pressure to the airplane systems.

(h) Adjust the hydraulic service unit to zero flow and turn on electrical power.
(i) Open supply on service unit until hydraulic flow is 3 gallons per minute.
(j) When return hydraulic fluid is free of air, retract and extend the landing gears several times or until the returning hydraulic fluid is again free of air.

NOTE: Each time the gears are operated, the amber HYD PRESS ON light should illuminate on the annunciator panel.

(k) During landing gear cycling, observe that the green gear down and locked lights are all illuminated at the completion of gear extension cycle and the GEAR UNLOCKED light is illuminated during gear travel.

NOTE: All gear lights should be extinguished when the gear is up and locked.

(l) Extend landing gear.

NOTE: During operation of any hydraulic service, a hydraulic slam may occur at the instant the service terminates. This phenomenon is related to the sudden release of line pressure through the loading valve. On occasion, the amplitude will reach greater than normal proportions. If the system has completed all functional tests specified without fault except for the termination slam, it may be considered safe for flight.

(m) Visually check the airplane system for leakage and excessive leakage at actuator seals.

(2) Downlock and Uplock Paralleling Circuit Test.
(a) Verify that landing gears are down and locked.
(b) Verify NOSE, LH, and RH gear down lights are illuminated.
(c) Select LDG GEAR handle to UP.
1 Verify HYD PRESS ON annunciator light illuminates.
2 As each respective gear unlocks, verify illumination of GEAR UNLOCKED light and extinguishing of NOSE, LH and RH gear down lights.

WARNING: Ensure landing gear handle is positioned to and remains in the neutral position (midway between up and down) whenever required in this procedure. Failure to do so may cause the gear to move to the selected handle position resulting in personal injury or loss of life.

(d) As soon as the downlock lights extinguish and GEAR UNLOCKED light illuminates, but prior to gear reaching up and locked position, select LDG GEAR handle to neutral. Gear movement should cease, leaving all three gears in mid-travel position.
(e) Physically push the left and nose landing gear to the down and locked position while restraining the right gear. Verify NOSE and LH gear down lights and GEAR UNLOCKED light are illuminated.
(f) Select LDG GEAR handle DOWN.
1 Verify HYD PRESS ON annunciator light illuminates.
2 Verify right landing gear hydraulically moves to down and locked position.
3 Verify all gear down lights are illuminated and GEAR UNLOCKED light is extinguished.
(g) Select LDG GEAR handle to UP.
1 Verify HYD PRESS ON annunciator light illuminates.
2 As each respective gear unlocks, verify illumination of GEAR UNLOCKED light and extinguishing of NOSE, LH and RH gear down lights.
(h) As soon as the downlock lights extinguish and GEAR UNLOCKED light illuminates, but prior to gear reaching up and locked position, select LDG GEAR handle to neutral. Gear movement should cease, leaving all three gears in mid-travel position.

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(i) Physically push the right and nose landing gear to the down and locked position while restraining the left gear. Verify NOSE and RH gear down lights and GEAR UNLOCKED light are illuminated.

(j) Select LDG GEAR handle DOWN.
1 Verify HYD PRESS ON annunciator light illuminates.
2 Verify left landing gear hydraulically moves to down and locked position. Verify all gear down lights are illuminated and GEAR UNLOCKED light is extinguished.

(k) Select LDG GEAR handle to UP.
1 Verify HYD PRESS ON annunciator light illuminates.
2 As each respective gear unlocks, verify illumination of GEAR UNLOCKED light and extinguishing of NOSE, LH and RH gear down lights.

(l) As soon as the down lock lights extinguish and GEAR UNLOCKED light illuminates, but prior to gear reaching up and locked position, select LDG GEAR handle to neutral. Gear movement should cease, leaving all three gears in mid-travel position.

(m) Physically push the left and right landing gear to the down and locked position while restraining the nose gear. Verify LH and RH gear down lights and GEAR UNLOCKED light are illuminated.

(n) Select LDG GEAR handle DOWN.
1 Verify HYD PRESS ON annunciator light illuminates.
2 Verify nose landing gear hydraulically moves to down and locked position. Verify all gear down lights are illuminated and GEAR UNLOCKED light is extinguished.

(o) Select LDG GEAR handle to UP.
1 Verify HYD PRESS ON annunciator light illuminates.
2 As the gear unlocks, verify illumination of GEAR UNLOCKED light and extinguishing of NOSE, LH and RH gear down lights.
3 Following the gear in transit, verify that gear moved to the up and locked position. Verify HYD PRESS ON annunciator light and GEAR UNLOCKED light are extinguished.

WARNING: Ensure landing gear handle is positioned to and remains in the neutral position (midway between up and down) whenever required in this procedure. Failure to do so may cause the gear to move to the selected handle position, resulting in personal injury or loss of life.

CAUTION: Use reduced flow or pressure to prevent gear slam during retraction.

(p) Select LDG GEAR handle to neutral and verify GEAR UNLOCKED light has not illuminated (there is a deadband prior to illumination).

WARNING: Gear is heavy. Exercise care when releasing.

NOTE: Access cable inboard of uplock hook. To facilitate manual release of uplock hook, push up on gear while pulling on uplock hook release cable.

(q) Release right gear uplock hook by pulling on right uplock hook release cable and allowing gear to fall.
1 Verify GEAR UNLOCKED light is illuminated.

(r) Select LDG GEAR handle to UP.
1 Verify HYD PRESS ON annunciator illuminates.
2 Ensure right landing gear hydraulically moves to up and locked position and HYD PRESS ON annunciator light and GEAR UNLOCKED light extinguish.

(s) Select LDG GEAR handle to neutral and verify GEAR UNLOCKED light has not illuminated (there is a deadband prior to illumination).

WARNING: Gear is heavy. Exercise care when releasing.

NOTE: Access cable inboard of uplock hook. To facilitate manual release of uplock hook, pushing up on gear while pulling on uplock hook release cable.

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(t) Release left gear uplock hook by pulling on left uplock hook release cable and allowing gear to fall.
1 Verify GEAR UNLOCKED light is illuminated.
(u) Select LDG GEAR handle to UP.
1 Verify HYD PRESS ON annunciator illuminates.
2 Ensure left landing gear hydraulically moves to up and locked position and HYD PRESS ON annunciator light and GEAR UNLOCKED light extinguish.
(v) Select LDG GEAR handle to neutral and verify GEAR UNLOCKED light has not illuminated (there is a deadband prior to illumination).
(w) Open access panel 211FZ. Refer to Chapter 6, Access Plates and Panels - Description and Operation.

WARNING: Gear may extend rapidly after uplock release. Let go of cable immediately after pulling to keep shimmy damper or other gear components from striking hand.

(x) Release NOSE gear uplock hook by pulling on nose uplock hook release cable through access panel 211FZ opening and allow gear to fall.
1 Verify GEAR UNLOCKED light is illuminated.
(y) Select LDG GEAR handle to UP.
1 Verify HYD PRESS ON annunciator illuminates.
2 Ensure nose landing gear hydraulically moves to up and locked position and HYD PRESS ON annunciator light and GEAR UNLOCKED light extinguish.
(z) Select LDG GEAR handle to DOWN. Verify that HYD PRESS ON annunciator illuminates.
(aa) As gear unlocks, verify that GEAR UNLOCKED light illuminates.
(ab) Ensure all gear hydraulically moves to down and locked position.
(ac) Verify gear handle is in DOWN position.
1 Verify NOSE, LH and RH gear down lights are illuminated and GEAR UNLOCKED light is extinguished.

(3) Slow Cycle Test.

NOTE: This test is designed for use when checking the landing gear for obstructions, chafing or rubbing, and when checking the nose gear with full right and left rudder deflection.

(a) Retract the gear.

WARNING: Personnel should not enter the wheel well areas while the gear is in motion. The speed that a gear is moving during retraction may suddenly increase when one of the other gears reaches full travel and all hydraulic pressure is applied to one actuator.

1 Place gear control lever in up position.

NOTE: The nose gear actuator should extend between 250 and 550 PSIG, except for the part number 9912120-4 actuator. The 9912120-4 nose gear actuator should extend between 250 and 650 PSIG. The main gear actuators should retract between 250 and 500 PSIG.

WARNING: If the nose gear actuator does not extend by 550 PSIG, or 650 PSIG for the 9912120-4 actuator, stop the test and overhaul the actuator. If one or both of the main gear actuators do not retract by 500 PSIG, stop the test and overhaul the actuator.

2 Slowly increase service unit pressure until gear actuator down locks release.
3 Reduce service unit pressure until pressure is just sufficient to retract gear.

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4 Close supply valve on hydraulic service unit to stop retraction cycle at several intermediate positions and inspect all gear assemblies to ensure proper clearance and lack of all obstructions.

5 Open supply valve on hydraulic service unit and allow gear to continue the cycle to up and locked position.

6 When gear reaches up and locked position, close supply valve on service unit. Inspect all wheel wells to ensure gear is not striking obstructions and that no chafing or rubbing exists.

7 Verify that uplock rollers are bottomed in uplock hooks and hooks clear trunnion.

8 With the main gears up and locked, confirm that the wire bundle from the wheel speed transducer falls into the half-moon shaped region of the wing panel. Inspect to confirm positive clearance between the wire bundle and the wing panel.

9 Place landing gear control lever in DOWN position.

10 Open supply valve on service unit and increase pressure until uplocks release.

11 Allow gear to proceed to down and locked position.

12 Reposition or repair any equipment causing obstructions before continuing with test.

13 Position rudder pedal to full left rudder deflection position.

WARNING: Personnel should not enter wheel well areas while gear is in motion. The speed that a gear is moving during retraction may suddenly increase when one of the other gears reaches full travel and all hydraulic pressure is applied to one actuator.

14 Place landing gear control lever in UP position.

15 Using the supply valve, increase the service unit pressure as required to release down locks. When down locks have released, reduce service unit pressure as low as possible and keep gear moving toward UP position.

NOTE: It is not necessary for all three gears to move at the same time. The slower the gear moves, the more accurate the inspection will be.

16 Stop gear movement at various intermediate positions and ensure that shimmy damper does not strike or chafe any lines in the wheel well area. Verify tire chine clears nose gear door at maximum rudder pedal deflection.

NOTE: With full left rudder, the shimmy damper may touch (0.12 inch maximum deflection) the nose gear free-fall cable during gear retraction.

NOTE: If shimmy damper is chafing hydraulic lines, lower gear and reposition lines to provide clearance. If line is chafing and more than 10 percent of the wall thickness is removed, line should be replaced.

17 Position rudder pedal to full right rudder deflection position.

WARNING: Personnel should not enter wheel well areas while gear is in motion. The speed that a gear is moving during retraction may suddenly increase when one of the other gears reaches full travel and all hydraulic pressure is applied to one actuator.

18 Place landing gear control lever in UP position.

19 Using the supply valve, increase the service unit pressure as required to release down locks. When down locks have released, reduce service unit pressure as low as possible and keep gear moving toward UP position.

NOTE: It is not necessary for all three gears to move at the same time. The slower the gear moves, the more accurate the inspection will be.

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20 Stop gear movement at various intermediate positions and ensure that shimmy damper does not strike or chafe any lines in the wheel well area. Verify tire chine clears nose gear door at maximum rudder pedal deflection.

NOTE: With full right rudder, the shimmy damper may touch (0.12 inch maximum deflection) the nose gear free-fall cable during gear retraction.

NOTE: If shimmy damper is chafing hydraulic lines, lower gear and reposition lines to provide clearance. If line is chafing and more than 10 percent of the wall thickness is removed, line should be replaced.

21 Verify gear handle is in DOWN position.
a Verify NOSE, LH AND RH gear down lights are illuminated and GEAR UNLOCKED light is extinguished.

(4) Timed Cycle Test.

NOTE: Both hydraulic firewall shutoff valves must remain in open position to prevent excessive pump shaft seal back pressure.

(a) Jack airplane until tires clear the ground. Refer to Chapter 7, Lifting - Maintenance Practices.
(b) Verify the following.
1 Engage RH BUS NO 1, NO 2 and NO 3 circuit breakers.
2 Engage WARN LTS 1 and WARN LTS 2 circuit breakers.
3 Engage LH BUS NO 1, NO 2 and NO 3 circuit breakers.
4 Engage LDG GEAR circuit breaker.
5 Engage GEAR CONTROL circuit breaker.
(c) Verify the following.
1 Disengage SPEED BRAKE circuit breaker.
2 Disengage LH THRU REV and RH THRU REV circuit breakers.
(d) Apply external direct current (DC) power to the airplane.

NOTE: Gear down and locked, green lights should be on.

CAUTION: Ensure that the airplane ground suction source quick connect fitting is securely connected to the service cart return line or hydraulic purifier inlet line fittings. Failure to do so could cause damage to the reservoir by over pressurizing it.

(e) Connect the hydraulic ground service unit to the appropriate airplane couplers.
(f) Provide a drip pan or container below hydraulic reservoir air vent to catch possible leakage.
(g) Check that the landing gear control handle coincides with the actual position of the gear before energizing the hydraulic ground service unit.

WARNING: Ensure personnel are clear of landing gear area, speed brake area, and thrust reversers before applying hydraulic pressure to the airplane systems.

(h) Adjust the hydraulic service unit to zero flow and turn on electrical power.
(i) Open supply on service unit until hydraulic flow is 6 gallons per minute.
(j) When return hydraulic fluid is free of air, retract and extend the landing gears several times or until the returning hydraulic fluid is again free of air.
(k) Cycle landing gear and determine time for full, locked retraction and full, locked extension.
1 Time for gear retraction should not exceed 4.5 seconds. Time for gear extension should not exceed 5 seconds.

(5) Emergency Gear Extension Test.

NOTE: This test should be accomplished when a complete landing gear check is in order and/or after the landing gear hydraulic system and gear rigging is complete.

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NOTE: Both hydraulic firewall shutoff valves must remain in open position to prevent excessive pump shaft seal back pressure.

(a) Retract gear, leave landing gear handle in UP position, and shut off hydraulic power unit.

WARNING: Ensure personnel are clear of landing gear area, speed brake area, and thrust reversers before applying hydraulic pressure to the airplane systems.

(b) Verify all personnel are clear of landing gear areas.
(c) Verify the emergency air bottle pressure is indicating within the green arc on the pressure gage. Fill if necessary.
(d) Pull emergency gear T-handle full out to stop and lock in position by rotating clockwise 45 degrees.
1 Slowly pull the emergency landing gear release T-handle.
2 Verify that the nose gear releases first, then both main gears release.
3 Verify that both main gears appear to release at the same time when pulling the T-handle slowly.
4 Verify that pull on T-handle does not exceed 75 pounds.
5 Ensure that a minimum of 0.50 inch of T-handle travel is available from the release point of the main landing gears to the end of the T-handle travel.

NOTE: Releasing the uplocks with the gear control handle in the RETRACT position and hydraulic power applied, returns the gear to the UP position.

NOTE: The next two actions check the function of the dump valve by forcing it to operate. Air bubbles visible at the hydraulic service unit are an indication of a leaking actuator seal. A small burst of fluid or mist (fog) expelled from the airplane reservoir relief line is normal as long as there is not a continuation of either fluid or mist.

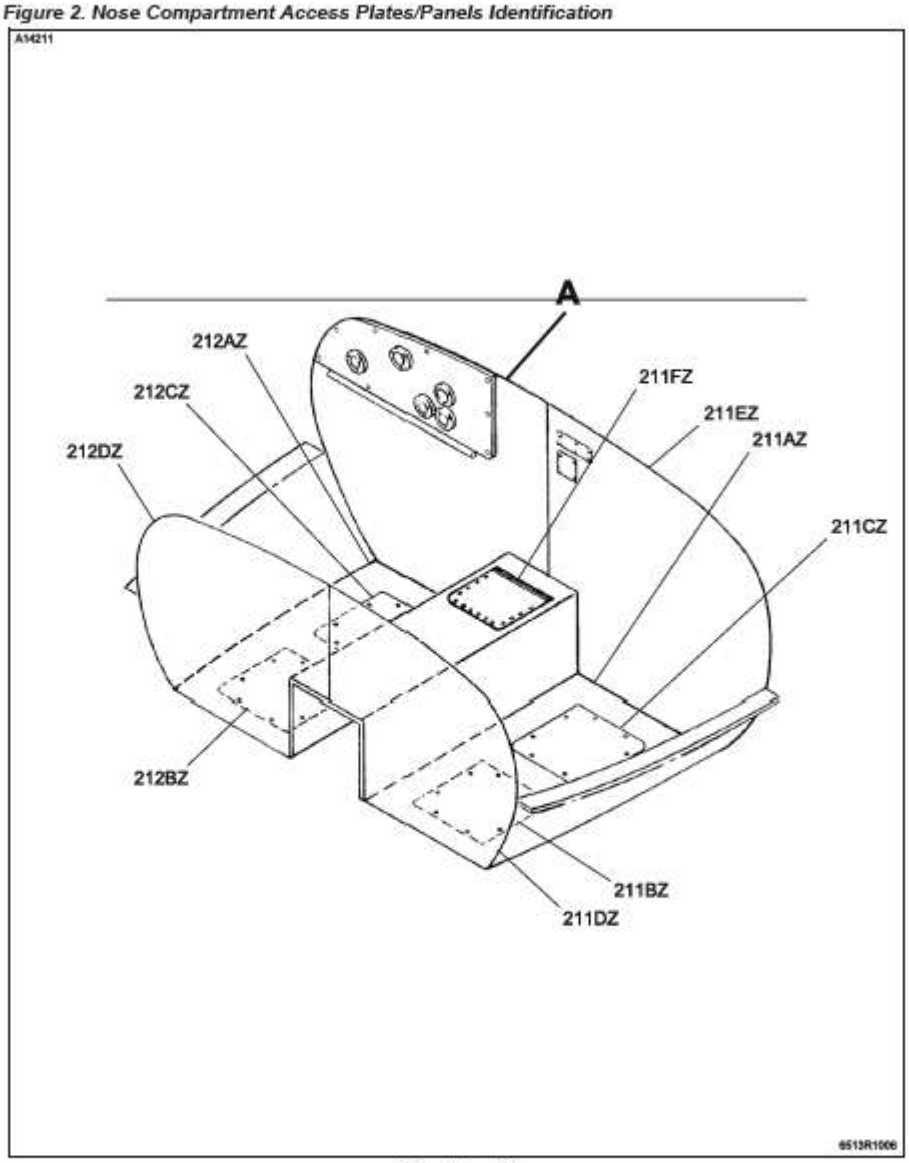
(e) Pull the round (pneumatic emergency) knob out to its stop. High pressure air positions the dump valve to dump hydraulic retract pressure to return. High pressure air is also directed into the landing gear actuators, extending the landing gear to a down and locked position. All green landing gear lights will illuminate.
(f) IMMEDIATELY move the landing gear control handle to the DOWN position after the last green light has illuminated.
1 Verify GEAR UNLOCKED light is extinguished.
(g) Pull the control lever release knob or, depending on the type of control valve installed, push control lever release button on pneumatic bottle and return the control lever to the closed (normal) position.
(h) Return the pneumatic emergency landing gear control knob to the normal position. This relieves the trapped pressure from the landing gear pneumatic extend system. A small burst of mist (fog) should be vented overboard.
(i) Return the T-handle to the normal position.
(j) Cycle the gear a minimum of 6 times to purge the hydraulic system of air.
(k) Service air storage bottle. Refer to Chapter 12, Gear and Brake Pneumatic System – Servicing.
(l) Remove airplane from jacks.
(m) Restore airplane to original configuration.

End Task

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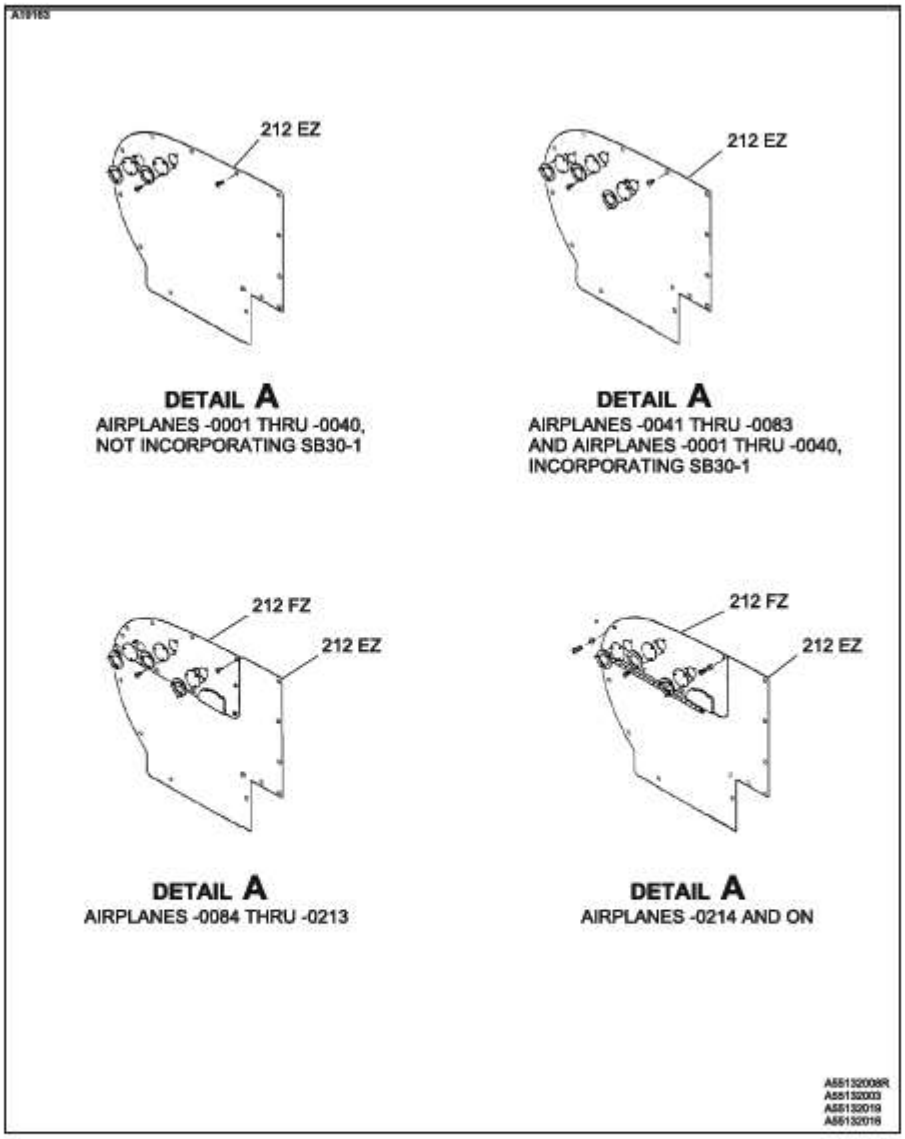
Figure 2. Nose Compartment Access Plates/Panels Identification



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Task 32-10-00-210

2. **Main Landing Gear Inspection**

NOTE: Ensure that flight hour meter circuit breaker is disengaged.

CAUTION: Observe all airplane jacking safety precautions.

A. Access.
(1) Jack airplane until nose and main gear tires are clear of ground. Refer to Chapter 7, Lifting - Maintenance Practices.
(2) Remove main wheels per Task 32-40-00-210.
(3) Loosen the brake assemblies enough to temporarily slide them outwards on the axle per Task 32-40-00-211 .

B. Inspect Main Landing Gear.
(1) Visually inspect the main gear actuators for security of installation, corrosion and evidence of damage.
(a) Check the fittings and downlock indicator for evidence of leakage.
(b) Inspect all lines and hoses in accordance with Task 20-10-06-210.
(c) Inspect wiring in accordance with Task 20-21-03-210.
(2) Visually inspect the torque links and squat switches for security of installation and evidence of damage.
(3) Visually inspect trunnion assembly for security of installation, corrosion and evidence of damage.
(4) Perform preliminary check of main gear actuator shaft end play by applying approximately 40 pounds force to the main gear assembly in an inward and outward direction.
(a) If the gear movement exceeds 0.100 inch as measured at the axle centerline, refer to Main Gear Actuating Cylinder - Maintenance Practices for detailed procedures to check main gear actuator shaft end play.
(5) Check for excessive play between trunnion to main landing gear attach fittings by applying approximately 40 pounds force to trunnion in a forward and aft direction. Play must be within 0.004 inch to 0.020 inch.
(6) Do an inspection of the axle for corrosion.

NOTE: In the following steps, it is necessary to determine whether adequate corrosion protection exists prior to installation of the brake assembly. The following guidelines are suitable for in-service airplanes.

(a) Do a visual inspection of the corrosion-preventive primer for damage or corrosion. Examine the axle and the axle-adapter (inboard of the inboard edge of the wheel bearing land) in the area of the brake and the brake adapter.
1 If you do not find corrosion or damage to the corrosion-preventive primer, the inspection is complete.
2 If you do find corrosion or the corrosion-preventive primer is damaged or missing, refer to Table 601 and the Model 500 Series Component Maintenance Manual, Main Gear Assembly - Repair, for the repair of the finish.

Table 601. Brake Adapter Finish Types

Surface Finish Type	Surface Finish Description	Necessary Treatment Before Brake Installation	Repair For Corrosion or Undersize Condition
Steel/Cad Plate	Steel = Gray finish, Cad Plate = Gold color (cad plate can be worn off)	Epoxy prime, light coat of Wheel Bearing Grease (Mobil 28)	Return to Cessna for Repair (Chrome Plating) - Contact Citation Parts Distribution

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Surface Finish Type	Surface Finish Description	Necessary Treatment Before Brake Installation	Repair For Corrosion or Undersize Condition
E-Nickel	Silver matt finish	Light coat of Wheel Bearing Grease (Mobil 28)	Return to Cessna for Repair (Chrome Plating) - Contact Citation Parts Distribution
Chrome	Smooth shiny silver finish	Light coat of Wheel Bearing Grease (Mobil 28)	No repair allowed, replace component

(7) Without disconnecting antiskid transmitter, remove transmitter from axle bore.

NOTE: If antiskid transmitter is disconnected at electrical connector, an antiskid operational check per Task 32-42-01-710 or 32-44-00-710, as applicable, must be performed prior to release of airplane for flight.

(a) Visually inspect antiskid transmitter, wiring and hubcap for evidence of damage or corrosion.

(8) Visually inspect axle bore for evidence of corrosion. If corrosion exists, refer to the Model 500 Series Component Maintenance Manual for specific inspection and repair criteria.

NOTE: Corrosion of inner axle bore may indicate antiskid wiring is not properly sealed at inboard end of axle.

(9) Visually inspect gear door and door hinge for security of installation, corrosion and evidence of damage.

(10) Visually inspect door for evidence of debonding.

(11) Visually inspect landing light for security of installation and evidence of damage.

NOTE: Before reinstalling components, perform Task 32-40-00-210 and/or Task 32-40-00-211, if applicable.

C. Restore access items as required.

End Task

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Task 32-10-00-640

3. Lubricate Main Gear Torque Links

A. Tools and Equipment.
(1) Grease Gun - Commercially available.

B. Materials.
(1) Grease, GHL Type (MIL-PRF-23827).

NOTE: For additional GHL type lubricants, refer to Chapter 12, Landing Gear - Lubrication.

C. Lubricate main landing gear torque links.
(1) Lubricate upper and lower torque links.
(a) Using grease gun with appropriate adapter and MIL-PRF-23827 grease, inject grease into grease fittings. There are three points for each torque link.
(b) Continue injecting until grease is observed exiting from between torque link bushings.
(c) Wipe off excess grease.

End Task

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Task 32-20-00-210

2. **Nose Gear Assembly Inspection**

A. Tools and Equipment.
(1) Jack Pad Kit - 5520151-2.
(2) Tripod Jack (Nose Gear) - CJMD107-001.
(3) Tail Stand - CJMD107-004.
(4) 6-inch Steel Ruler (scaled in tenths) - Locally available.

B. Access.

CAUTION: Observe all airplane jacking safety precautions.

(1) Jack airplane until the nose tire is clear of the ground and the strut is fully extended. Refer to Chapter 7, Lifting - Maintenance Practices.
(2) Open right nose wheel well door. Refer to Nose Gear and Doors - Removal/Installation.
(3) Remove screws from right rear door hinge arm assembly. Right door will swing open.

C. Inspect Nose Gear Assembly.
(1) If an ice protection boot is installed, remove boot, clean strut and inspect for evidence of corrosion. Check boot for damage, deterioration and general condition. Refer to Nose Gear Strut Ice Protection Boot - Maintenance Practices.
(2) Inspect trunnion, strut, cylinder and piston for hydraulic fluid leakage, scoring, roughness, corrosion and pitting of the piston.
(a) If chrome portion of lower barrel is damaged, visually inspect for exposed underlying steel.
(b) Use copper sulfate or equivalent test, as necessary.
(c) Reject lower barrel if steel is exposed.
(3) Inspect torque links and bond straps for security of installation, wear, cracks, and corrosion.
(4) Inspect nose gear fork for cracks. If cracks are suspected, refer to Model 500 Series Nondestructive Testing Manual for detailed inspection procedures.
(5) Check nose wheel doors and attaching linkages for security, cracks, dents, damage and wear.
(a) Check doors for evidence of tire rub.
(b) Check the hinge assemblies for security of installation, corrosion, condition and wear.
(6) Visually inspect nose steering gear upper and lower forks and steering arm support bracket for security of installation, cracks, failed fasteners, loose bolts, corrosion, and evidence of damage. Pay particular attention to the steering stops for overrun damage.
(a) If one stop is damaged, remove and replace stop and bolt.
(b) If both stops are damaged, remove and replace all six bolts and steering gear.
(7) Inspect the universal joint and associated supporting brackets for damage.
(8) Inspect the visible portion of the nose gear actuator for leaks, corrosion and evidence of damage.
(a) Inspect actuator hoses for leaks and routing.
(b) Inspect boot for deterioration and serviceability.
(c) Check bonding strap for security of installation and condition.
(9) Inspect the following for fastener looseness. Move the trunnion as necessary to detect looseness. No visible evidence of looseness is allowed in any of the following items:
(a) Trunnion pivot bolts.
(b) Trunnion plates and attach screws.
(c) Universal joint to U-channel stiffener attach screws.
(d) U-channel stiffener to forward pressure bulkhead attach screws.
(e) Nose actuator to trunnion attach bolt.
(10) Check lines and fittings for kinks, leaks and security of installation.
(11) Inspect all electrical wire bundles for proper routing and clamping, chaffing, strain including excessive tightness, and other evidence of damage. Refer to Task 20-21-03-210.

D. Perform Preliminary Nose Gear Assembly Deflection Check (All Airplanes).

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NOTE: The intent of this check is to determine fore and aft free play at the nose wheel axle centerline, indicating the amount of looseness in the nose gear assembly and nose gear actuator rod ends and locking mechanism.

NOTE: No visible movement of the rod ends or rod end bolts is permitted.

(1) Ensure nose gear is free of ground.
(2) Chock the main wheels if they are not already up on jacks.
(3) Stack one or more movable blocks on the floor next to the nose wheel.
  (a) Lay the 6-inch steel ruler scale in tenths on top of the blocks at the nose gear axle, perpendicular to the axle.
    1 Make a vertical reference mark on the nose gear axle or axle bolt approximately on centerline. (Refer to Figure 601).
(4) Manually load nose gear either fore or aft using approximately 50 pounds of force.
  (a) Reset the 6-inch ruler to align a whole number on the scale with the reference mark on the axle.
(5) Load nose gear in other direction using approximately 50 pounds of force. Record total movement.
  (a) If movement exceeds 0.10 inch, perform Task 32-30-04-220.
  (b) If movement of a gear does not exceed 0.10 inch measured at the wheel axial center line, proceed to next step (if applicable). Otherwise, this task is complete.
(6) If movement exceeds 0.80 inch, perform Task 32-20-00-220 in addition to Task 32-30-04-220.

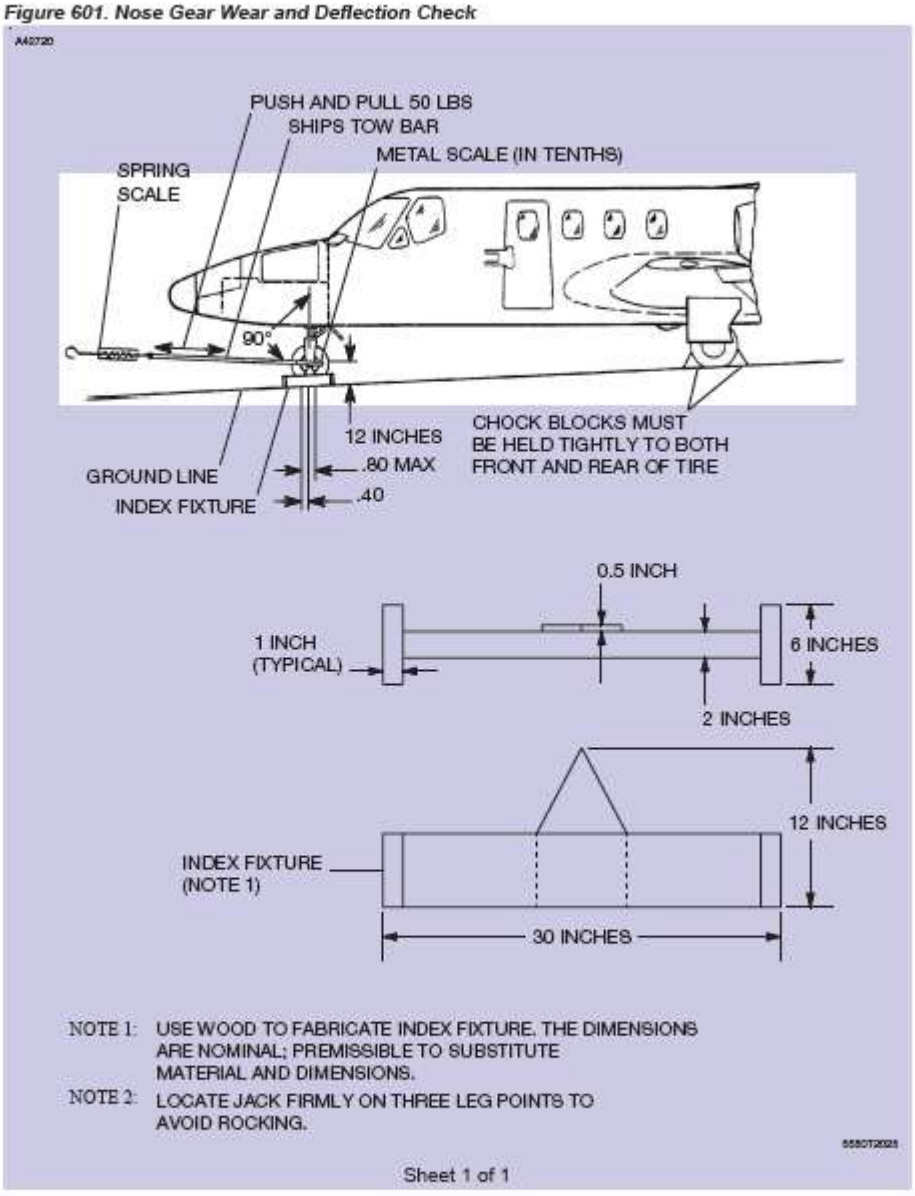
E. Restore access items as required.

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Figure 601. Nose Gear Wear and Deflection Check



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Task 32-20-00-640

5. Lubricate Nose Gear Torque Links

A. Tools and Equipment.
(1) Grease Gun - Commercially available.

B. Materials.
(1) Grease, GHL Type (MIL-PRF-23827) Shell Aeroshell Number 7 or equivalent.

NOTE: For additional GHL-type lubricants, refer to Chapter 12, Landing Gear - Lubrication.

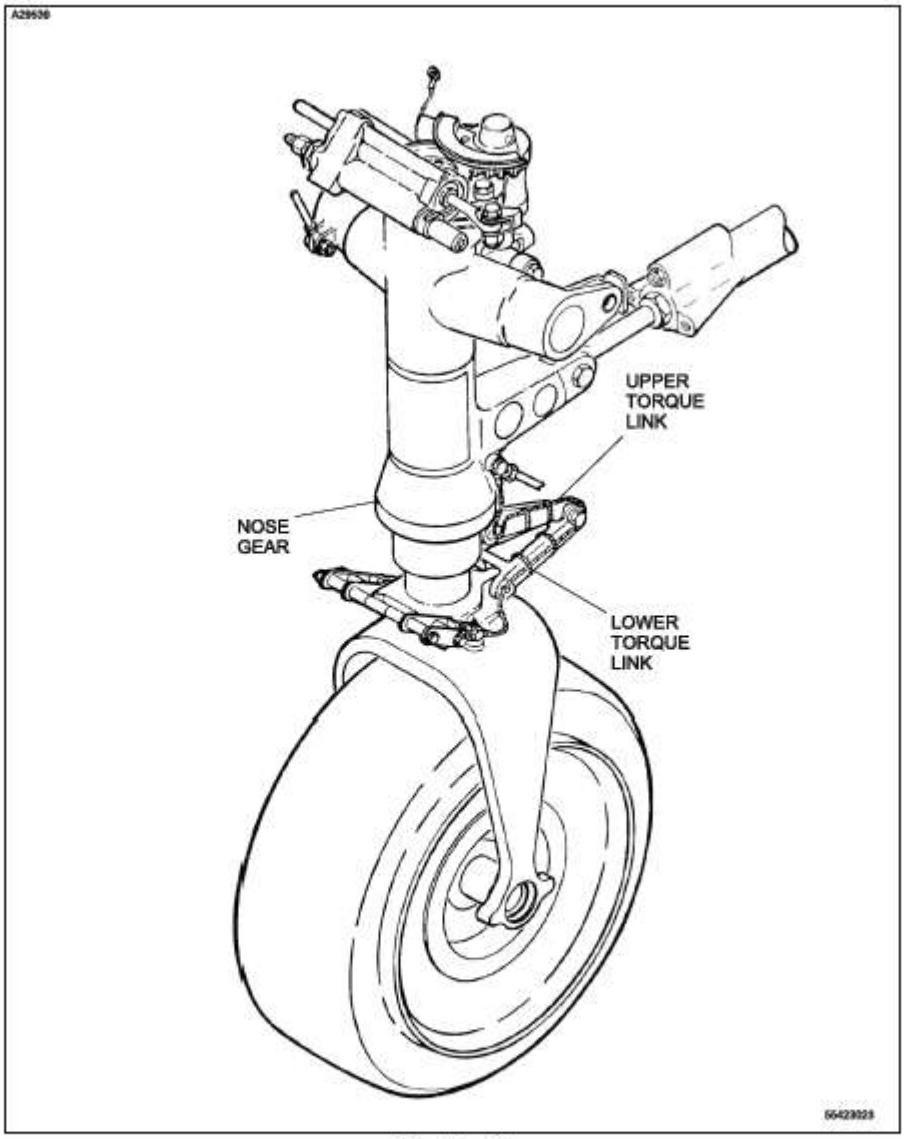
C. Lubricate Nose Gear Torque Links.
(1) Inspect and lubricate torque links (Refer to Figure 604).
(a) Using grease gun with appropriate adapter and MIL-PRF-23827 grease, inject grease into all five grease fittings.
(b) Continue injecting until grease is observed exiting from between torque link bushings.
(c) Wipe off excess grease.

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Figure 603. Nose Gear



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Task 32-20-01-610

2. **Shimmy Damper Inspection**

A. Check (Airplanes -0120 and On and airplanes incorporating SB32-16) Refer to Figure 601.

B. Tools and Equipment.
(1) Portable Hydraulic Service Unit - CJMD112-002.

C. Access.
(1) Open access door 211FZ in the nose baggage area to get access to the shimmy damper. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) Open the nose wheel-well doors. Refer to, Nose Gear and Doors - Removal/Installation.

D. Inspect the Nose Gear Shimmy Damper. Refer to Figure 601.
(1) Do a visual inspection of the shimmy damper to make sure there are no signs of damage, wear, corrosion, or loose or unserviceable components.

E. Check the Shimmy Damper for Proper Servicing. Refer to Figure 601.
(1) Turn the nose gear to the fully right position.
(2) Put the measurement probe in the open end of the retainer cap to measure the distance between the end of the retainer cap and the flat surface of the make-up piston.

NOTE: The measurement probe must be larger than 0.160 inch in diameter so that it will not enter the threaded hole in the make-up piston. A Ty-Wrap about 6.0 inches long, part number PLT21, is acceptable.

(a) If the make-up piston depth measurement is between 4.5 inches (114.3 mm) and 4.6 inches (116.8 mm), the shimmy damper check is complete
(b) If the make-up piston depth measurement is less than 4.5 inches (114.3 mm) or more than 4.6 inches (116.8 mm), complete the servicing of the shimmy damper.

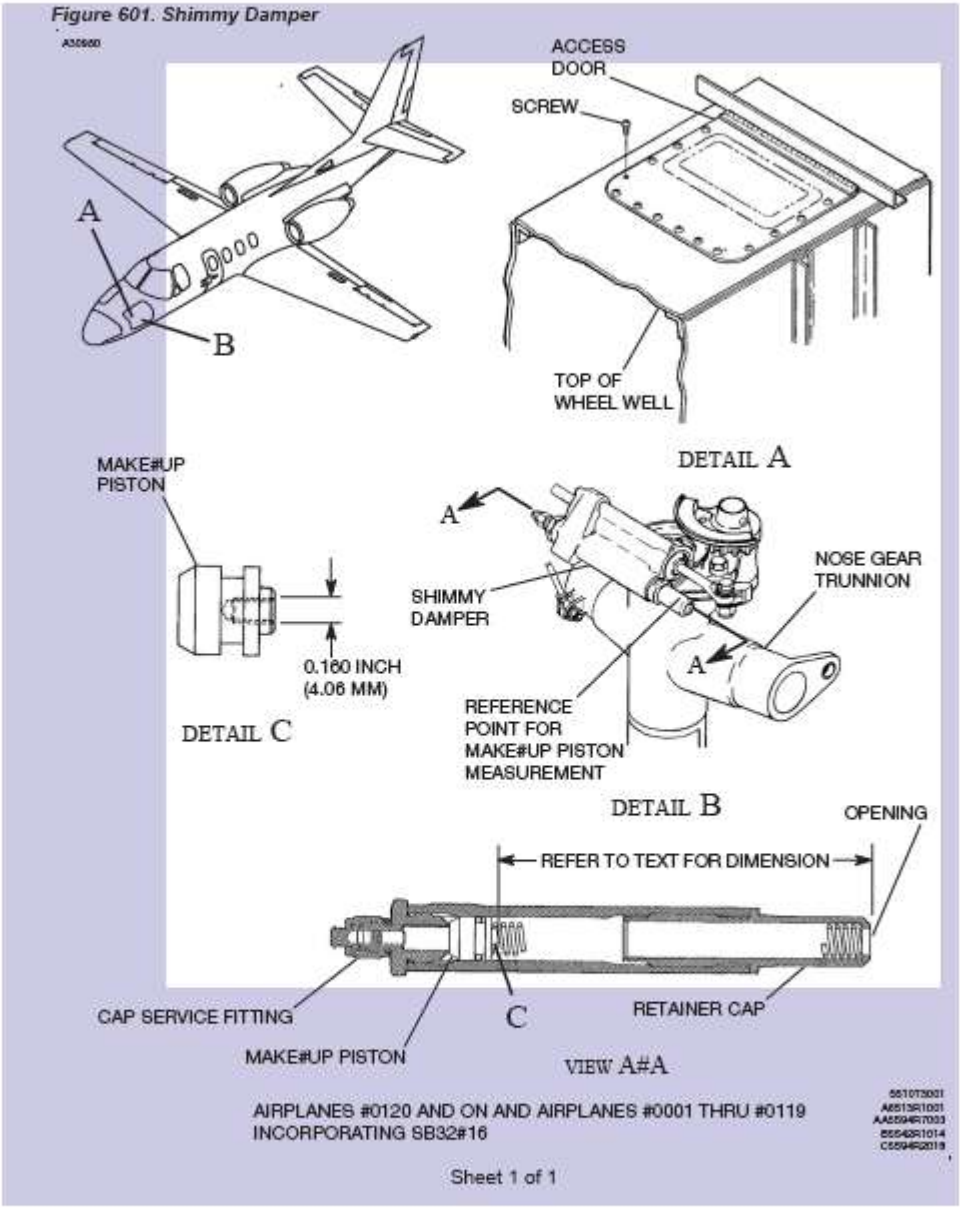
(3) If it is necessary to do the servicing, refer to Chapter 12, Shimmy Damper - Servicing.
(4) If it is not necessary to do the servicing, close access door 211FZ in the nose baggage area. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(5) Close the nose wheel-well doors. Refer to, Nose Gear and Doors - Removal/Installation.

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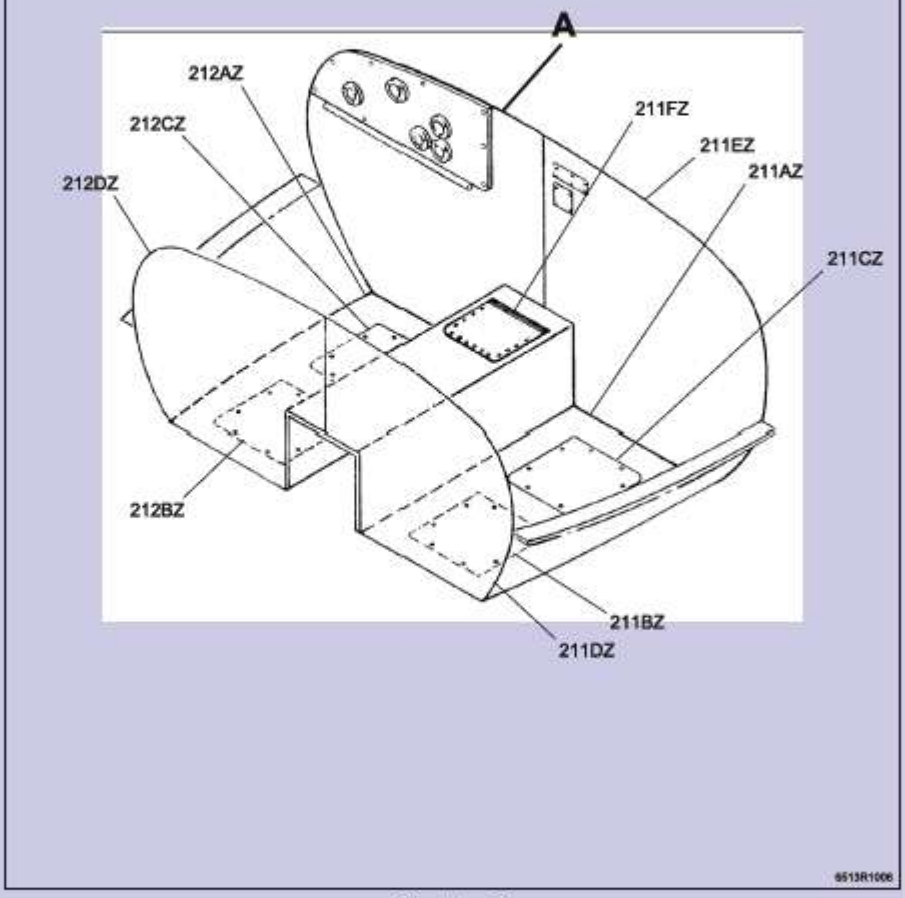
Figure 601. Shimmy Damper



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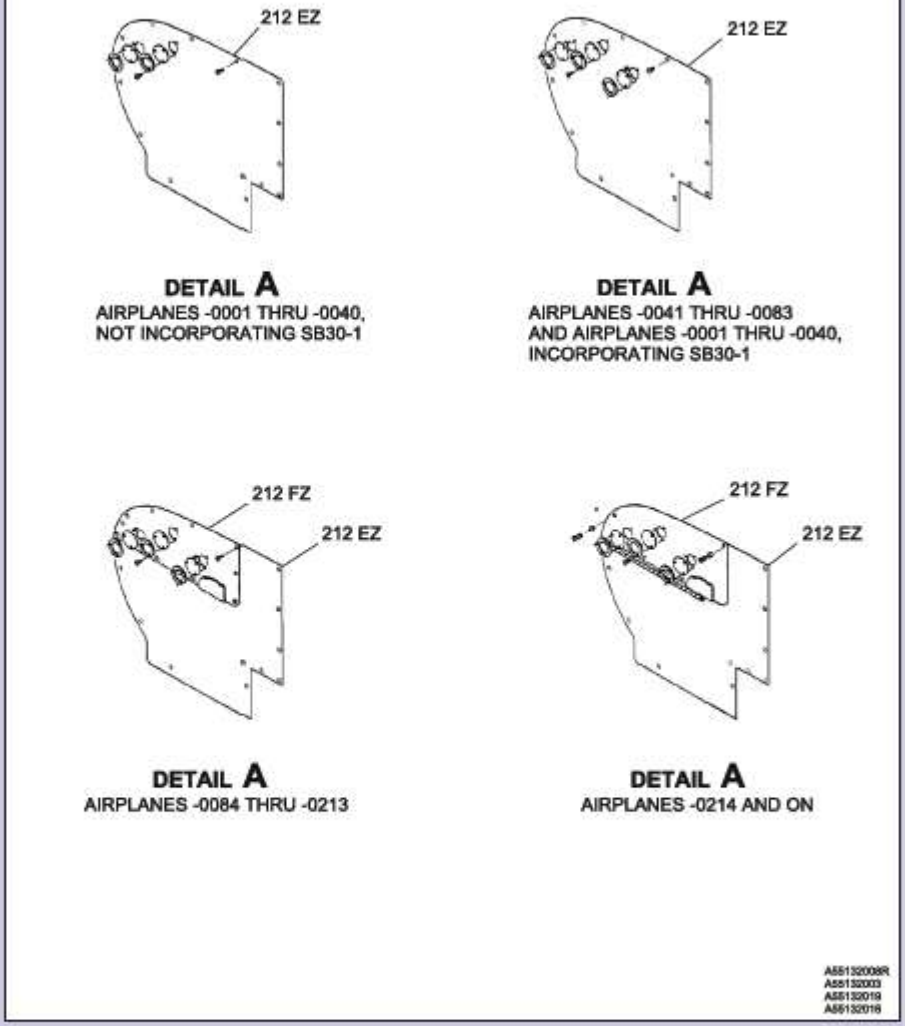
Figure 2. Nose Compartment Access Plates/Panels Identification



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Task 32-30-04-220

2. **Nose Gear Actuator Dial Check.**

NOTE: Perform only if necessary following Task 32-20-00-210.

A. Tools and Equipment.
   (1) Jack Pad Kit - 5520151-2.
   (2) Tripod Jack (Nose Gear) - CJMD107-001 or CJMD107-006.
   (3) Tail Stand - CJMD107-004.
   (4) Dial Indicator (0.001 Inch increments) - Commercially Available.
   (5) Magnetic V-block - Commercially Available.

B. Preliminary.

CAUTION: Observe all airplane jacking safety precautions.

   (1) Jack airplane until nose gear tire is clear of the ground and nose strut is fully extended. Refer to Chapter 7, Lifting - Maintenance Practices.
   (2) Open the forward nose wheel well doors.
      (a) Remove screws from the right rear door hinge arm assembly. Right door will swing open.
      (b) Disconnect left door linkage at door hinge arm. Door will swing open.

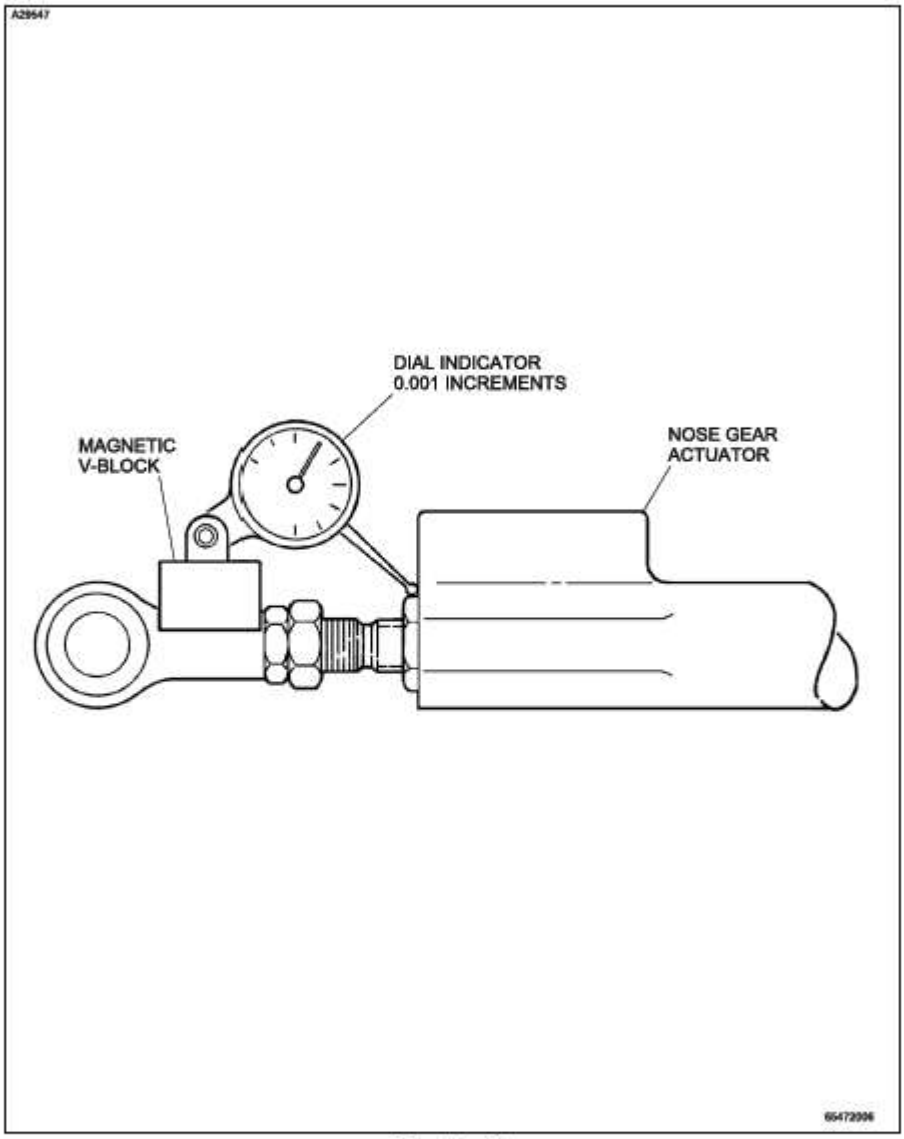
C. Check.
   (1) Mount dial indicator on the actuator piston rod to measure in-line movement of the actuator locking mechanism (Refer to Figure 601).
      (a) Manually apply a moderate (approximately 35 pounds) forward force at the wheel axle.
      (b) Set indicator dial to zero.
      (c) Apply the same moderate force aft.
      (d) Read dial indicator. Total movement should not exceed 0.035 inch. Actuator exceeding 0.035 inch movement should be removed for overhaul (Refer to Gear Actuating Cylinder- Removal/Installation procedures).
      (e) Remove dial indicator.
   (2) Close the forward nose wheel well doors.
      (a) Connect left door linkage at door hinge arm.
      (b) Reinstall screws in right rear door hinge arm assembly.
   (3) Lower airplane and remove jacks. Refer to Chapter 7, Lifting - Maintenance Practices.

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Figure 601. Actuator Check - Dial Indicator



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Task 32-30-05-210

2. Main Gear Up Lock Inspection

A. Inspect Main Gear Up Locks.

(1) Visually inspect main gear up lock assembly for security of installation and evidence of leakage or damage.

(2) Visually inspect all hydraulic lines in accordance with Task 20-10-06-210. Ensure that lines do not chafe aft box structure cutouts.

NOTE: On Airplanes not incorporating SB500-32-42, Main Landing Gear Wheel Well Aft Spar Box Hydraulic/Pneumatic Lines Grommet Replacement, remove the CM3524 rubber grommets from the aft box structure to accomplish Task 20-10-06-210.

NOTE: Airplanes incorporating SB500-32-42 do not need the NAS557 nylon grommets removed to accomplish Task 20-10-06-210 .

(3) Visually inspect all wiring in accordance with Task 20-21-03-210.

(4) Visually inspect up lock switch for security of installation and evidence of damage.

NOTE: Uplock switch threads are aluminum and easily damaged by excessively torquing jam nuts or by incorrect switch installation procedures.

(5) Operate up lock hook by hand and check for freedom of movement.

(a) Ensure that hook returns to fully extended position when released and that it is not restrained by up lock release cable.

(6) If removed, reinstall CM3524 rubber grommets.

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Task 32-30-05-211

3. Nose Gear Up Lock Inspection

A. Access.
(1) Remove access panel 212FZ in the nose baggage area on top of the nose wheel well. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) Open right nose wheel well door. Refer to Nose Gear and Doors - Removal/Installation.
(3) Remove screws from right rear door hinge arm assembly. Right door will swing open.

B. Inspect Nose Gear Up Locks.
(1) Visually inspect the up lock actuator, hydraulic lines, up lock hooks, and support brackets for security of installation, hydraulic fluid leaks, loose bolts, worn parts, corrosion, cracks and evidence of other damage.
(2) Inspect up lock guards for chaffing caused by the up lock rollers.
(3) Check up lock switches for security of installation and damage.
(4) Check up lock switch electrical wire bundles for proper routing and clamping, chaffing, strain due to excessive tightness, and other evidence of damage as described in Task 20-21-03-210 .

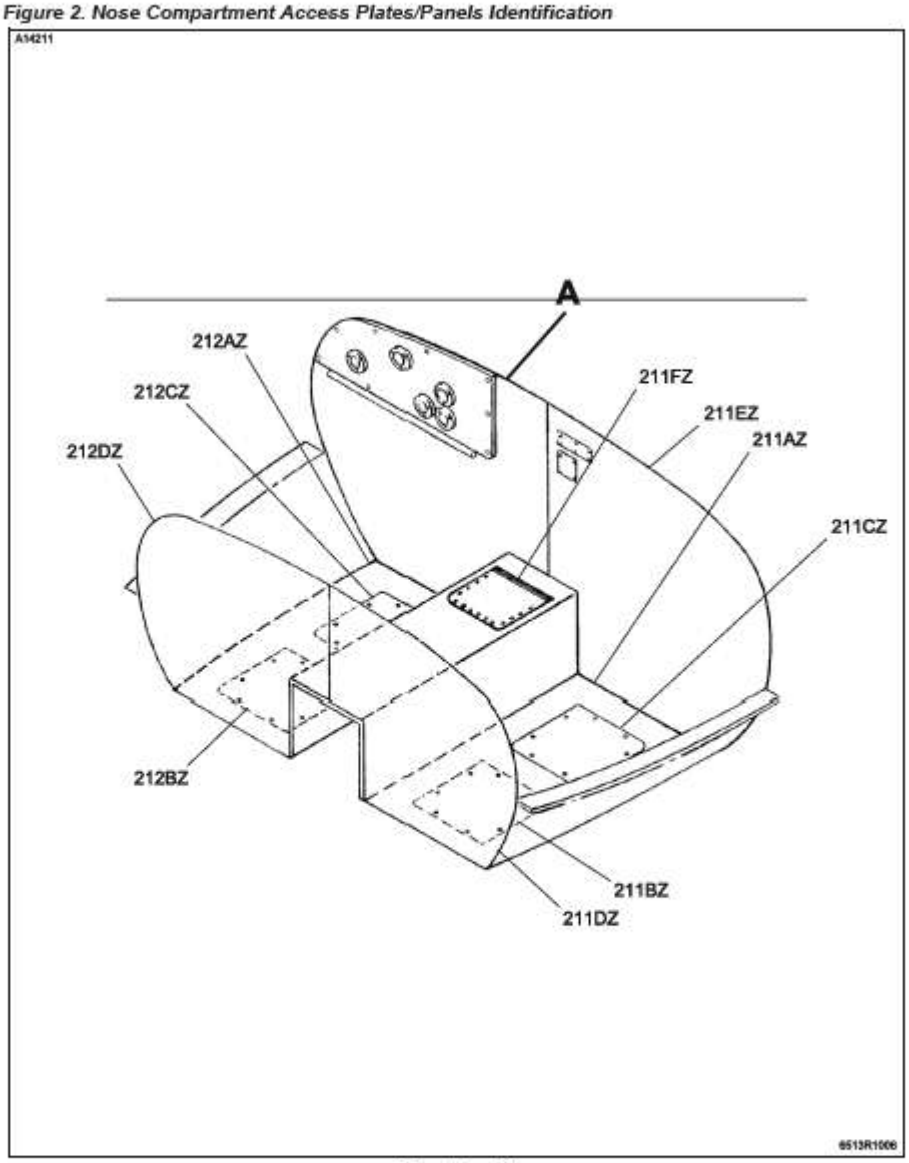
C. Restore access items as required.

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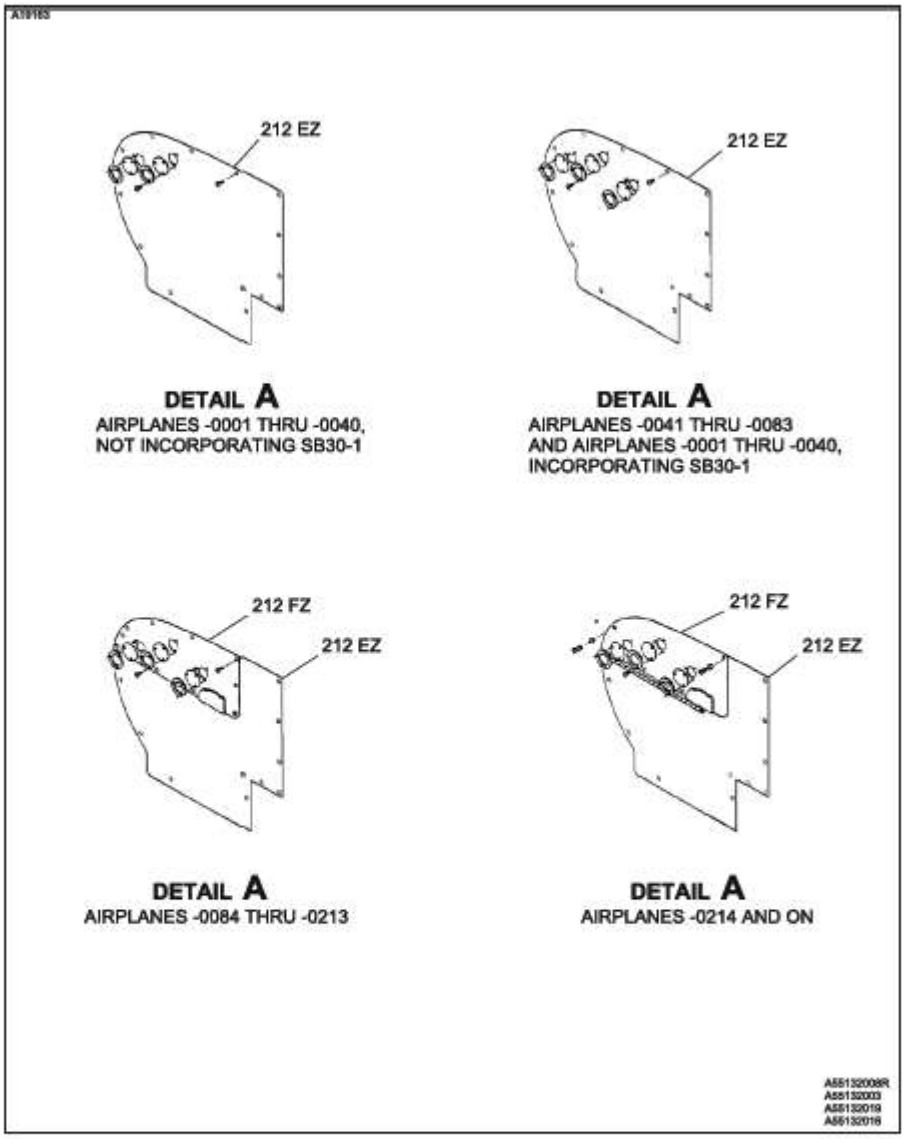
Figure 2. Nose Compartment Access Plates/Panels Identification



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Task 32-40-00-210

2. **Main Wheel, Tire and Bearing Inspection and Servicing**

NOTE: Ensure that flight hour meter circuit breaker is disengaged, if not already accomplished.

CAUTION: Observe all airplane jacking safety precautions. Refer to Chapter 7, Lifting - Maintenance Practices.

A. Tools and Equipment.
(1) Jack Pad Kit - 5520151-2.
(2) Tripod Jack (Main Gear) - CJMD107-002 or CJMD107-007.
(3) Tripod Jack (Nose Gear) - CJMD107-001 or CJMD107-006.
(4) Tail Stand - CJMD107-004.
(5) Torque Wrench (Foot Pounds) - Locally available.

B. Materials.
(1) MIL-PRF-680 Solvent.
(2) Grease (BRW Type) - Part Number MIL-PRF-81322.
(3) Safety Wire.
(4) Waxed or Greased Paper.
(5) Isopropyl Alcohol, Butyl Alcohol or Toluol.
(6) Methyl n-Propyl Ketone.
(7) RTV 106.

C. Access.
(1) Jack airplane until nose and main gear tires are clear of ground. Refer to Chapter 7, Lifting - Maintenance Practices.

D. Remove Main Gear Wheel.
(1) Cut safety wire and remove screws and washers securing hub cap to wheel. Remove hub cap.
(2) Remove two screws from axle nut. Remove antiskid wheel transducer if required.
(3) Remove axle nut, spacer and tab washer from axle. Carefully remove wheel and tire assembly from axle. Remove inboard axle bushing from axle.
(4) Remove bearings and inner bearing seal from wheel.
(5) Clean races and hub opening with a clean dry cloth. Cover hub opening in wheel to prevent dirt and moisture contamination.

E. Inspect and Service Main Gear Wheel Bearings.

NOTE: Refer to the Goodyear Aerospace Main Wheel Assembly Maintenance Manual in the Introduction, Supplier Publication List.

CAUTION: Handle bearings carefully and avoid contact with dirt, dust, moisture or other contaminants.

(1) Thoroughly clean bearings with solvent.

WARNING: Do not spin bearings with compressed air when drying. Bearings can separate and cause serious injury.

(2) Blow out excess solvent with clean, dry compressed air.
(3) Wash bearings again, using clean solvent. Rotate bearing cage by hand after putting fully into solvent.
(4) Remove bearing from solvent and thoroughly rinse in toluol, isopropyl or butyl alcohol.
(5) Allow bearing to air dry for 5 minutes.
(6) Inspect bearing for nicks, corrosion, signs of overheating or other damage.
(7) Pack bearing with grease and wrap in waxed or greased paper to protect against corrosion or dirt until installed in wheel.

F. Inspect Main Wheel Tire and Wheel Assembly.

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(1) Visually inspect the tire and wheel assembly for evidence of damage and proper part number. Refer to the Goodyear Aerospace Main Wheel Assembly Maintenance Manual in the Introduction, Supplier Publication List for specific instruction.

NOTE: Before reinstalling components, perform Task 32-10-00-210 and/or Task 32-40-00-210, if applicable. Also, check axle outer surface for corrosion, damage or other defects.

G. Reinstall Main Gear Wheel.
(1) Install bearings and inboard seal in wheel.
(2) Install axle bushing on axle.

CAUTION: Ensure that the brake drive tangs mate properly with their respective wheel slot liners.

(3) Carefully align the wheel and tire with the axle. Ease wheel and tire assembly onto axle. Ensure that brake rotors and wheel drive slot liners are properly aligned.
(4) Install axle nut.
(a) Make sure that axle and axle nut threads are clean and free of burrs.
(b) Apply grease to axle, axle nut threads, and to all loaded bearing surfaces of axle nut, spacer and washer.
(c) Install tab washer in position on axle. Install spacer over tab washer.
(d) Thread the axle nut onto the axle until it is snug. Ensure that the brake rotors remained engaged with the wheel slot liners.
(e) While manually rotating the Goodyear wheel, tighten axle nut to 100 inch-pounds torque. Keep wheel and bearing seated and back the axle nut off to zero (0) inch-pounds torque.
(f) While manually rotating the wheel, tighten nut to 50 inch-pounds torque.
(g) If not at locking position, advance the nut to the nearest locking position.
(5) Install antiskid transmitter (if removed) and ensure that threaded holes in transmitter housing align with screw holes in axle.
(6) Secure nut thru axle and into antiskid transducer with two screws and tighten. Safety wire screws, ensuring that safety wire or pigtail does not come into possible contact with hubcap.
(7) Clean mounting surface of hubcap, spacer and wheel with Methyl n-Propyl Ketone. Seal between mating surfaces of hubcap, spacer and wheel with RTV106.

NOTE: Ensure that clip on inside of hubcap mates with antiskid transmitter drive lug.

(8) Install hubcap and spacer with three screws, tighten and lockwire.

H. Restore access items as required.

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Task 32-40-00-211

3. **Main Landing Gear Brake Inspection**

NOTE: Ensure that flight hour meter circuit breaker is disengaged.

CAUTION: Observe all airplane jacking safety precautions.

A. Tools and Equipment.
(1) Jack Pad Kit - 5520151-2.
(2) Tripod Jack (Main Gear) - CJMD107-002 or CJMD107-007.
(3) Tripod Jack (Nose Gear) - CJMD107-001 or CJMD107-006.
(4) Tail Stand - CJMD107-004.

B. Materials.
(1) Lubribond A (Dry Film Lubricant) - Commercially available.
(2) Sandstrom 26A (Alternate for Lubribond A) - Commercially available.
(3) GE Silicone Grease (Dielectric grease) - Commercially available.

NOTE: For specific vendors of lubricants, refer to Chapter 12, Lubricants - Description and Operation.

C. Access.
(1) Jack airplane until nose and main gear tires are clear of ground. Refer to Chapter 7, Lifting - Maintenance Practices.

NOTE: Cessna supplies two different brake assemblies for the Model 500 Airplane, the Goodyear (Aircraft Braking Systems Corporation) brake assembly and on Airplanes incorporating SB500-32-38, the Goodrich brake assembly. Refer to the applicable manufacturer's manual in the Introduction, Supplier Publication List.

D. Inspect Main Gear Brakes.
(1) Remove hubcap, wheel and bearings. Refer to Task 32-40-00-210 for procedures.
(2) Cut safety wire at lower service port and any wiring tie straps securing antiskid wiring to lower piston assembly.
(3) Disengage brake assembly from axle and axle adapter.
(4) Slide brake outward from installed position, but do not remove from axle completely.
(5) Without disassembly of brake, inspect brake for cracks, deformities, gouging or other defects.
(6) Clean brake axle bore and visually inspect for corrosion.
(a) If corrosion exists, refer to the applicable manufacturer's manual in the Introduction, Supplier Publication List for specific inspection and repair criteria.
(b) If no corrosion exists, coat interior of brake axle bore with MIL-PRF-81322 grease to prevent moisture between axle and brake.

NOTE: Before reinstalling components, perform Task 32-10-00-210, and/or, if applicable, Task 32-40-00-210.

E. Restore access items as required.
(1) Reinstall brake assembly onto axle adapter.
(a) Safety wire lower oleo service port.
(b) Reinstall tie straps for antiskid wiring.

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Task 32-40-00-212

4. **Brake Wear Check**

   A. Refer to the applicable manufacturer's manual in the Introduction, Supplier Publication List for acceptable brake wear.

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Task 32-45-00-210

2. **Nose Wheel, Tire and Bearing Inspection and Servicing**

NOTE: This task does not apply to airplanes equipped with factory-installed Gravel Runway/Nosewheel Spin-up Kit or aircraft modified in the field incorporating SB500-32-27 Gravel Runway Installation.

A. Tools and Equipment.
(1) Jack Pad Kit - 5520151-2.
(2) Tripod Jack (Nose Gear) - CJMD107-001 or CJMD107-006.
(3) Tail Stand - CJMD107-004.
(4) Torque Wrench (Inch Pounds) - Locally available.

B. Materials.
(1) MIL-PRF-680 Solvent.
(2) Grease (BRW Type) - MIL-PRF-81322A.

NOTE: Mobil Aviation Grease SHC 100 may be used as an alternate grease (Goodrich Wheels only) for MIL-PRF-81322 for lubricating wheel bearings, axle threads and axle thread nuts.

(3) Safety Wire - Commercially available.
(4) Waxed or Greased Paper.
(5) Isopropyl Alcohol, Butyl Alcohol or Toluol.

C. Access.

CAUTION: Observe all airplane jacking safety precautions.

(1) Jack nose wheel clear of ground and ensure nose strut is fully extended. Refer to Chapter 7, Lifting - Maintenance Practices.
(2) Remove nose wheel assembly from airplane (Refer to Nose Gear Wheel and Tire - Maintenance Practices).

D. Clean, Inspect and Service Nose Wheel Bearings.

CAUTION: Handle bearings carefully and avoid contact with dirt, dust, moisture or other contaminants.

(1) Thoroughly clean bearings with solvent.

WARNING: Do not spin bearings with compressed air when drying. Bearings can separate and cause serious injury.

(2) Blow out excess solvent with clean, dry compressed air.
(3) Wash bearings again, using clean solvent. Rotate bearing cage by hand after putting fully into solvent.
(4) Remove bearing from solvent and thoroughly rinse in toluol, isopropyl or butyl alcohol.
(5) Allow bearing to air dry for 5 minutes.
(6) Inspect bearing for nicks, corrosion, signs of overheating or other damage.
(7) Pack bearing with grease and wrap in waxed or greased paper to protect against corrosion or dirt until installed in wheel.

E. Inspect Nose Wheel Tire and Wheel Assembly.
(1) Visually inspect the tire and wheel halves for evidence of damage. Refer to the applicable manufacturer's manual in the Introduction, Supplier Publication List for specific instruction.

F. Restore access items as required.
(1) Reinstall nose wheel (Refer to Nose Gear Wheel and Tire - Maintenance Practices).

End Task

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Task 32-45-00-211

3. **Nose Wheel, Tire and Bearing Inspection and Servicing (Gravel Runway)**

NOTE: This task applies only to airplanes equipped with factory-installed gravel runway/nosewheel spin-up option or airplanes modified in the field incorporating SB500-32-27 Gravel Runway Installation.

NOTE: The Goodyear nose wheel is the only authorized nose wheel for airplanes incorporating the nose wheel spin up installation. If additional information is required, refer to the applicable manufacturer's manual in the Introduction, Supplier Publication List.

A. Tools and Equipment.
(1) Jack Pad Kit - 5520151-2.
(2) Tripod Jack (Nose Gear) - CJMD107-001 or CJMD107-006.
(3) Tail Stand - CJMD107-004.
(4) Small Spring Scale (minimum 4 ounce capacity).

B. Materials.
(1) MIL-PRF-680 Solvent.
(2) Grease (BRW Type) - MIL-PRF-81322.

NOTE: Mobil Aviation Grease SHC 100 may be used as an alternate grease (Goodrich Wheels only) for MIL-PRF-81322 for lubricating wheel bearings, axle threads and axle thread nuts.

(3) Safety wire - Locally available.
(4) Waxed or greased paper - Locally available.
(5) Isopropyl Alcohol, Butyl Alcohol or Toluol - Locally available.

C. Access.
(1) Jack nose wheel clear of ground and ensure nose strut is fully extended. Refer to Chapter 7, Lifting - Maintenance Practices.

NOTE: Jack nose wheel high enough to remove the spin-up turbine.

D. Remove Nose Gear Wheel.
(1) Ensure nose gear is jacked sufficiently high enough so the nose wheel/turbine assembly can be dropped clear of fork.
(2) Disconnect air nozzle assembly from the turbine cover.
(3) Disconnect electrical plug, receptacle, wiring and tie wraps from air nozzle plumbing.
(4) If used, remove strap connecting the turbine halves.
(5) Disconnect straps securing turbine covers to side of nose gear fork. Remove screws securing turbine covers to fork.
(6) Remove cotter pin, nut, washer and axle bolt. Remove buckets from each end of axle.

CAUTION: Seals and bearings are released when the axle tube is removed. Take care not to drop or damage these parts. Discard damaged bearing cones or seals.

(7) Remove spacers from each end of axle and remove axle.
(8) Remove seals, bearings and bearing caps and protectively wrap in waxed or greased moisture- proof paper to keep clean.
(9) Cover wheel hub opening to prevent contamination by foreign material.

CAUTION: During following step, turbine covers will be loose from nose wheel assembly. Exercise caution to prevent damage to turbine vanes.

(10) Remove nose wheel and turbine assemblies from fork by dropping straight down until clear of fork.
(11) Remove turbine covers from nose wheel assembly.

E. Clean, Inspect and Service Nose Wheel Bearings.

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CAUTION: Handle bearings carefully and avoid contact with dirt, dust, moisture or other contaminants.

(1) Thoroughly clean bearings with solvent.

WARNING: Do not spin bearings with compressed air when drying. Bearings can separate and cause serious injury.

(2) Blow out excess solvent with clean, dry compressed air.
(3) Wash bearings again, using clean solvent. Rotate bearing cage by hand after putting fully into solvent.
(4) Remove bearing from solvent and thoroughly rinse in toloul, isopropyl or butyl alcohol.
(5) Allow to air dry for 5 minutes.
(6) Inspect bearing for nicks, corrosion, signs of overheating or other damage.
(7) Pack bearing with grease and wrap in waxed or greased paper to protect against corrosion or dirt until installed in wheel.

F. Inspect Nose Wheel Tire and Wheel Assembly.
(1) Without disassembling turbines, visually inspect the tire, wheel halves, turbine assemblies, and other components for evidence of damage. Refer to the applicable manufacturer's manual in the Introduction, Supplier Publication List for specific instruction.

G. Reinstall Nose Wheel.
(1) Install bearings in each wheel half.
(2) Apply bearing grease to axle. Install axle thru bearings and install spacers on each end of axle.

NOTE: Center axle for equal clearance on each end.

(3) Fit turbine covers over wheel. They will be loose until final installation.

CAUTION: During following step, turbine covers will be loose from nose wheel assembly. Exercise caution to prevent damage to turbine vanes.

(4) Install strap into position on turbine covers.
(a) Lifting nose wheel and turbine covers as a unit from under the nose fork, place into position inside fork.
(b) Ensure that filler valve and extension is on left side of airplane.
(c) Install buckets through fork and on to axle at each end.
(5) Install washer on axle bolt and axle bolt through buckets.
(6) Install axle nut and washer on axle bolt.
(a) Make sure axle nut threads are clean and free from burrs.
(b) Apply bearing grease to nut threads and to all load bearing surfaces of the axle nut and washer.
(c) Tighten axle nut while manually rotating wheel. With all parts seated, back off nut to zero (0) torque.
(d) While manually rotating wheel, tighten nut until secure. If not at locking position, advance nut to nearest locking position.
(7) Check nose wheel breakaway torque.
(a) Attach a string to the spring scale and tape the string to the tread surface of the tire.
(b) Apply a force tangent to the outer surface of the tire. Record the force on the spring scale as the wheel begins to rotate. The maximum force allowed for breakaway is four ounces.
(c) Secure axle nut with MS24665-231 stainless steel cotter pin.

H. Assemble Wheel and Turbine Assembly.
(1) Secure turbine covers to fork with screws, washers and straps.
(a) Install washers as required on left and right side between strap and strap to obtain a 0.18 to 0.35 inch spacing between the turbine cover and wheel half.
(b) Install bolts securing washers and straps. Refer to Nosewheel Turbine and Turbine Cover - Removal/Installation, Figure 401.

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(2) While installing washers around periphery of turbine cover assembly, add or delete washers, as required, on left and right side between strap to obtain a 0.18 to 0.35 inch clearance between the turbine cover and wheel half.
(3) Check the clearance between the turbine vanes and the turbine covers. The minimum clearance is 0.04 inch.
  (a) If less than minimum, position washers to obtain minimum clearances.
(4) Check the clearance between the tire chine and the tire chine cutout in the left and right turbine covers. The minimum clearance shall be 0.19 inch.
  (a) If less than minimum clearance is recorded, repeat the clearance check between the turbine cover and the turbine assembly.
  (b) Increasing the size of the cutout is permissible.
(5) Attach the nozzle assembly to the turbine cover.
  (a) Check the clearance between the tire chine and the nozzle left and right assemblies. The minimum distance shall be 0.12 inch.
    1 To obtain sufficient clearance, it may require repositioning the nozzle assembly components.
    2 Secure attaching components when clearance is attained.
(6) Attach electrical wiring, receptacle and plug.
(7) Service nose wheel tire with nitrogen as required. Refer to Chapter 12, Tires - Servicing.
(8) Check adjustment of magnetic pickups.
(9) Perform Functional Test of Nosewheel Spin-up System. Refer to Task 32-45-01-710.
(10) Perform gear swing and check tire/turbine covers for clearance from nose wheel well doors during retraction. Refer to Task 32-01-00-710.

I. Restore access items as required.

End Task

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Task 32-45-01-210

2. **Gravel Runway/Nose Wheel Spin-up Components Inspection**

NOTE: This task applies to airplanes with factory-installed Gravel Runway/Nose Wheel Spin-up Option and airplanes incorporating SB500-32-27 Gravel Runway Modification.

A. Access.
(1) Open right nose wheel well door. Refer to Nose Gear and Doors - Removal/Installation.
(2) Remove screws from right rear door hinge arm assembly. Right door will swing open.

B. Inspect Nose Wheel Spin-Up Components (Refer to Figure 601).
(1) Visually inspect the nose wheel turbines and turbine covers for nicks, cracks, dents, corrosion and other damage.
(2) Inspect air scoops and nozzles for condition and obstructions.
(3) Check routing and clamping of lines. Look for chafing, clearance and damage.
(4) Check the magnetic pickup for security of installation and damage.
(5) Check magnetic pickup wire bundle for proper routing, security of installation, chaffing or excessive strain.
(6) Check clearance of magnetic pickup.
(a) Magnetic pickup will have 0.030 to 0.050 inch clearance between magnetic pickup and steel clips.

NOTE: Clearance out of range may result in false RPM indication.

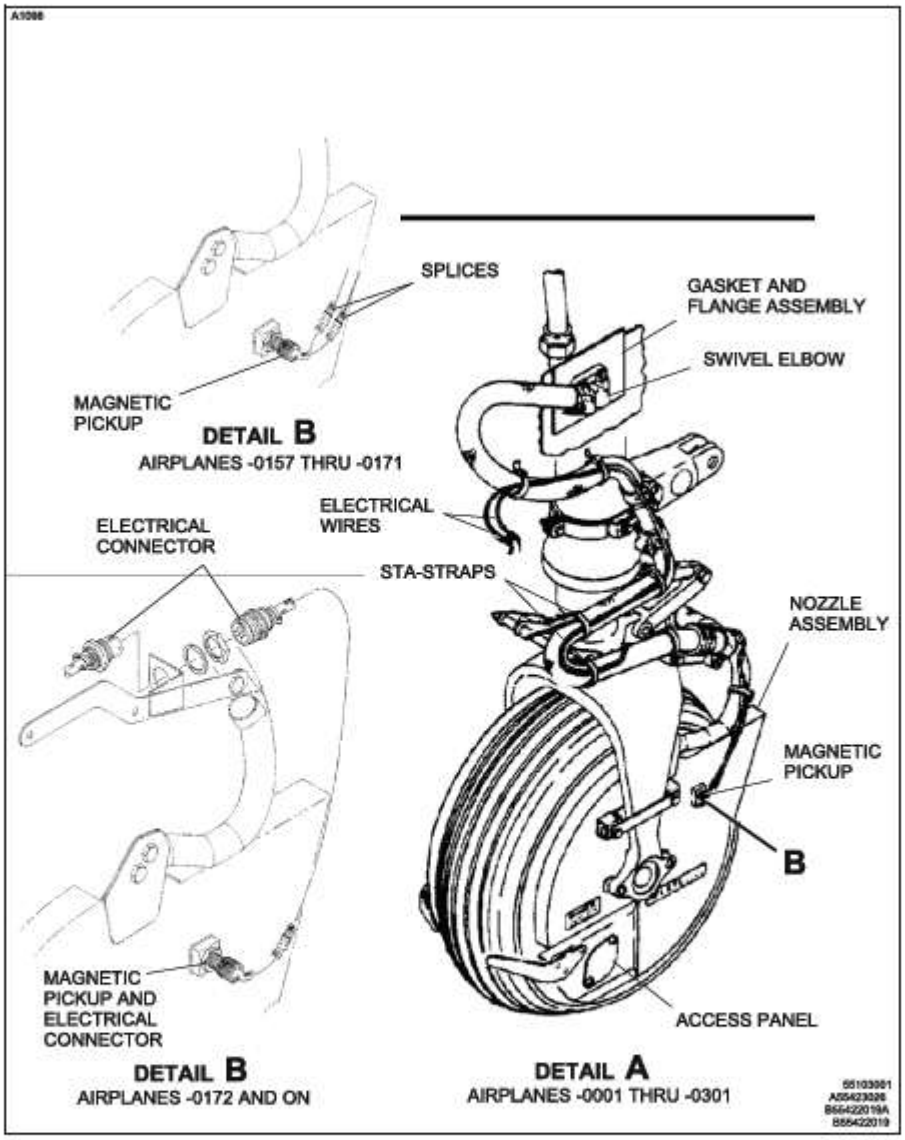
(b) Rotate the nose wheel and turbine assemblies.
1 Measure and record the distance between each steel clip and the magnetic pickup.
2 Ensure that the steel clips are properly installed and are not bent or twisted.
(7) If an adjustment is required, use the procedures described in Indicating System - Removal/Installation .

C. Restore access items as required.

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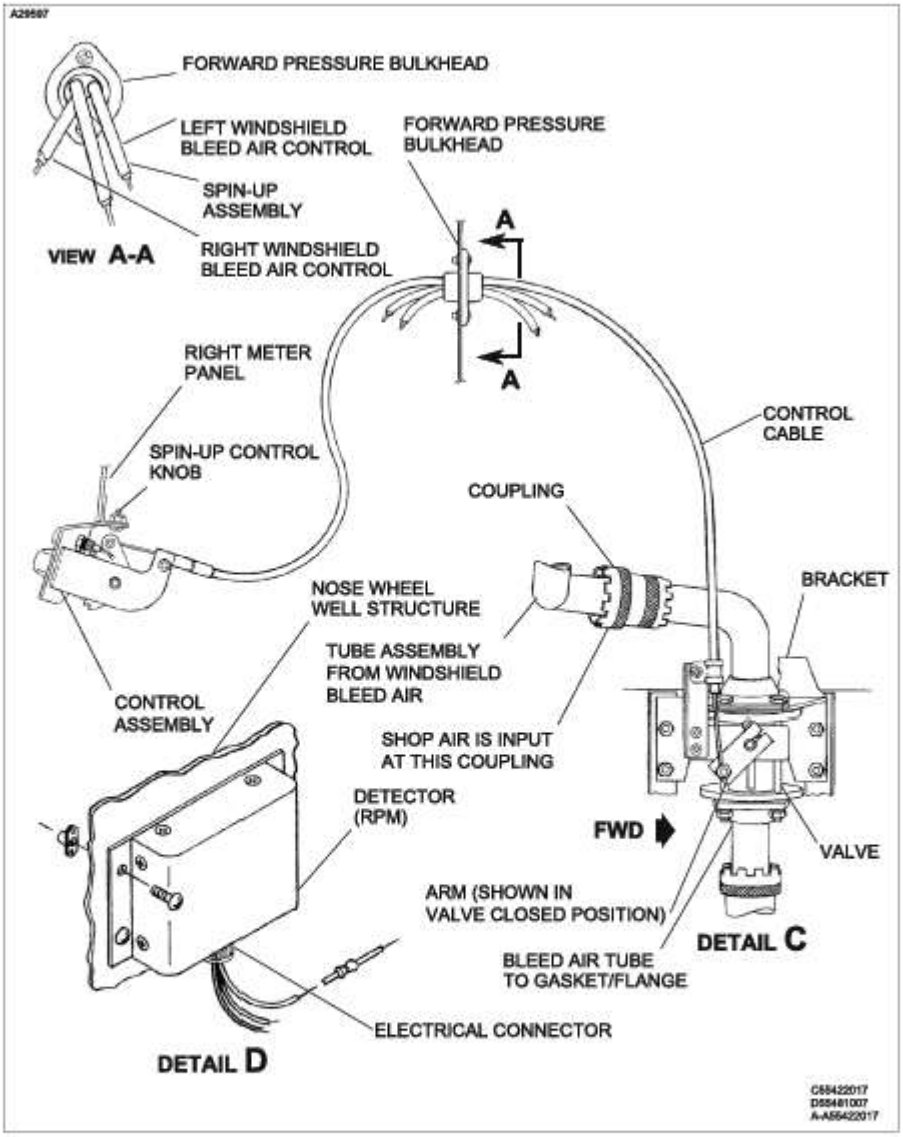


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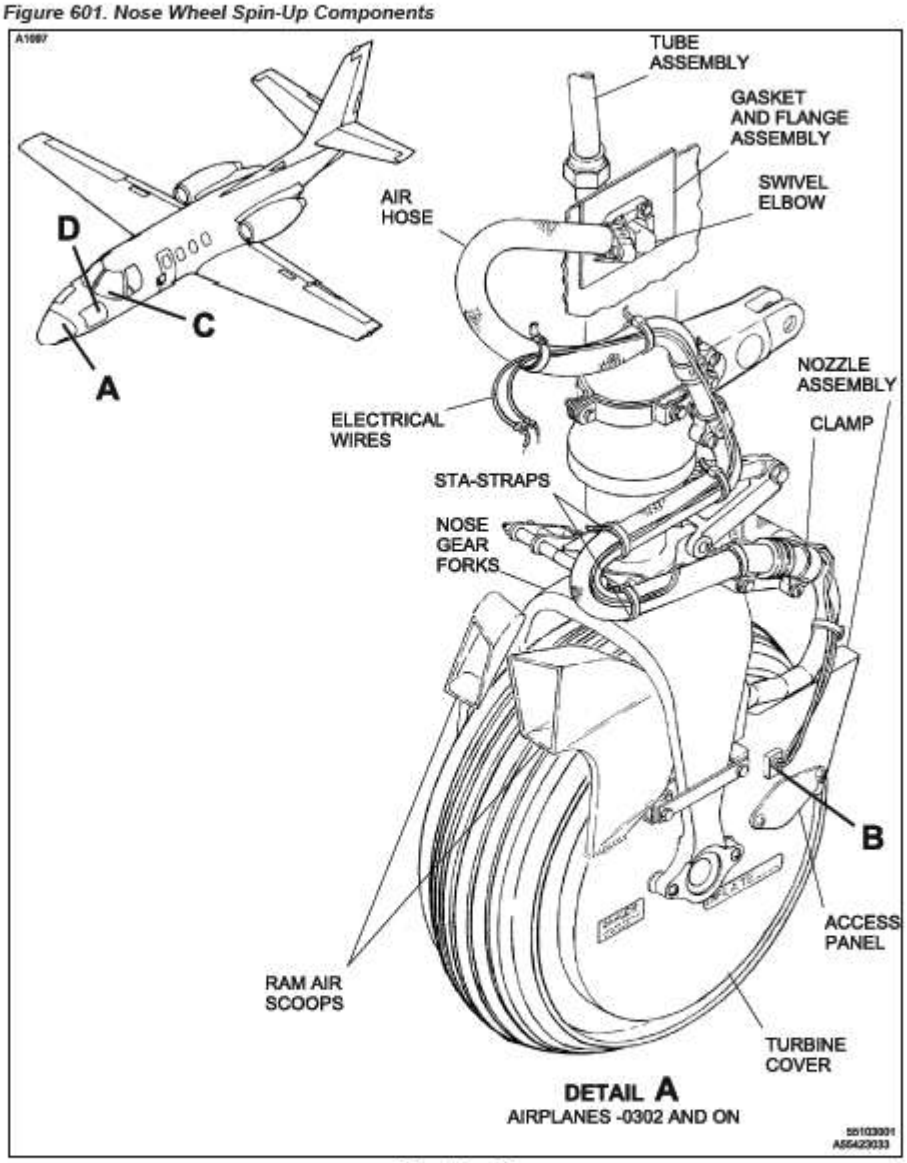
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Figure 601. Nose Wheel Spin-Up Components



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Task 32-45-01-211

3. **Nose Wheel Spin-up Control Inspection**

A. Access.
(1) Remove the left and right nose baggage aft wall panels 211EZ and 212EZ. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) Remove control valve cover. Refer to Nose Gear Strut Plumbing - Removal/Installation .

B. Inspect Nose Wheel Spin-Up Control.
(1) Visually inspect control valve and cables for security of installation and general condition.

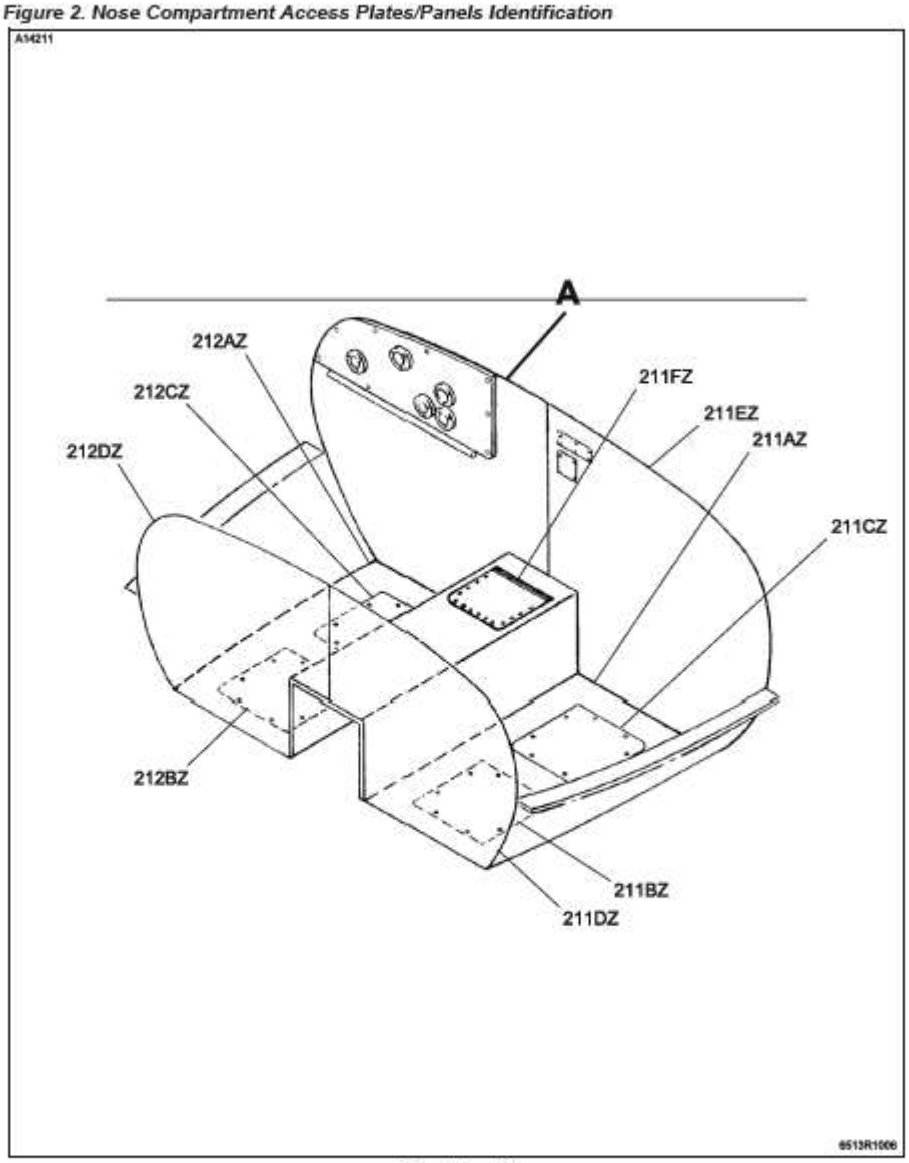
C. Restore access items as required.

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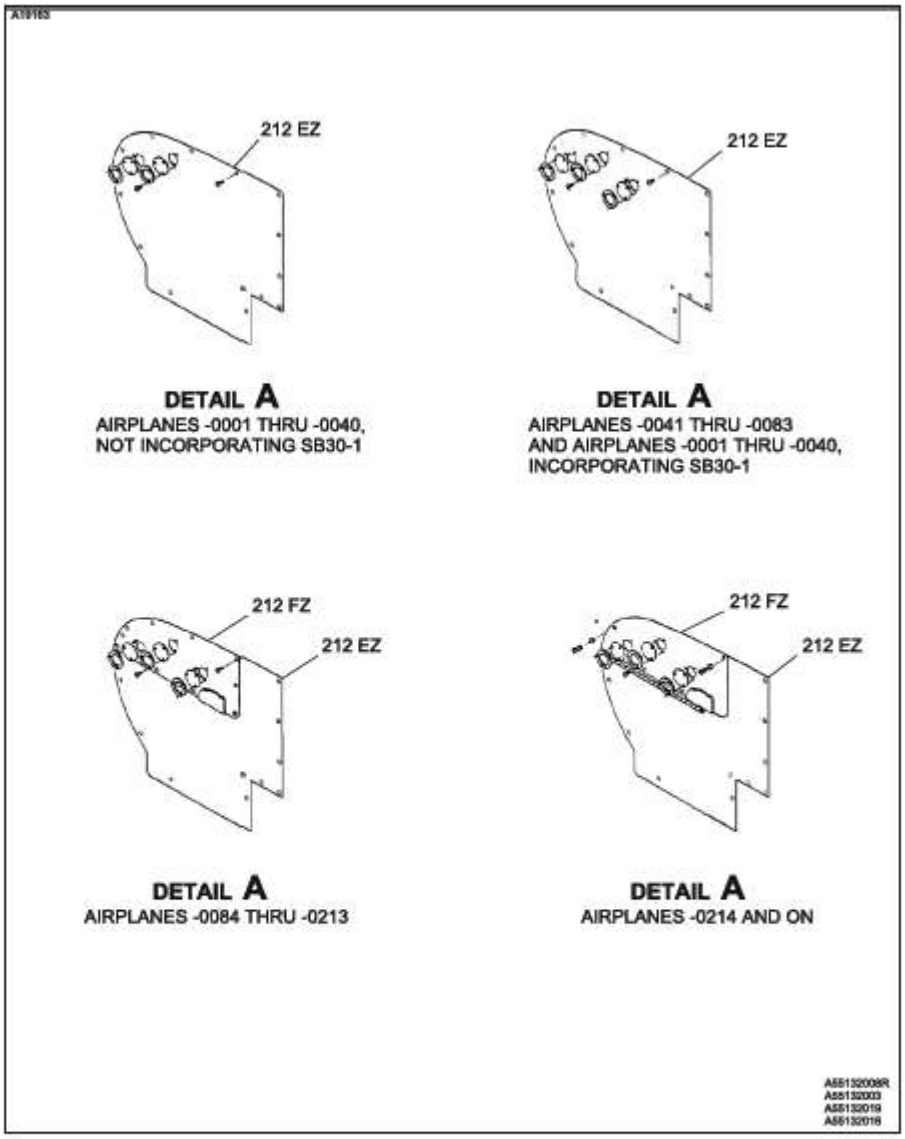
Figure 2. Nose Compartment Access Plates/Panels Identification



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Task 55-10-00-211

2. Horizontal Stabilizer External Inspection

NOTE: This inspection is to be performed without access panel removal. The internal components of the stabilizer will be inspected in Task 55-10-00-212.

A. Externally inspect horizontal stabilizer.
(1) Visually inspect the horizontal stabilizer for security of skin installation, corrosion or evidence of damage.
(2) On airplanes with optional logo lights mounted in upper skins, inspect lens assembly for security of installation and evidence of damage.
(3) Visually inspect deice boots for security of installation and evidence of damage.
(4) Visually inspect stabilizer tip caps for security of installation and leading edge erosion.

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Task 55-10-00-270

9. Horizontal and Vertical Stabilizer Aft Edge Inspection

A. Inspect Horizontal and Vertical Stabilizer Aft Edge.
(1) Visually inspect the aft edge of the horizontal stabilizer upper and lower skins and the vertical stabilizer right and left skins for separation of the bond between the skin and doubler.
(2) If, upon visual inspection, it is determined that the aft edge of the skin is separated from the doubler, then an Ultrasonic Inspection is to be performed to determine the extent of separation.
(a) Refer to the applicable Test Procedure as described in the Model 500 Series Nondestructive Testing Manual, Part 4, Horizontal and Vertical Stabilizer Skin Aft Edge Inspection for ultrasonic inspection instructions and disposition instructions for repair.

End Task

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Task 55-30-00-210

2. Vertical Stabilizer External Inspection

A. Perform inspection.
(1) Visually inspect the vertical stabilizer skin for security of installation, corrosion or evidence of damage.
(2) Visually inspect deice boots for security of installation and evidence of damage.
(3) Visually inspect stabilizer tip cap for security of installation and leading edge erosion.
(4) Visually inspect the navigation antennas for security of installation and evidence of damage, particularly along the leading edge of the antenna.

End Task

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Task 57-00-00-211

3. Flap Inspection

A. Perform Flap Inspection.

WARNING: Prior to performing the following inspections, make sure that personnel and equipment are clear of flaps, and make sure to move the flaps to their full down position. Disengage flap circuit breakers and/or disconnect battery to prevent operation of the flaps while maintenance is in progress. Place warning signs or tags as needed.

(1) Position flaps to LAND (full down) position.
(2) Disengage flap circuit breakers and/or disconnect battery to prevent operation of the flaps while this inspection is in progress.
(3) Visually inspect flap for security of installation and evidence of damage.
(4) Visually inspect flap pushrods and lugs for security of installation and evidence of damage. Airplanes -0517 and On are required to have lock nuts safety wired. Use pushrod witness holes to make sure the thread engagement of rod ends is correct.
(5) Inspect flap drain holes.
  (a) Locate the flap drain hole the inboard closure rib near the trailing edge of the flap.
    1 Ensure that the drain hole is clear of debris.
    2 Clear hole if necessary.
(6) Visually inspect underside skin of flap for impact damage from foreign objects. Verify questionable areas by using the coin tap method to check for debonding.

WARNING: Ensure that personnel and equipment are clear before you move the flaps.

(7) Visually inspect flap rollers for evidence of wear or other damage.
  (a) If flaps are disconnected from bellcranks for other maintenance, operate flaps by hand and ensure that all rollers are free to rotate.
  (b) If flaps are NOT disconnected from bellcranks for other maintenance, engage flap circuit breakers and/or connect battery.
    1 Using a flashlight, operate the flap system and observe that all rollers are free to rotate.

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Task 74-30-01-210

2. **Inspect Engine Igniters**

A. The following procedures describe removal, inspection, cleaning, operational testing of the spark igniters and finally reinstallation of the spark igniters.

B. Tools and Equipment.
(1) External Power Unit - MH32-200K24M or equivalent.
(2) Torque Wrench (Inch Pounds) - Commercially available.
(3) Refer to the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List for more materials.

C. Remove spark igniters (Refer to Figure 601).

NOTE: Two spark igniters, mounted at five and seven o'clock on the bypass duct, are screwed through sleeves in the gas generator case to position the floating washer igniter housings on the combustion chamber. For more detailed procedures on inspecting and troubleshooting the engine ignition system, refer to the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List.

WARNING: Voltage used in ignition system is dangerously high. Before disassembling any part of the system, ensure power is off of airplane and battery is disconnected. Disengage IGN circuit breakers and ensure IGN and ANTI-ICE switches are positioned to OFF. Flag switches if necessary. Allow at least six minutes to elapse before further work.

(1) Remove electrical power from the airplane.
(2) Disconnect battery.
(3) Remove lower cowling from both engines. Refer to Chapter 71, Cowling - Removal/Installation.
(4) Refer to the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List.

D. Operational Check Spark igniters.

WARNING: Voltage used in ignition system is dangerously high. Ensure that personnel and equipment are clear of cable and spark igniter before switching ignition on.

(1) Ensure that both ignition and anti-ice switches are positioned to OFF.
(2) Connect external power to the airplane.
(3) Allow cables with spark igniters attached to hang down freely from engine.

NOTE: To prevent arcing, ensure that igniters are as clear as possible from engine and each other.

(4) Position DC POWER switch to BATT.
(5) Engage IGN and ANTI-ICE circuit breakers.
(6) Position left ignition NORMAL/OFF switch to NORMAL. Check for regular frequency snapping sound and spark.
(7) Position left ignition NORMAL/OFF switch to OFF.
(8) Position left ENG ANTI-ICE switch to ON. Check for regular frequency snapping sound and spark.
(9) Position left ENG ANTI-ICE switch to OFF.
(10) Perform above checks for right engine.

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WARNING: After completing checks, ensure that all switches are positioned to OFF and circuit breakers are disengaged. Allow at least six minutes for ignition exciter units to discharge before further work.

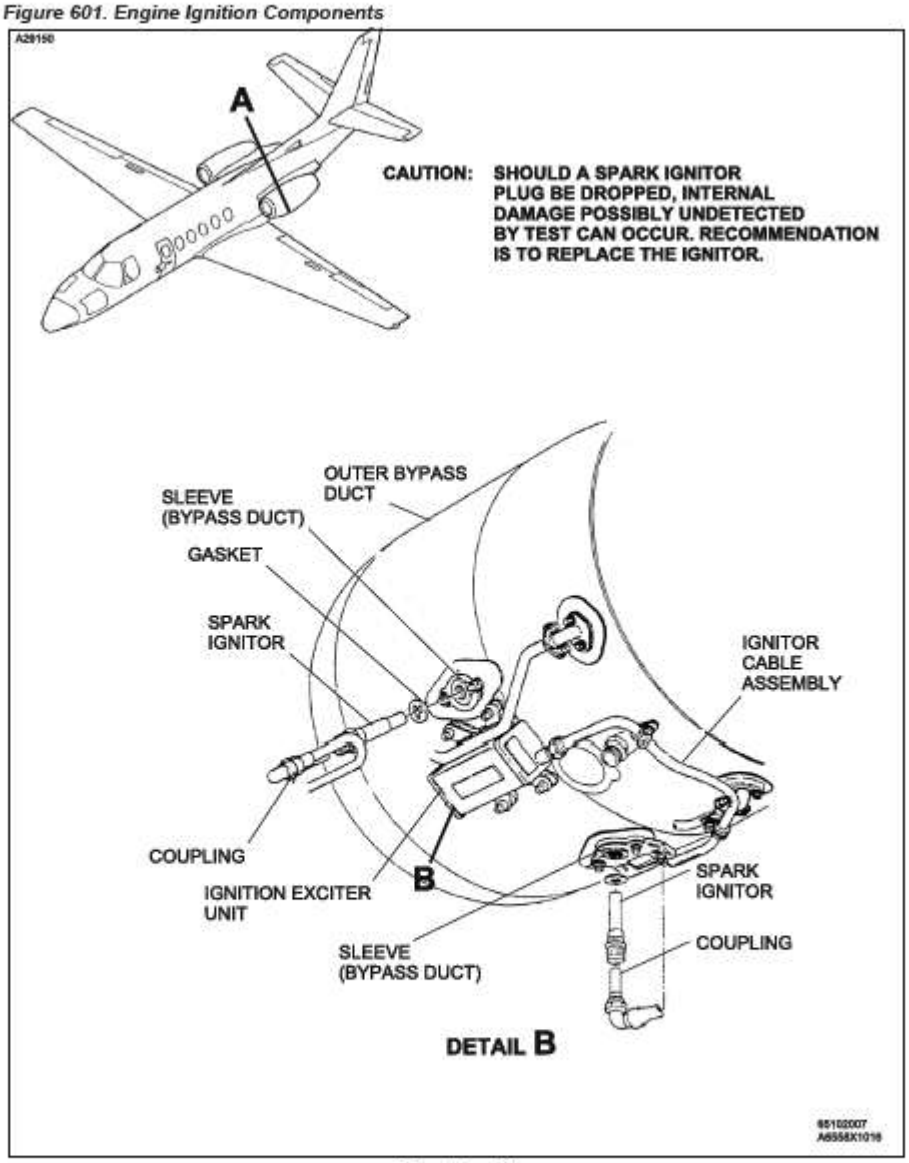
E. Install Spark igniters.
(1) Refer to the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List

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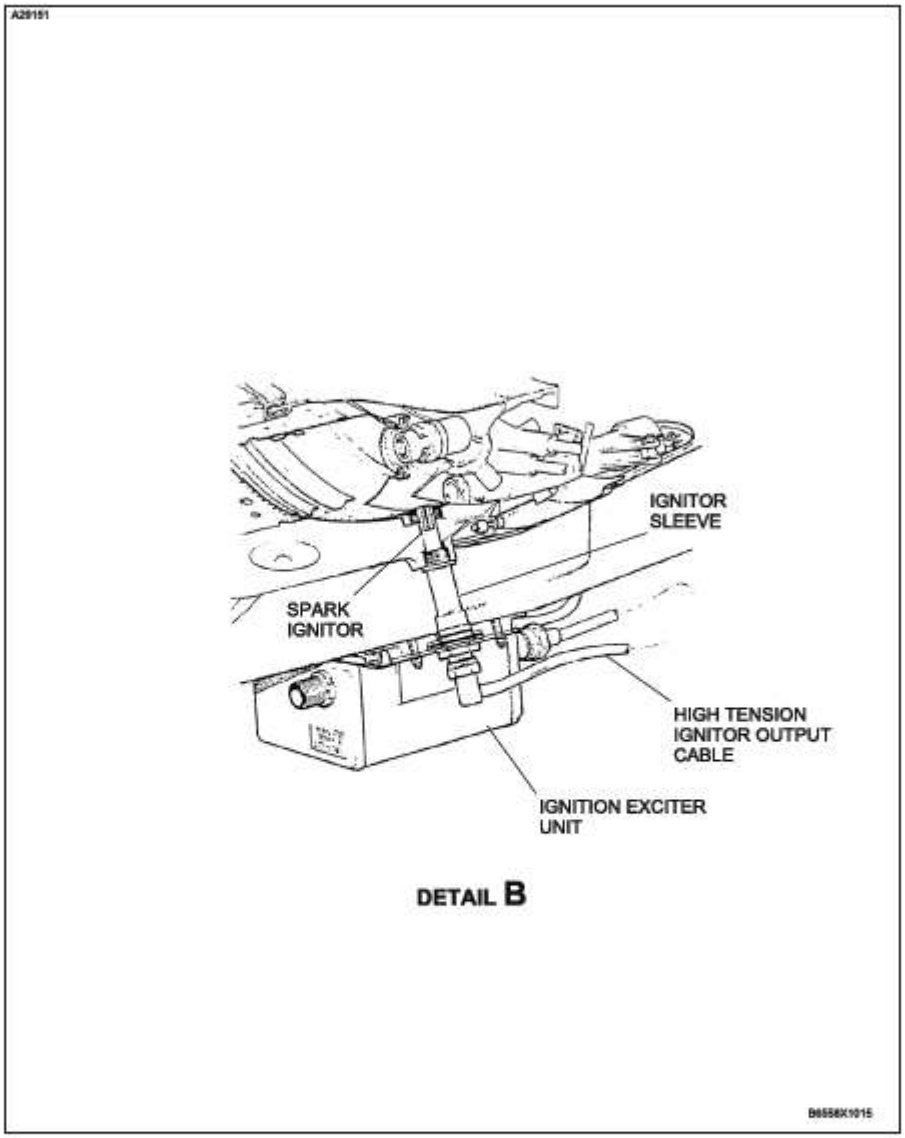
Figure 601. Engine Ignition Components



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Task 78-30-00-640

4. **Lubrication of the Thrust Reverser Pivot Points (WC-393 Non-Aerosol Spray Lubrication Method)**

CAUTION: Do not mix the WC-393 non-aerosol spray lubricant with the C5-A antiseize compound lubricant. If you have used the C5-A antiseize compound lubricant before, refer to Lubrication of the Thrust Reverser Pivot Points (C5-A Antisieze Compound Lubrication Method) Task 78-30-00-642.

A. Complete a Lubrication of the Thrust Reverser Pivot Points with the WC-393 Non-Aerosol Spray.

NOTE: It is recommended that you lubricate the thrust reverser during other thrust reverser maintenance procedures.

NOTE: It is necessary to lubricate the thrust reverser more frequently when the airplane is operated in high humidity, coastal areas, or if the airplane is kept outdoors.

NOTE: It is not necessary to disassemble the thrust reverser or its components for this procedure.

(1) Obey all warnings and cautions to lubricate the thrust reverser components. Refer to Thrust Reverser - Removal/Installation.
(2) Remove the stang fairings to get access to the thrust reverser pivot points and sliding surfaces. Refer to Thrust Reverser - Removal/Installation.
(3) Deploy the thrust reversers. Refer to Thrust Reverser - Adjustment/Test for operation.
(4) Remove the hydraulic and the electrical power from the airplane.

NOTE: If electrical power on the airplane is necessary, you can disable the thrust reverser control valves. Refer to Thrust Reverser Disabling in this section for the disable procedures.

(5) Lubricate the thrust reverser pivot points.
(6) Use a soft lint-free cloth to remove unwanted lubricant.
(7) Install the stang fairings. Refer to Thrust Reverser - Removal/Installation.
(8) If the thrust reverser control valves were disabled, connect the electrical connectors to the thrust reverser control valves. Refer to Thrust Reverser Enabling.
(9) Stow the thrust reversers. Refer to Thrust Reverser - Adjustment/Test for operation.

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Task 78-30-00-641

5. Lubrication of the Thrust Reverser Guide Rods (D-5100NS Aerosol Spray Lubrication Method)

A. Complete a Lubrication of the Thrust Reverser Guide Rods with the D-5100NS Aerosol Spray.

NOTE: It is recommended that you lubricate the thrust reverser during other thrust reverser maintenance procedures.

NOTE: It is necessary to lubricate the thrust reverser more frequently when the airplane is operated in high humidity, coastal areas, or if the airplane is kept outdoors.

(1) Obey all warnings and cautions to lubricate the thrust reverser guide rods. Refer to Thrust Reverser - Removal/Installation.

(2) Lubricate the thrust reverser guide rods. Refer to the Nordam Group Thrust Reverser Component Maintenance Manual.

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INSPECTION PHASE 3

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 3 consists of selected items to be inspected every 150-hours and 300-hours or 24 calendar months, whichever occurs first. NOTE: 150 hour items are also listed in Phase B. When performing Phases 1 through 4 as one operation, duplicated items do not need to be performed twice.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A215001	Air Cycle Machine Oil Level - Check. Task 21-50-00-610	312			
A291002	Hydraulic Sub-panel - Inspect. Task 29-10-06-210	311			
A510001	Exterior Moisture Drain Holes - Inspect. Task 51-00-00-160	131, 132, 141, 151, 161, 411, 412, 511, 512, 611, 612			
D217001	Humidity Regulator (Water Separator) - Inspect. Task 21-70-00-160	312			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
	*** End of Phase 3 Inspection Items ***				

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Task 21-50-00-610

2. Air Cycle Machine (Hamilton Standard) Oil Level Check

A. Check Air Cycle Machine (ACM) Oil Level (Refer to Figure 601).
(1) Check oil level by looking at the translucent plastic oil reservoir.
(2) Oil level should be maintained near the top of the reservoir.

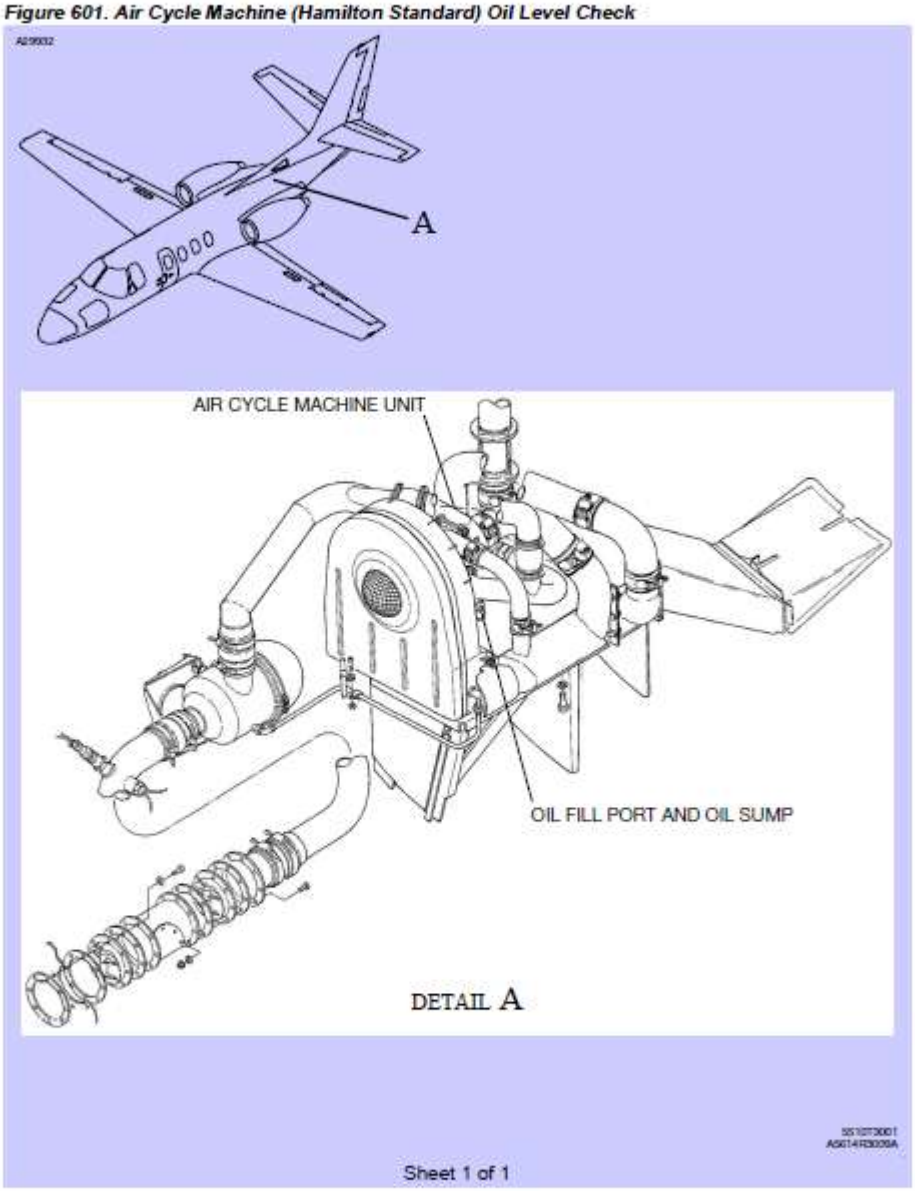
NOTE: If oil level is not visible in dim light, hold a light to the back side of the oil sump to aid viewing.

End Task

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Figure 601. Air Cycle Machine (Hamilton Standard) Oil Level Check



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Task 21-70-00-160

2. Humidity Regulator (Water Separator) Inspection

A. Tools and Equipment.
(1) Torque Wrench (Inch Pounds) - Commercially available.

B. Materials.
(1) Dry Cleaning Solvent - Commercially available.
(2) Mild soap - Commercially available.

C. Inspect Hamilton Standard Humidity Regulator (Water Separator). Refer to Humidity Regulation - Maintenance Practices, Figure 201).
(1) Inspect for security of installation, cracks, corrosion or other evidence of damage.
(2) Inspect poppet valve for free movement.
(a) Any obstruction due to corrosion, or other sign of damage must be repaired.

NOTE: Poppet opening allows conditioned fresh air to bypass the coalescer bag during freezing.

(3) Inspect and clean water separator coalescer (condenser) bag.
(a) Loosen and remove the V-band coupling from the coalescer access cover.
(b) Remove cover and inspect condition of the coalescer.
(c) If coalescer is contaminated or damaged, stretch the rubber edges sufficiently to slide coalescer from the retaining screen and replace coalescer.

CAUTION: Air dry coalescer. Wringing or scrubbing will damage the coalescer.

(d) Wash coalescer in a mild soap and water solution. Dish washing soap is acceptable.
(e) Rinse thoroughly.
(f) Carefully install coalescer ensuring that elastic band edges are firmly in place and the nap side of the coalescer is on the inside.
(g) Install cover and preformed packing and coupling.
(h) Locate clamp latch as shown and tighten to 20 to 25 inch-pounds above running torque (Refer to Figure 201). It is permissible for the clamp ends to bottom out.

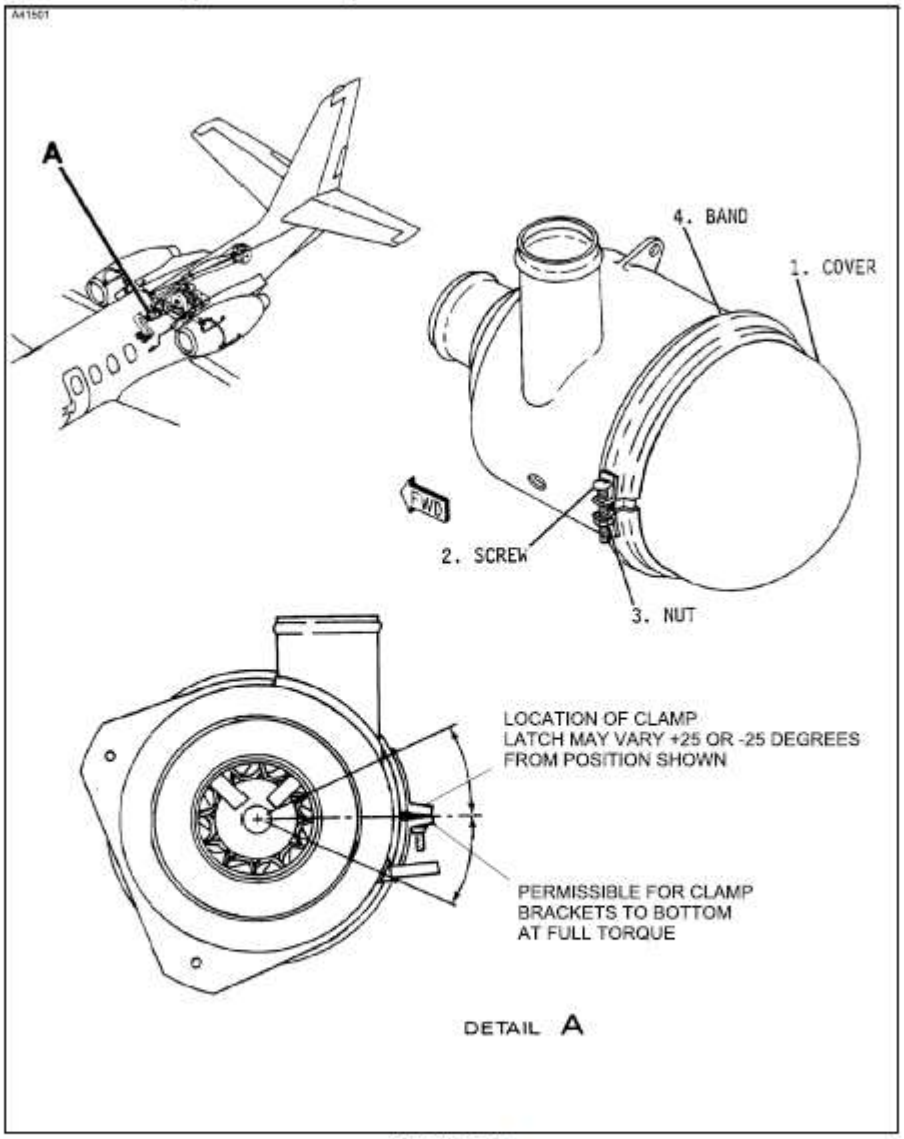
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Figure 201. Water Separator Servicing



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Task 29-10-06-210

2. Hydraulic Sub-Panel Inspection

NOTE: This inspection is intended to be an overall inspection of the hydraulic sub-panel for damage due to maintenance performed in the tailcone.

A. Access.
(1) Open tailcone access door.

B. Inspect hydraulic sub-panel (Refer to Figure 201).
(1) Inspect hydraulic sub-panel for evidence of damage to components.
(a) Pay particular attention to items which may have become damaged by personnel laying on sub-panel items or, in airplanes with forward-mounted battery, due to battery removal.

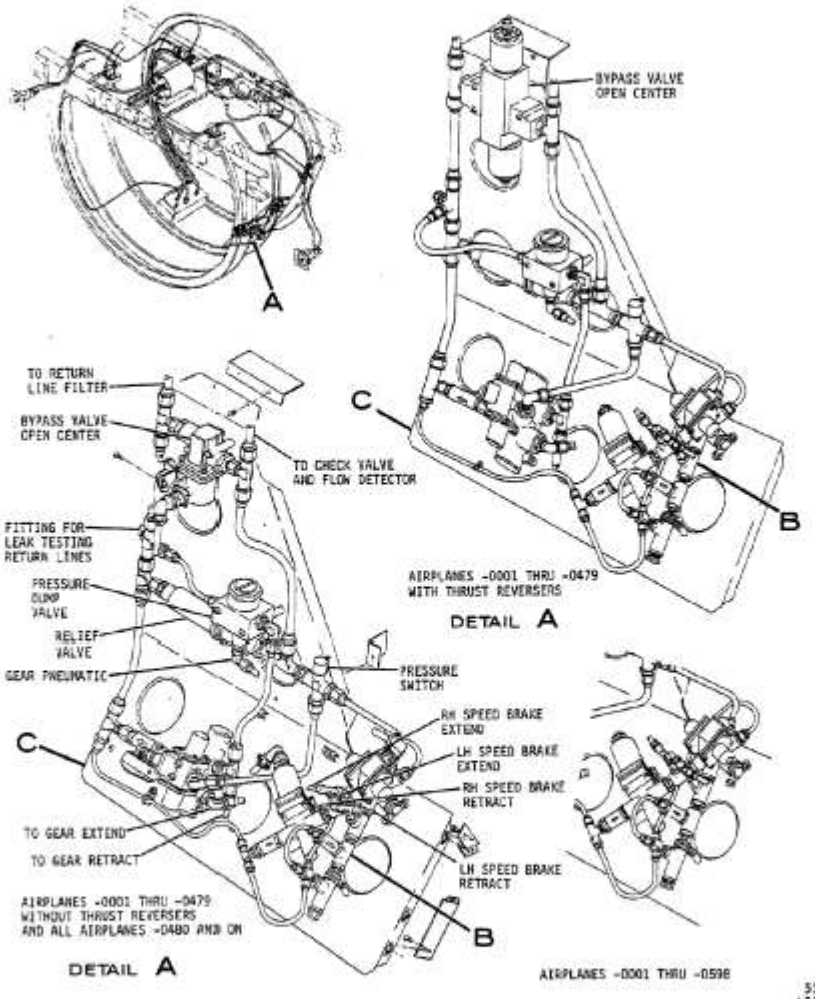
C. Restore access items as necessary.

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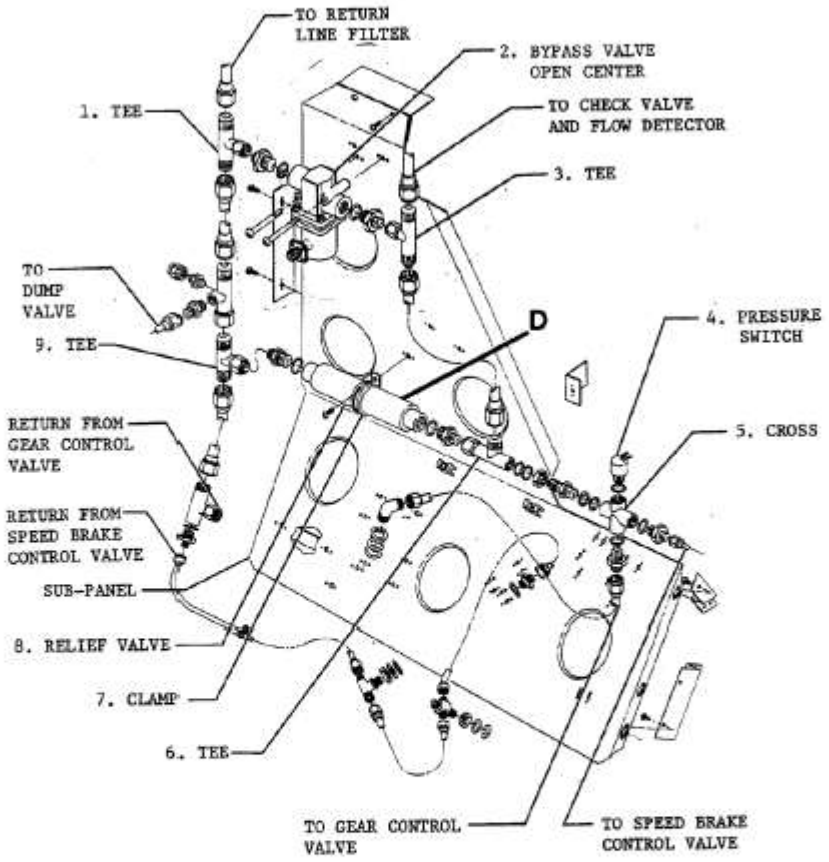
Figure 201. Hydraulic Panel



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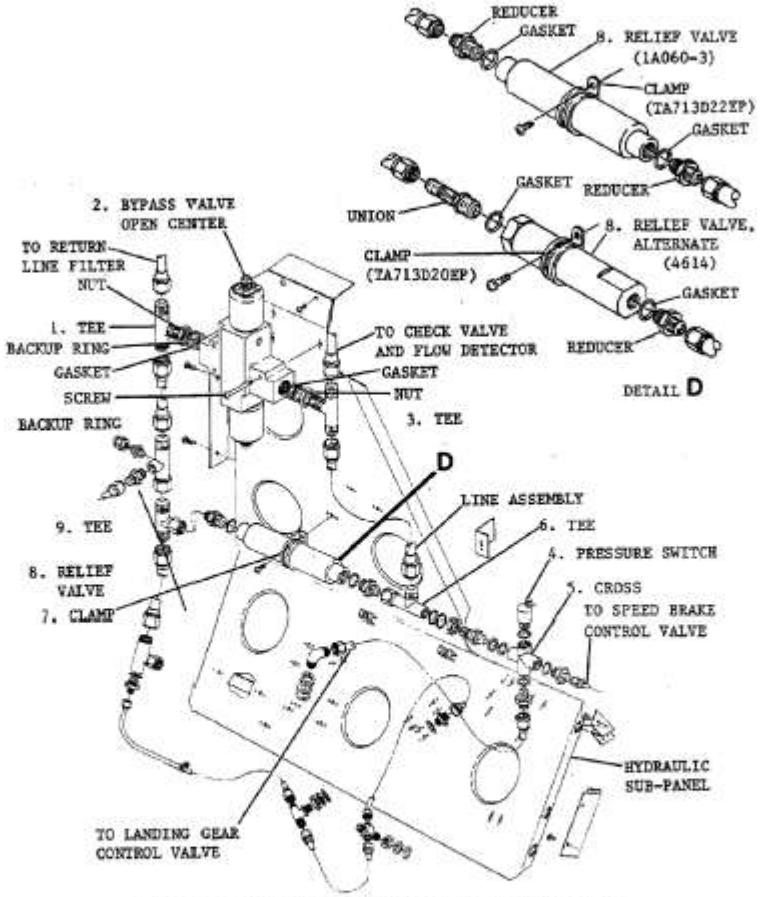
AIRPLANES -0001 THRU -0479
WITHOUT THRUST REVERSERS
AND ALL AIRPLANES -0480 AND ON

DETAIL **C**
AIRPLANES -0001 AND ON

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C55173010
D65171001

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Task 51-00-00-160

2. Exterior Moisture Drain Holes Inspection

A. Inspect Exterior Moisture Drain Holes.

(1) Locate and visually inspect all exterior drain holes for obstruction. Refer to Structures - General.

(2) Visually inspect areas around drain holes for corrosion.

(3) On airplanes that have an optional pilot relief tube installed, examine the areas downstream of the relief tube drain for signs of corrosion on the fuselage skin, skin joints and fairing areas.

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INSPECTION PHASE 4

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. **Description**

   A. Phase 4 consists of selected items to be inspected every 150-hours and 300-hours or 24 calendar months, whichever occurs first. NOTE: 150 hour items are also listed in Phase B. When performing Phases 1 through 4 as one operation, duplicated items do not need to be performed twice.

   B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

   C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. **General Inspection Criteria**

   A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

   B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

   C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B211001	Emergency Pressurization Valve - Perform operational test. Task 21-10-00-710	ENG			
B211003	Flow Control Shutoff and Check Valves - Perform operational test (Parker Hannifin/Janitrol Check valves that have a serial number lower than 4AD39 and that do not have a serial number suffix B). Task 21-10-00-711	ENG			
B243001	DC Generator System - Perform operational test. Task 24-30-00-710	ENG			
B301003	Pneumatic Deice System - Perform operational check. Task 30-11-00-710	ENG			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A322001	Shimmy Damper - Inspect. Task 32-20-01-610	710			
B324006	Main Gear Wheel Brakes - Check wear, refer to vendor manual for criteria. Task 32-40-00-212	720, 730			
A325003	Gravel Runway/Nose Wheel Spin-Up Components - Inspect. Task 32-45-01-210	710			
D361001	Bleed air peri-seals connectors - Replace the peri-seals in the connectors immediately downstream from the engine bleed air ports. Task 36-10-00-900	410, 420			
A361001	Bleed Air Flexible Connector - Perform Detailed Inspection Task 36-10-00-220	410, 420			
A711000	Engine - Inspect. Task 71-01-00-210	311, 312, 411, 412, 410, 420, 512, 612			
B742001	Engine Igniters - Inspect. Task 74-30-01-210	ENG, 410, 420			
C783001	Thrust Reverser Pivot Points Lubrication (WC-393 Non-Aerosol Spray Lubrication Method) Task 78-30-00-640	410, 420			
B783002	Thrust Reversers - Perform operational test. Task 78-30-00-710	AUX, 311, 312			
C783002	Lubricate the Thrust Reverser Guide Rods (D-5100NS Aerosol Spray Lubrication Method) Task 78-30-00-641	410, 420			
A783002	Thrust Reversers - Inspect. Task 78-30-00-210	410, 420			
B801001	Lucas Aerospace Starter-Generator (Part numbers 9912038-3, -4, -5 only) Brush - Inspect. NOTE: Units with mods C, H, and J do not require this inspection. Task 80-10-01-210	410, 420			
	*** End of Phase 4 Inspection Items ***				

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Task 21-10-00-710

3. **Emergency Pressurization Valve Operational Test**

A. Test.

(1) Disengage GEAR CONTROL circuit breaker.

CAUTION: If engines are running and the ANTISKID switch is ON, with the squat switch disabled or in the air position, the brakes will not function.

NOTE: If the airplane is very heavy or the struts are low, it may not be possible to position the squat switch to the air mode as required in the following steps. In this case, it is possible to use the alternate method to jumper the pins on electrical connector P65. Refer to alternate method below.

(2) Position airplane in appropriate run-up area in preparation for check.
(3) Set the parking brakes and place ANTISKID switch in the OFF position.
(4) Disengage the FLT/HR circuit breaker.

CAUTION: In the following steps with the squat switch positioned to the air mode and engine(s) running, do not attempt to raise the landing gear control handle.

NOTE: In the following steps, the intent is to momentarily position the left main gear squat switch to the air mode, make the check and immediately resecure the squat switch. If it is suspected that during the check the squat switch adjustable arm may have been moved out of adjustment or the actuating arm assembly may have been inadvertently rotated, the squat switch rigging procedure as defined in Chapter 32 must be performed. Maintenance personnel may wish to consider temporarily securing the squat switch adjustable arm with tape (or equivalent) before loosening to secure it for the duration of the check.

(5) Start the left engine and operate at 60 percent N_2. Refer to the Approved Airplane Flight Manual.
(6) Loosen the blocks securing the rod end of the left main gear squat switch and rotate actuating arm downward and hold in the AIR mode (Refer to Figure 602). Retain attaching hardware.
(7) Select EMER position on the bleed air select switch. EMER PRESS ON light will illuminate.

CAUTION: Do not leave switch in EMER position longer than is necessary to verify air flow. Hot bleed air is entering through valve.

(8) Verify that there is airflow into the cabin through the emergency pressurization valve by listening to air entering through the valve.
(9) Select LH position on the bleed air select switch. EMERG PRESS ON light will extinguish and emergency pressurization airflow will stop.
(10) Shut down left engine. Refer to the Approved Airplane Flight Manual.
(11) Secure squat switch with attaching hardware.
(12) Engage GEAR CONTROL and FLT/HR circuit breakers.

B. Alternate Method.

CAUTION: If engines are running and the ANTISKID switch is ON, with the squat switch disabled or in the air position, the brakes will not function.

(1) Set the parking brakes and place ANTISKID switch in the OFF position.
(2) Disengage the GEAR CONTROL and FLT/HR circuit breakers.
(3) Place BATT switch in the OFF position.

CAUTION: Do not attempt to raise the landing gear control handle. Do not disconnect or connect electrical connector P/J65 with power applied to airplane.

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(4) Disconnect the left landing gear squat switch connector P65 and connect jumper wire between connector J65, pin E and pin K.
(5) Place BATT switch in the ON position.
(6) Start left engine and operate at 60 percent N_2. Refer to the Approved Airplane Flight Manual.
(7) Select EMER position on the bleed air select switch. EMER PRESS ON light will illuminate.

CAUTION: Do not leave switch in EMER position longer than is necessary to verify air flow. Hot bleed air is entering through valve.

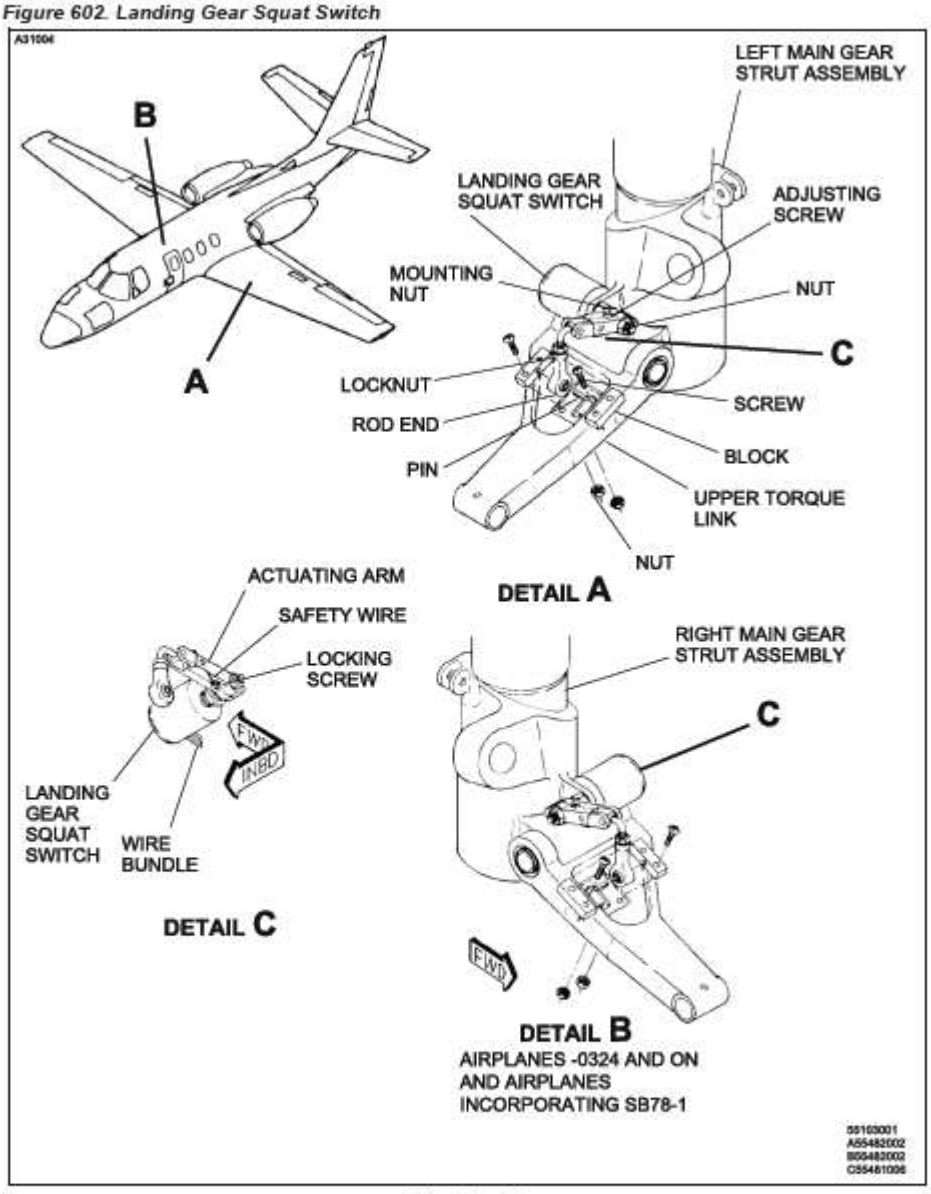
(8) Verify that there is airflow into the cabin through the emergency pressurization valve by listening to air entering through the valve.
(9) Select LH position on the bleed air select switch.
  (a) EMERG PRESS ON light will extinguish and emergency pressurization airflow will stop.
(10) Shut down left engine. Refer to the Approved Airplane Flight Manual.
(11) Place BATT switch in the OFF position.
(12) Remove jumper wire and connect P65 electrical connector to J65 receptacle.
(13) Engage GEAR CONTROL and FLT/HR circuit breakers.

End Task

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Figure 602. Landing Gear Squat Switch



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Task 21-10-00-711

4. Flow Control Shutoff and Check Valves Operational Test

A. Operational test.

NOTE: You can do all of the bleed air valve and line inspections during the operational check of the flow control shutoff valves.

(1) Start the left engine. Refer to the Approved Airplane Flight Manual.
  (a) Operate the left engine at idle power.
(2) Engage the NORM PRESS circuit breaker.
(3) Engage the EMER PRESS circuit breaker.
(4) Engage the CABIN FAN circuit breaker.
(5) Engage the TEMP circuit breaker.
(6) Make sure that you set the temperature selection in full cold AUTO or MANUAL.
(7) Put the PRESS SOURCE knob on the tilt panel to the NORM position. This will de-energize the left flow control shutoff valve and cause it to open to let bleed air operate the air cycle machine (ACM).

NOTE: If the ACM does not operate, the left flow control shutoff valve is unserviceable.

(8) Listen at the right engine tailpipe for an indication of bleed air leakage. If there is leakage, the right check valve or flow control valve could be unserviceable.
  (a) Determine the cause of the leakage.

NOTE: If an unserviceable check valve is found, the check valve must be removed and examined for missing pieces. If pieces are missing from the check valve, the pieces must be found and removed from the pneumatic lines. Refer to Chapter 36, Distribution - Troubleshooting.

  (b) Correct the condition as necessary.
  (c) Start the check again.
(9) Put the PRESS SOURCE knob on the tilt panel to the RH position.
  (a) Make sure that the ACM stops operation.
(10) Start the right engine. Refer to the Approved Airplane Flight Manual.
  (a) Operate the right engine at idle power.
(11) Stop the left engine. Refer to the Approved Airplane Flight Manual.
(12) Put the PRESS SOURCE knob on the tilt panel to the NORM position. This will de-energize the right flow control shutoff valve and cause it to open to let bleed air operate the ACM.

NOTE: If the ACM does not operate, the right flow control shutoff valve is unserviceable.

  (a) Listen at left engine tailpipe for an indication of bleed air leakage. If there is leakage, the left check valve or flow control valve could be unserviceable.
  (b) Determine the cause of the leakage.

NOTE: If an unserviceable check valve is found, the check valve must be removed and examined for missing pieces. If pieces are missing from the check valve, the pieces must be found and removed from the pneumatic lines. Refer to Chapter 36, Distribution - Troubleshooting.

  (c) Correct the condition as necessary.
  (d) Start the check again.
(13) Put the PRESS SOURCE knob on the tilt panel to the LH position.
  (a) Make sure that the ACM stops operating.
(14) Stop the right engine. Refer to the Approved Airplane Flight Manual.

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Task 24-30-00-710

1. DC Generator System Operational Test

A. Test.

(1) Start engines. Refer to Approved Airplane Flight Manual.

(2) Accelerate engines to 60 percent Turbine speed (N_2). Match engine speeds as closely as possible.

(3) Position the RH GEN switch and the LH GEN switch to RESET and then to OFF.
  (a) Ensure that the LH GEN OFF and RH GEN OFF annunciators illuminate.

(4) Position the LH GEN and RH GEN switches to ON.
  (a) Ensure that the LH GEN OFF and RH GEN OFF annunciators go out.

NOTE: Do not check generator system parallel with flood cooling fan operating, because it causes approximately a 15 ampere split. Do not operate vapor cycle cooling system.

(5) Set RH ENGINE ANTI-ICE and LH ENGINE ANTI-ICE switches to ON.
  (a) The total electrical load shall be divided +40 or -40 amperes as indicated by the LH and RH AMMETERS.
  (b) If the load imbalance exceeds 40 amps, troubleshoot system. Refer to Direct Current (DC) Generator System - Troubleshooting

(6) Position LH and RH ENGINE ANTI-ICE switches to OFF.

(7) Position LH GEN and RH GEN switches to OFF.

(8) Position LH GEN switch on.
  (a) Ensure that LH GEN OFF annunciator extinguishes.
  (b) Ensure right ammeter indicates 0 amperes.

(9) Position RH GEN switch on.
  (a) Ensure that RH GEN OFF annunciator extinguishes.
  (b) Ensure both ammeters indicate some load.

(10) Position LH GEN and RH GEN switches to OFF.

(11) Position RH GEN switch to ON.
  (a) Ensure that RH GEN OFF annunciator extinguishes.
  (b) Ensure left ammeter indicates 0 amperes.

(12) Position LH GEN switch to ON.
  (a) Ensure that LH GEN OFF annunciator extinguishes.
  (b) Ensure both ammeters indicate some load.

(13) Shut down engines. Refer to Approved Airplane Flight Manual.

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Task 30-11-00-710

2. Pneumatic Deice System Operational Check

A. Check.

(1) Operate one engine at 75 percent N_2. Refer to Approved Airplane Flight Manual.

(2) Ensure that ENGINE ANTI-ICE and W/S BLEED ANTI-ICE switches are OFF.

(3) Environmental system must be ON and operating. Ensure that SURFACE DEICE circuit breaker is engaged.

(4) Momentarily push SURFACE DEICE switch on and observe that a normal inflation sequence occurs.

(a) The left horizontal stabilizer and the vertical stabilizer boots shall inflate first. Then both wing and the right stabilizer boots will inflate.

(b) Total time for both sets of boots to cycle shall be 12 seconds, +1 or -1 second. The time for each set of boots to cycle shall be 6 seconds, +0.5 or -0.5 seconds.

NOTE: Nominal cycle time is 6 seconds. The SURF DEICE annunciator normally illuminates 5 seconds during tail cycle and 3 seconds during wing cycle. The annunciator shall blink between cycles.

(c) The boots shall inflate to full size within 2 seconds and deflate completely within 12 seconds.

(5) Momentarily position SURFACE DEICE switch to RESET during an inflation cycle. Boots shall deflate without completing the inflation cycle.

NOTE: If boots inflate slowly or incompletely or, the system does not work per the check, refer to Pneumatic Deice - Troubleshooting.

(6) Shut down engines in accordance with the Approved Airplane Flight Manual.

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Task 32-20-01-610

2. **Shimmy Damper Inspection**

A. Check (Airplanes -0120 and On and airplanes incorporating SB32-16) Refer to Figure 601.

B. Tools and Equipment.
(1) Portable Hydraulic Service Unit - CJMD112-002.

C. Access.
(1) Open access door 211FZ in the nose baggage area to get access to the shimmy damper. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) Open the nose wheel-well doors. Refer to, Nose Gear and Doors - Removal/Installation.

D. Inspect the Nose Gear Shimmy Damper. Refer to Figure 601.
(1) Do a visual inspection of the shimmy damper to make sure there are no signs of damage, wear, corrosion, or loose or unserviceable components.

E. Check the Shimmy Damper for Proper Servicing. Refer to Figure 601.
(1) Turn the nose gear to the fully right position.
(2) Put the measurement probe in the open end of the retainer cap to measure the distance between the end of the retainer cap and the flat surface of the make-up piston.

NOTE: The measurement probe must be larger than 0.160 inch in diameter so that it will not enter the threaded hole in the make-up piston. A Ty-Wrap about 6.0 inches long, part number PLT21, is acceptable.

(a) If the make-up piston depth measurement is between 4.5 inches (114.3 mm) and 4.6 inches (116.8 mm), the shimmy damper check is complete
(b) If the make-up piston depth measurement is less than 4.5 inches (114.3 mm) or more than 4.6 inches (116.8 mm), complete the servicing of the shimmy damper.

(3) If it is necessary to do the servicing, refer to Chapter 12, Shimmy Damper - Servicing.
(4) If it is not necessary to do the servicing, close access door 211FZ in the nose baggage area. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(5) Close the nose wheel-well doors. Refer to, Nose Gear and Doors - Removal/Installation.

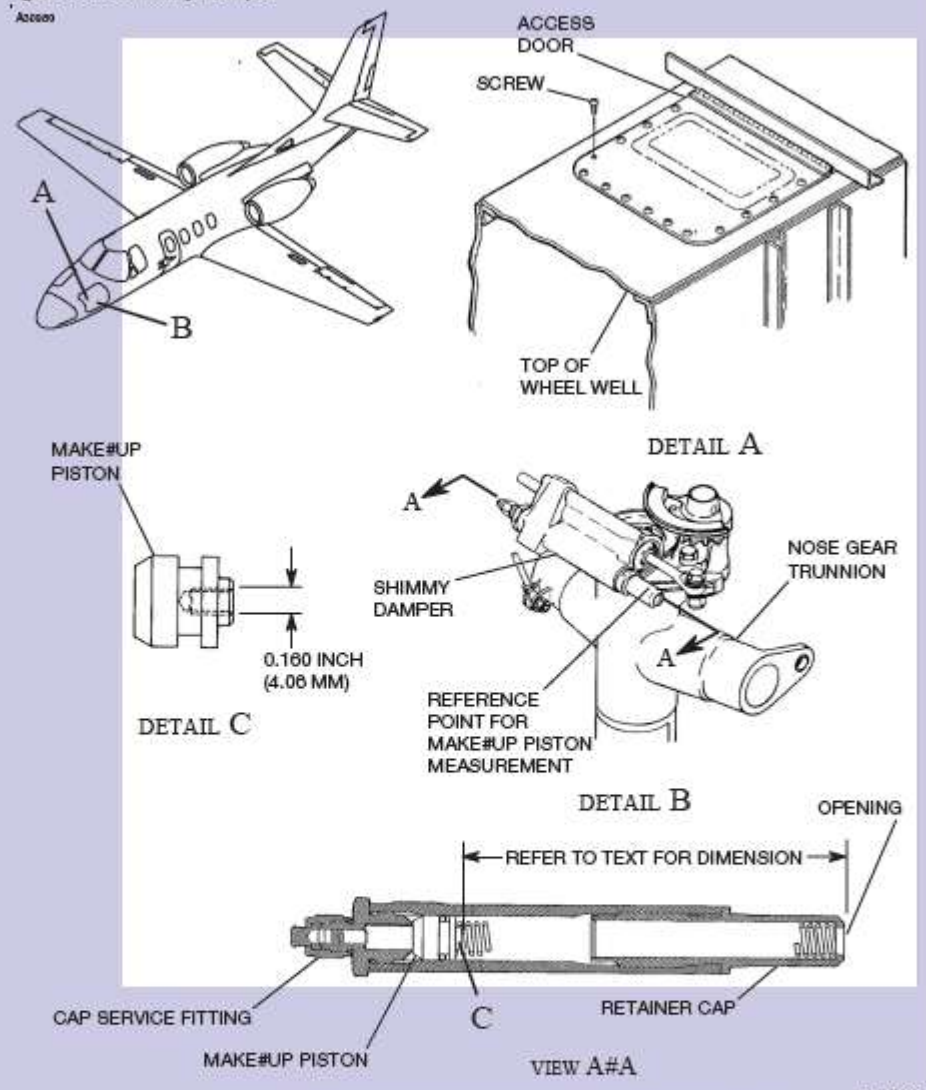
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Figure 601. Shimmy Damper



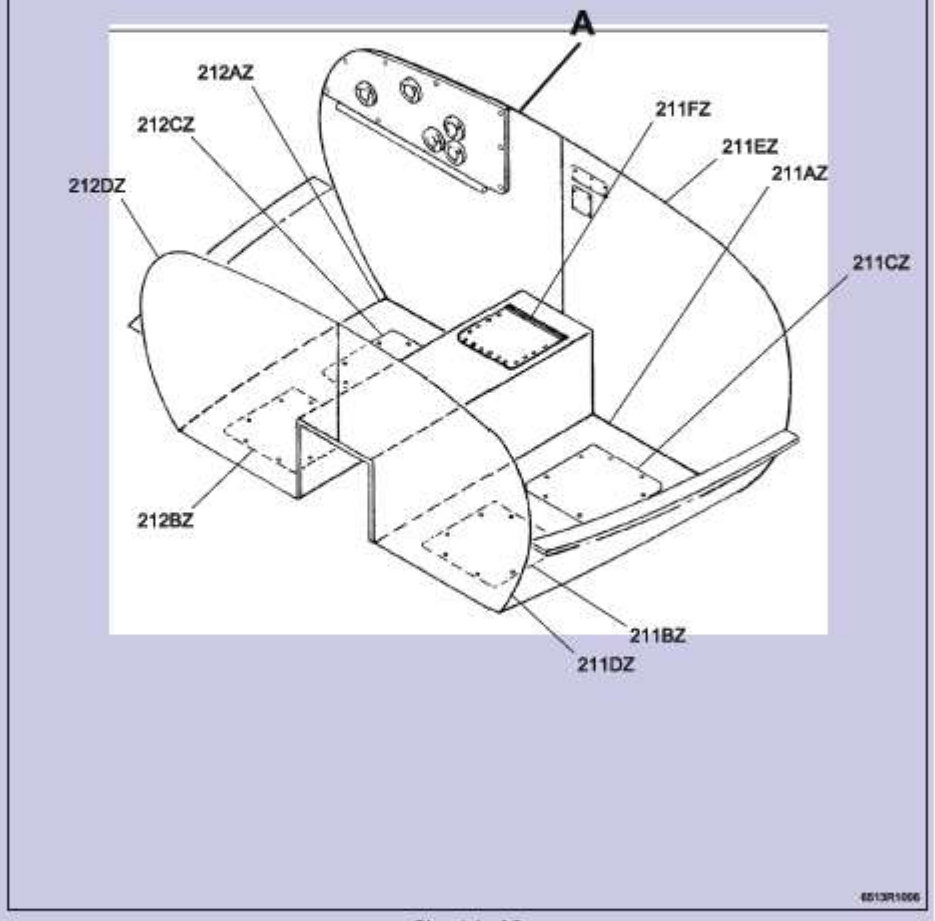
AIRPLANES #0120 AND ON AND AIRPLANES #0001 THRU #0119 INCORPORATING SB32#16

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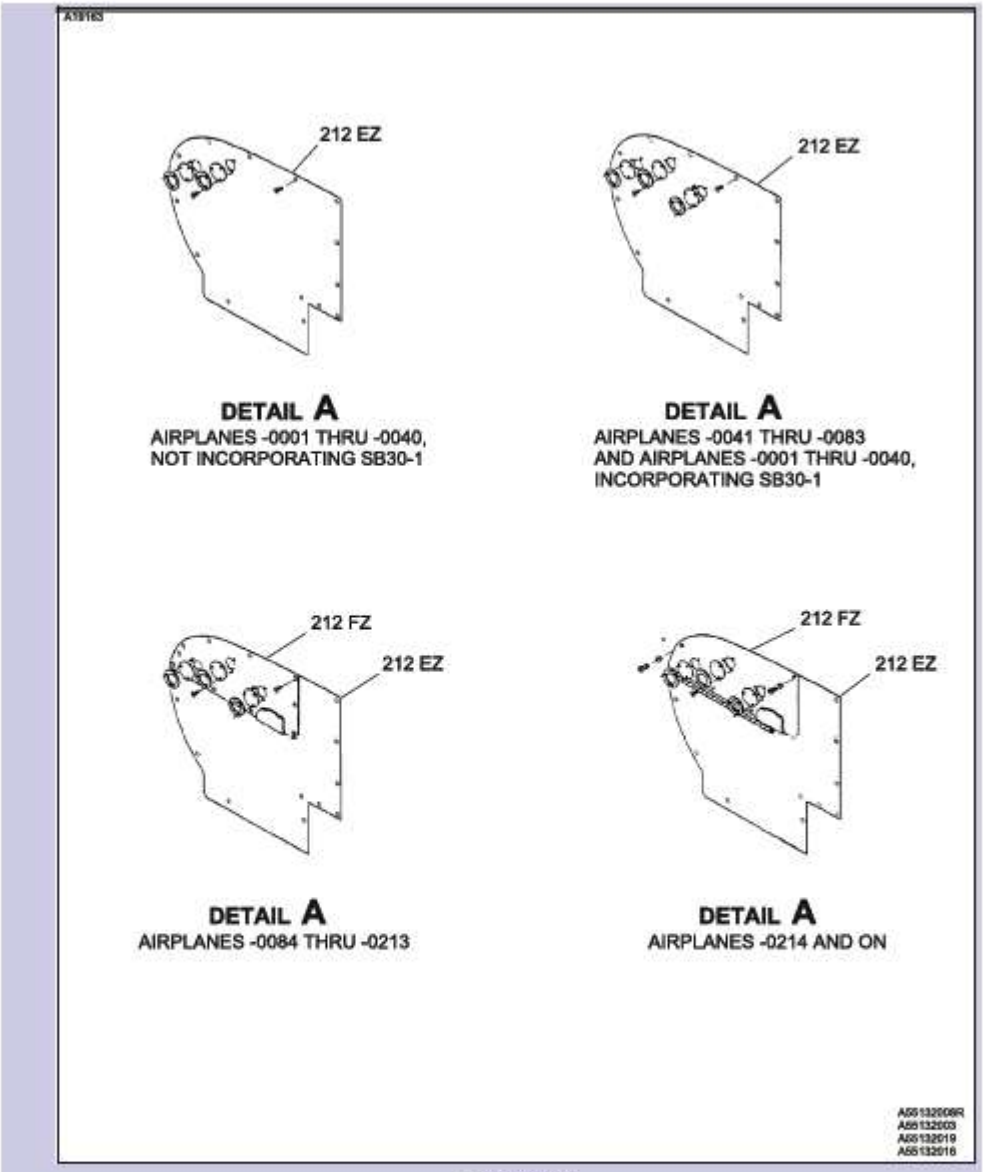
Figure 2. Nose Compartment Access Plates/Panels Identification



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Task 32-40-00-212

4. **Brake Wear Check**

A. Refer to the applicable manufacturer's manual in the Introduction, Supplier Publication List for acceptable brake wear.

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Task 32-45-01-210

2. **Gravel Runway/Nose Wheel Spin-up Components Inspection**

NOTE: This task applies to airplanes with factory-installed Gravel Runway/Nose Wheel Spin-up Option and airplanes incorporating SB500-32-27 Gravel Runway Modification.

A. Access.
(1) Open right nose wheel well door. Refer to Nose Gear and Doors - Removal/Installation.
(2) Remove screws from right rear door hinge arm assembly. Right door will swing open.

B. Inspect Nose Wheel Spin-Up Components (Refer to Figure 601).
(1) Visually inspect the nose wheel turbines and turbine covers for nicks, cracks, dents, corrosion and other damage.
(2) Inspect air scoops and nozzles for condition and obstructions.
(3) Check routing and clamping of lines. Look for chafing, clearance and damage.
(4) Check the magnetic pickup for security of installation and damage.
(5) Check magnetic pickup wire bundle for proper routing, security of installation, chaffing or excessive strain.
(6) Check clearance of magnetic pickup.
(a) Magnetic pickup will have 0.030 to 0.050 inch clearance between magnetic pickup and steel clips.

NOTE: Clearance out of range may result in false RPM indication.

(b) Rotate the nose wheel and turbine assemblies.
1 Measure and record the distance between each steel clip and the magnetic pickup.
2 Ensure that the steel clips are properly installed and are not bent or twisted.
(7) If an adjustment is required, use the procedures described in Indicating System - Removal/Installation .

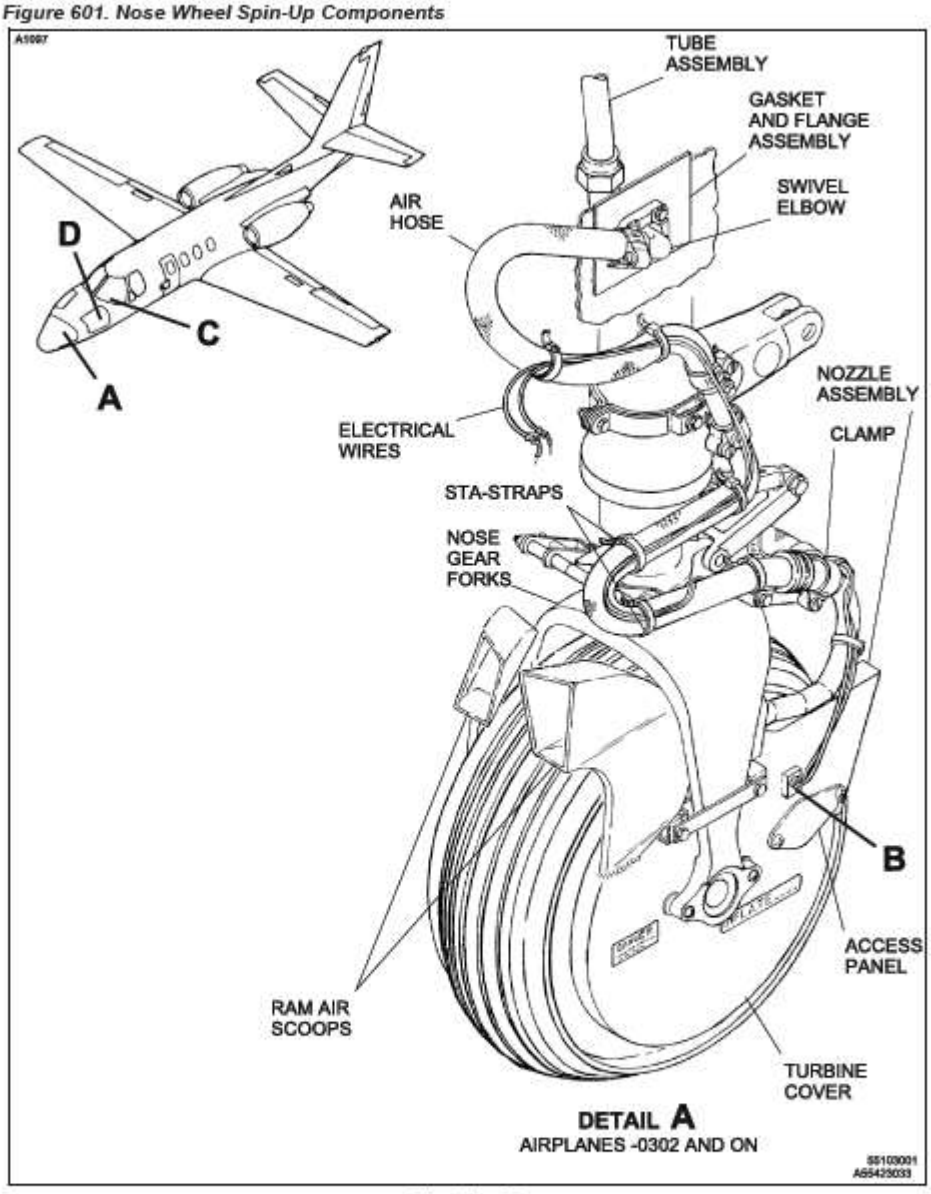
C. Restore access items as required.

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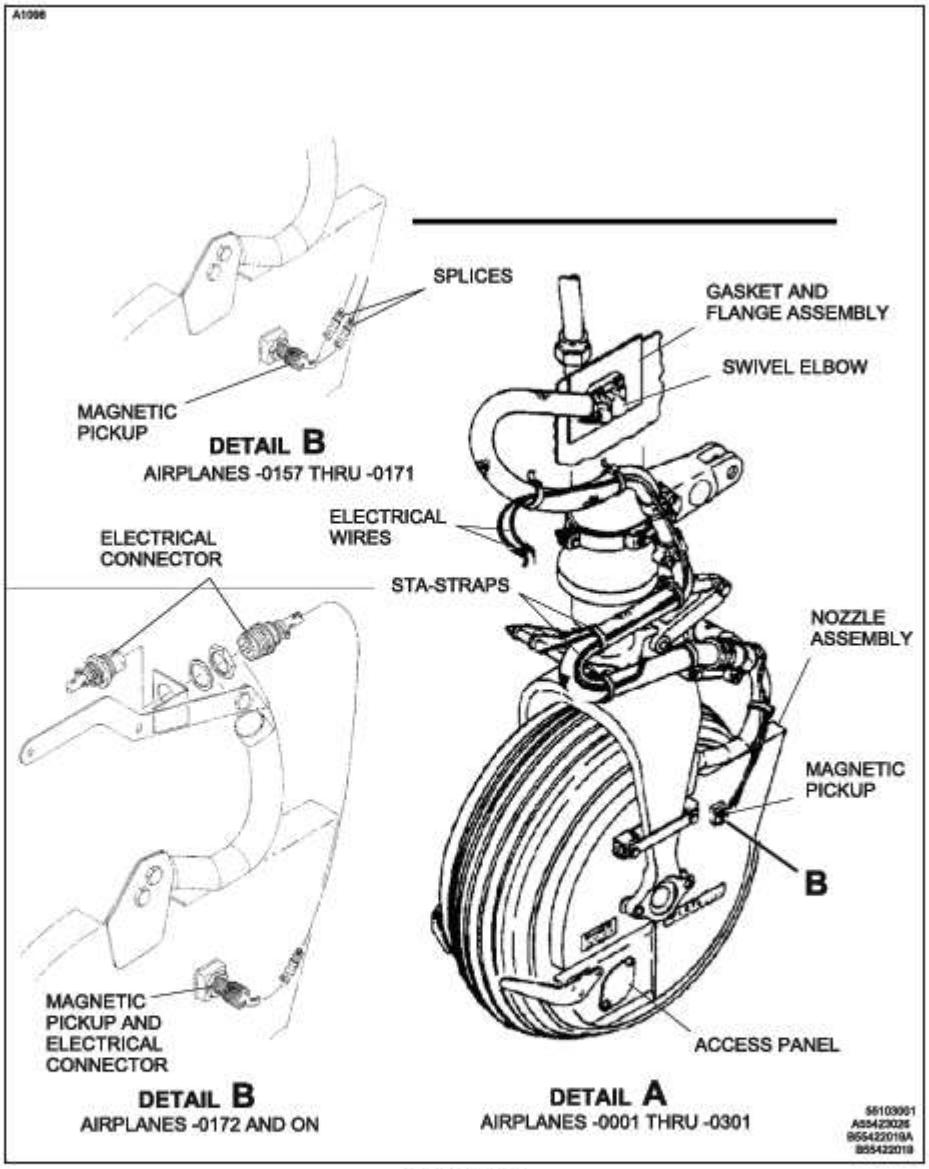
Figure 601. Nose Wheel Spin-Up Components



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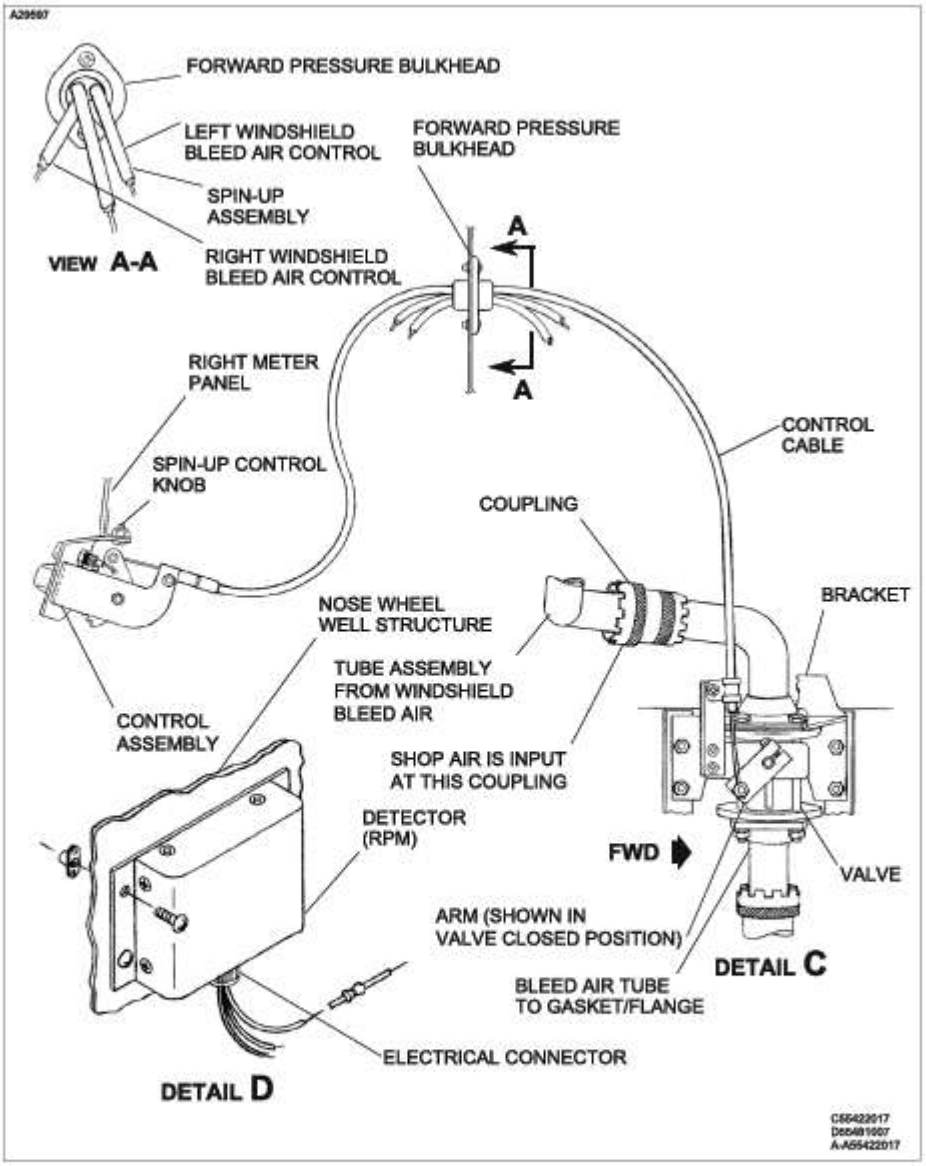


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Task 36-10-00-220

2. **Bleed Air Flexible Connector Detailed Inspection**

A. Remove the upper and lower engine cowlings to get access to the engine bleed air tubes. Refer to Chapter 71, Cowling - Removal/Installation.

B. Get access to the tailcone bleed air tubes.

WARNING: Bleed air tubes and couplings are hot and can cause burns. Do not touch the bleed air tubes, connectors, or other components until they are cool.

CAUTION: If the coupling, bleed air tubes, or Peri-seals are moved, the Peri-seals must be replaced. Bleed air leaks can occur if any of these components are moved.

C. Examine the integrity of each flexible connector installed in the tailcone and engine bleed air tubes.

NOTE: There are different types of flexible connectors installed to let the bleed air tubes expand and contract with changes in temperature. One type of connector has a housing, two retainers, and two Peri-seals. The second type of connector has a housing, two collars, two Peri-seals, and three cable assemblies. The third type of connector is a bellows assembly with a wire braid shield around it.

(1) Make sure the flexible connector is installed correctly and that there is no corrosion or discoloration on the connector or the adjacent bleed air tubes.
(2) If the flexible connector has cable assemblies installed, make sure the end of the connector cables with the swaged ball are correctly safetied to the collar and that the cables are not frayed, broken, or damaged.
(3) Make sure the bleed air tubes are aligned correctly.

NOTE: Bleed air tubes that are not aligned correctly will decrease the life of Peri-seals installed in the flexible connector.

D. Examine the flexible connectors with Peri-seals installed.
(1) Make sure the Peri-seals are correctly installed and do not extend out of the connector.
(2) Make sure there are no signs of wear on the Peri-seals.

NOTE: The Peri-seals are a silicone rubber and fiberglass compound. A serviceable Peri-seal is pliable. Length of service and/or bleed air that blows past the Peri-seals will harden them. Peri-seals that are hard must be replaced.

WARNING: Bleed air tubes and couplings are hot and can cause burns. Do not touch the bleed air tubes, connectors, or other components until they are cool.

E. Examine the flexible connectors with a bellows assembly installed.
(1) Make sure the wire braid shield is not frayed or damaged.
(2) Make sure there are no signs of leakage on the joint.

F. Complete a bleed air leak check on each of the flexible couplings on the engines and in the tailcone.
(1) Move the aircraft to an engine run location and start both engines. Refer to Chapter 71, Power Plant - Adjustment/Test, Initial Engine Start After Engine Installation, Engine Ground Start.
(2) Put the Bleed Air Source selector in the BOTH position.
(3) Set the throttle levers to the cruise power position. (Refer to the correct Airplane Flight Manual to calculate cruise power.)
(4) Do a leak check on each flexible coupling on the engines and in the tailcone.

NOTE: A rod 12-18 inches long with a 2-inch piece of yarn attached to the end is a useful tool for the detection of bleed air leaks.

(5) Set the throttle levers to the idle position and let the engine operate for 3 minutes.

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(6) Stop the engines.
(7) Repair any bleed air leaks as necessary. If repairs are made, do the leak check again.

G. Install the upper and lower engine cowlings. Refer to Chapter 71, Cowling - Removal/Installation .

H. Install all panels that were removed from the aft baggage compartment.

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Task 36-10-00-900

3. Bleed Air Peri-Seal Connectors Replacement

A. Access.
(1) Remove engine cowling. Refer to Chapter 71, Cowling - Removal/Installation.

B. Supplies.
(1) Replacement Peri-seals (4): P/N 9912025-11.

C. Engine Bleed Air Peri-Seals General Information. Refer to Figure 201.
(1) It is essential that the alignment of the bleed air ducts be within acceptable tolerance to prevent bleed air leaks and separation of the connector. Duct assemblies that are out of alignment will reduce the service life of the peri-seals.
(2) The peri-seals connector consists of a housing, two sleeve ends, two retaining clamps, and two peri-seals. The connector is capable of connecting bleed air components having a maximum of 0.25 inch offset between centerlines of the two components being connected. Additionally, the connectors must be angularly aligned within five degrees.
(3) The peri-seals are constructed of silicone rubber and fiberglass material. A serviceable peri-seal is pliable. Length of service and/or bleed air escaping past the peri-seal will harden the peri-seal making the seal ineffective and requiring replacement.

D. Replace Engine Bleed Air Peri-Seals.
(1) Remove the four nuts at the flange of the bleed air duct where the duct attaches to the fan bypass case.
(2) Remove the retainer bolts and nuts which secure the peri-seal connector assembly (housing).
(3) Slide the connector assembly (housing) from the bleed air duct and remove old peri-seals.

NOTE: In some cases, it may be necessary to use a scribe (or equivalent) to scrape out pieces of the old Peri-seals from the grooved section of the connector assembly. Use care not to gouge or otherwise damage the connector assembly.

(4) Install new Peri-seals. Refer to Figure 201, NOTE 1.
(5) Restore Peri-seal connector assembly and bleed air duct:
(a) Slide the connector assembly (housing) back on to the bleed air duct.
(b) Reinstall the retainer bolts and nuts which secure the Peri-seal connector assembly (housing).
(c) Reinstall the four nuts at the flange of the bleed air duct where the duct attaches to the fan bypass case.

WARNING: Bleed air is hot. Use care when checking for bleed air leaks in the following step.

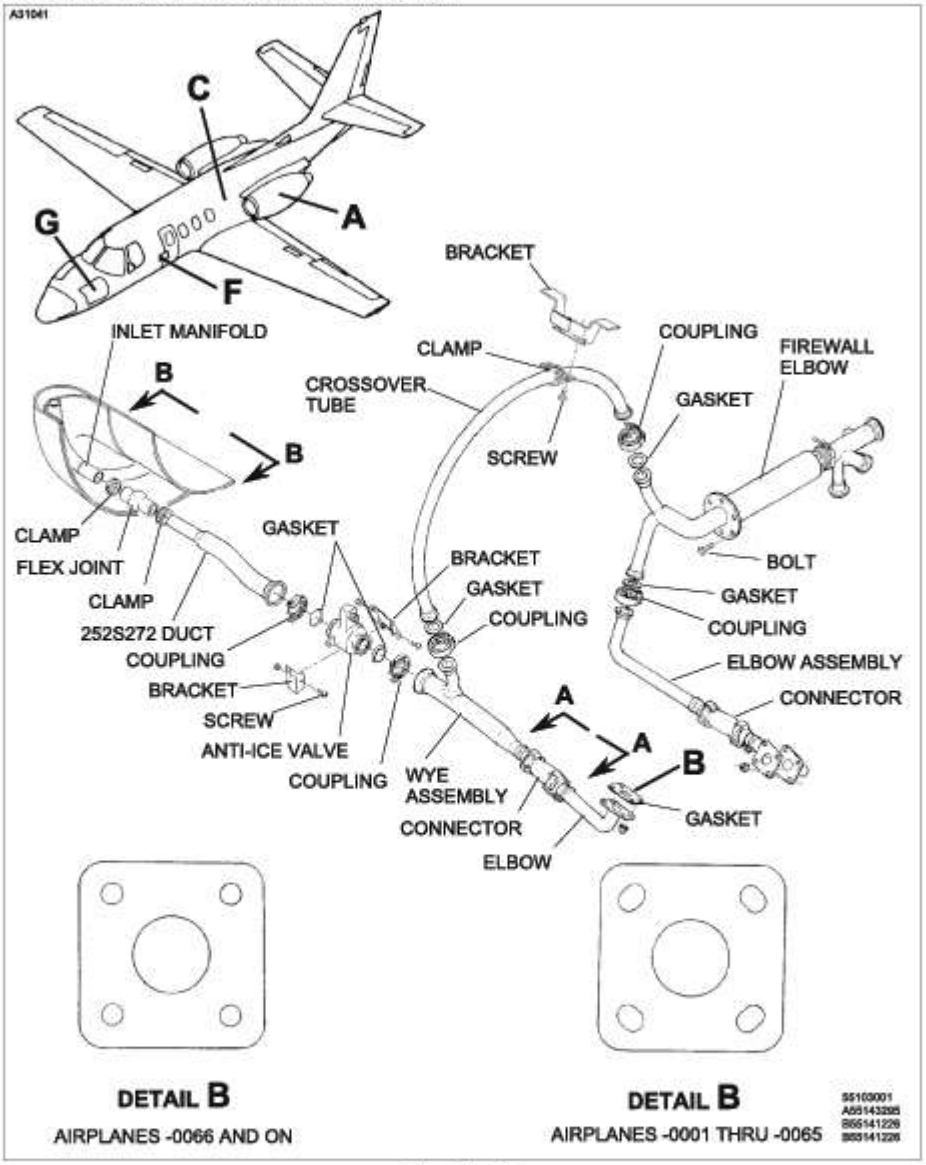
(6) Start either or both engines per Approved Airplane Flight Manual.
(7) Check Peri-seals assemblies for evidence of bleed air leaks.
(a) If bleed air leaks are detected, correct as necessary.
(b) If no bleed air leaks are found, task is complete.
(8) Restore airplane as necessary.

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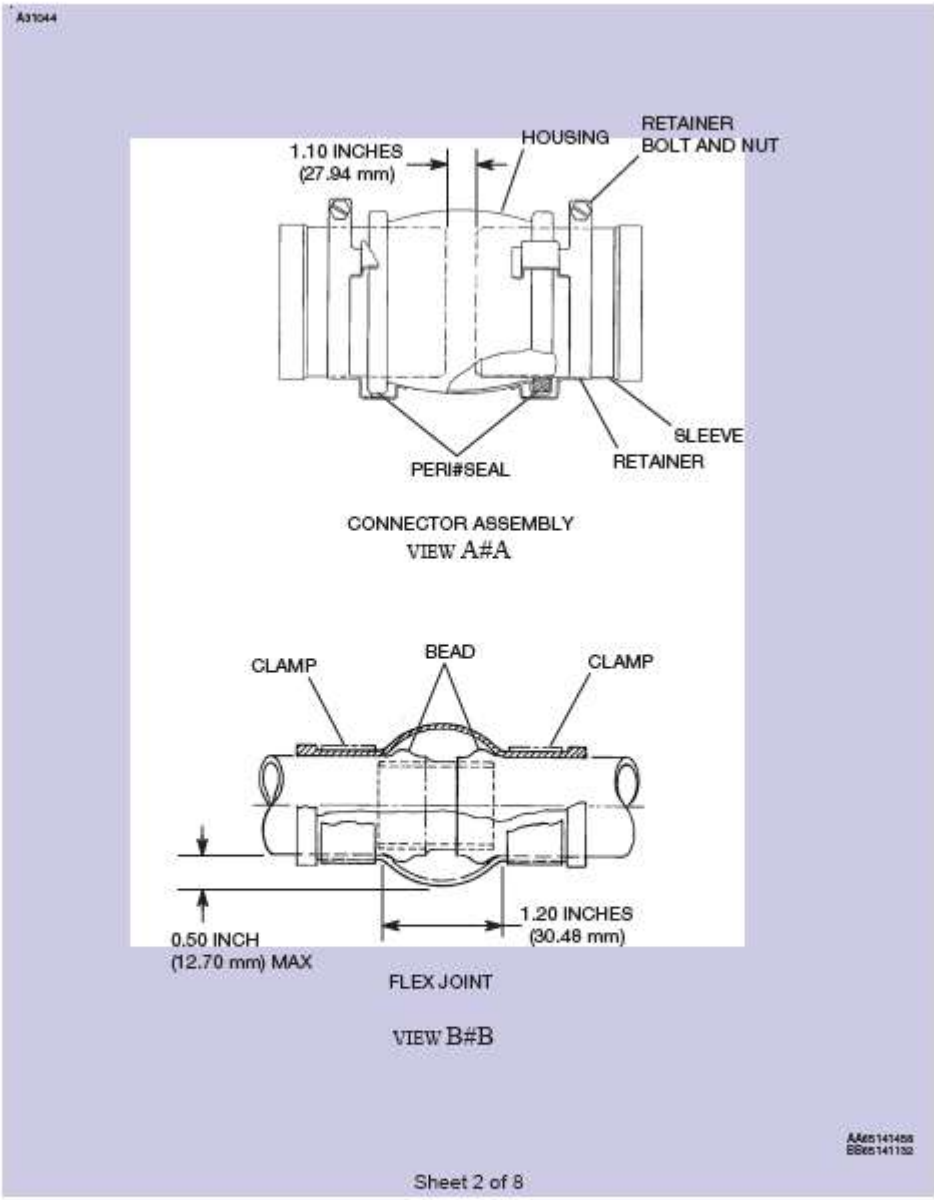
Figure 201. Pneumatic System Line Installation



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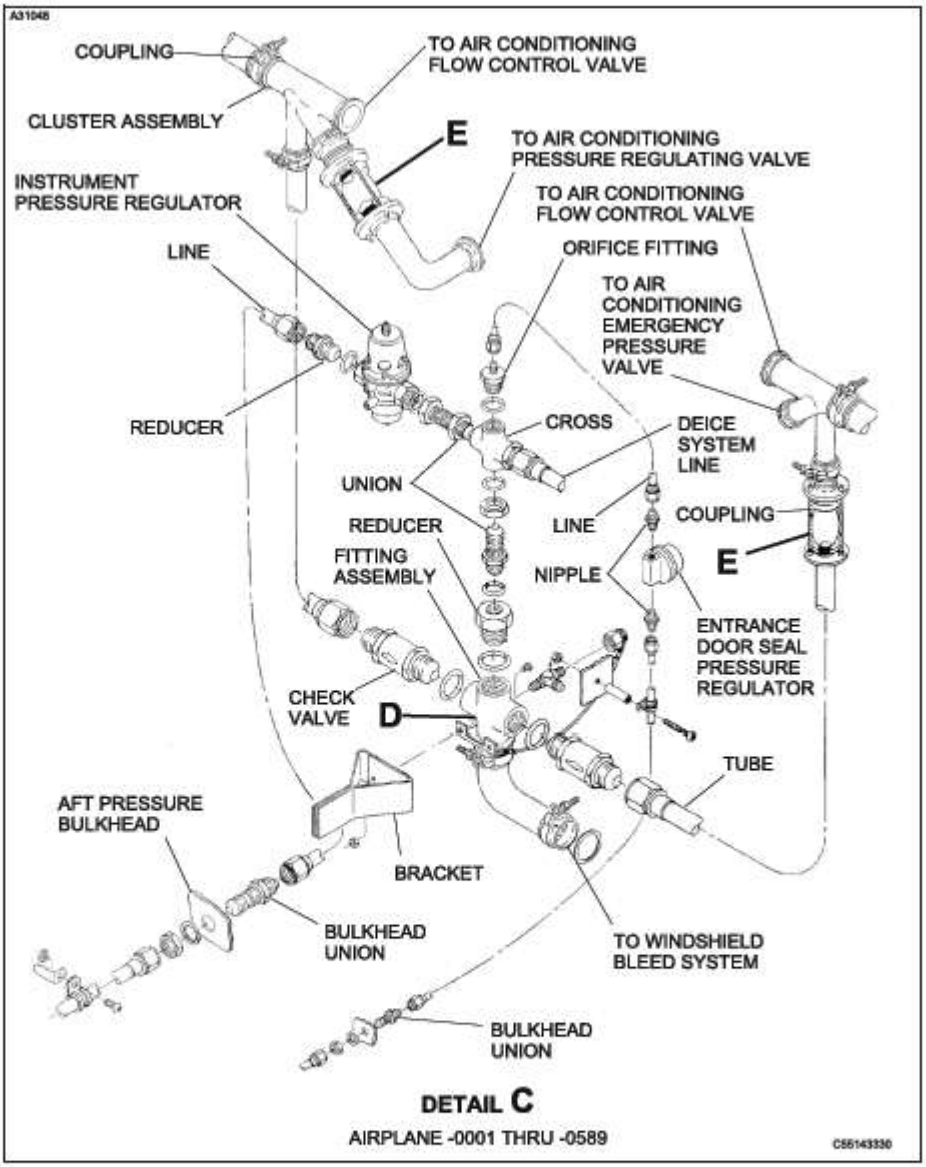
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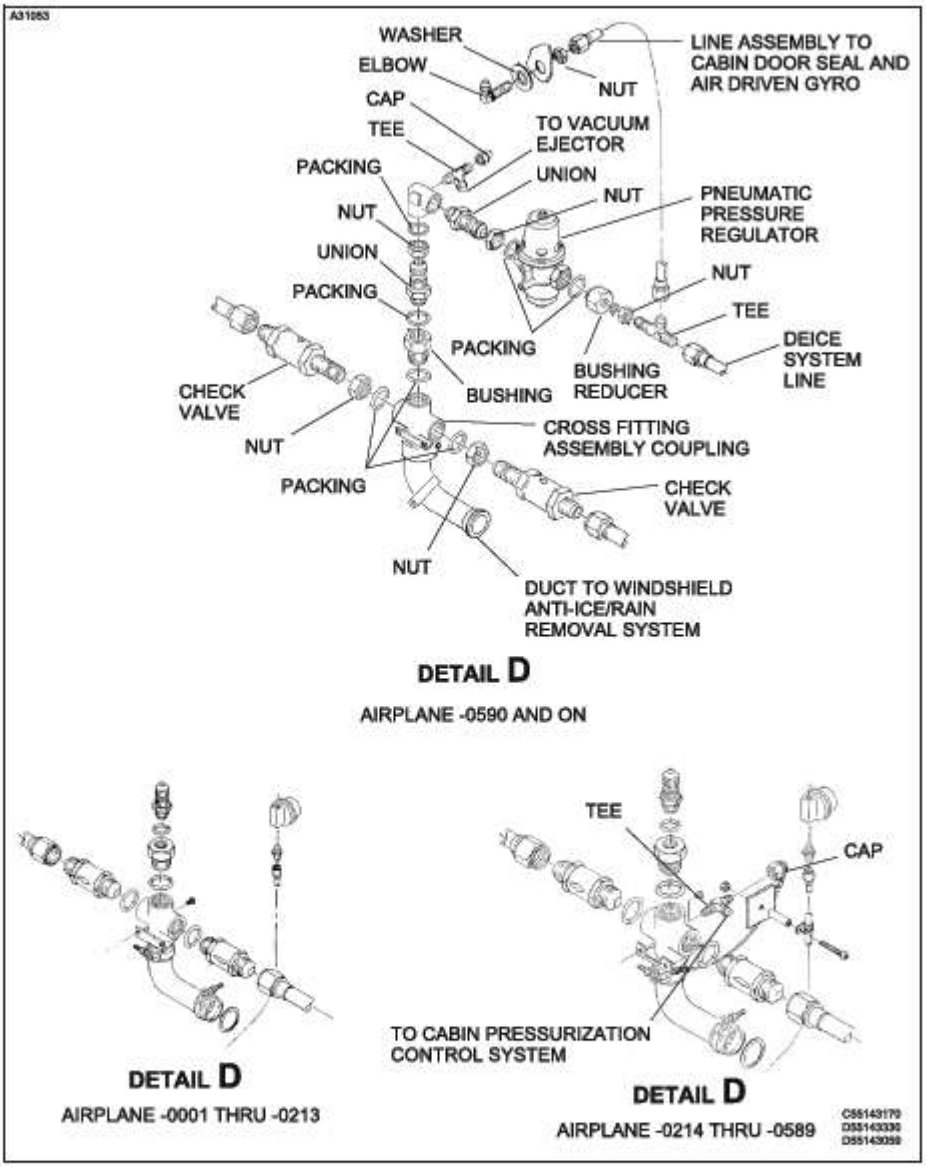
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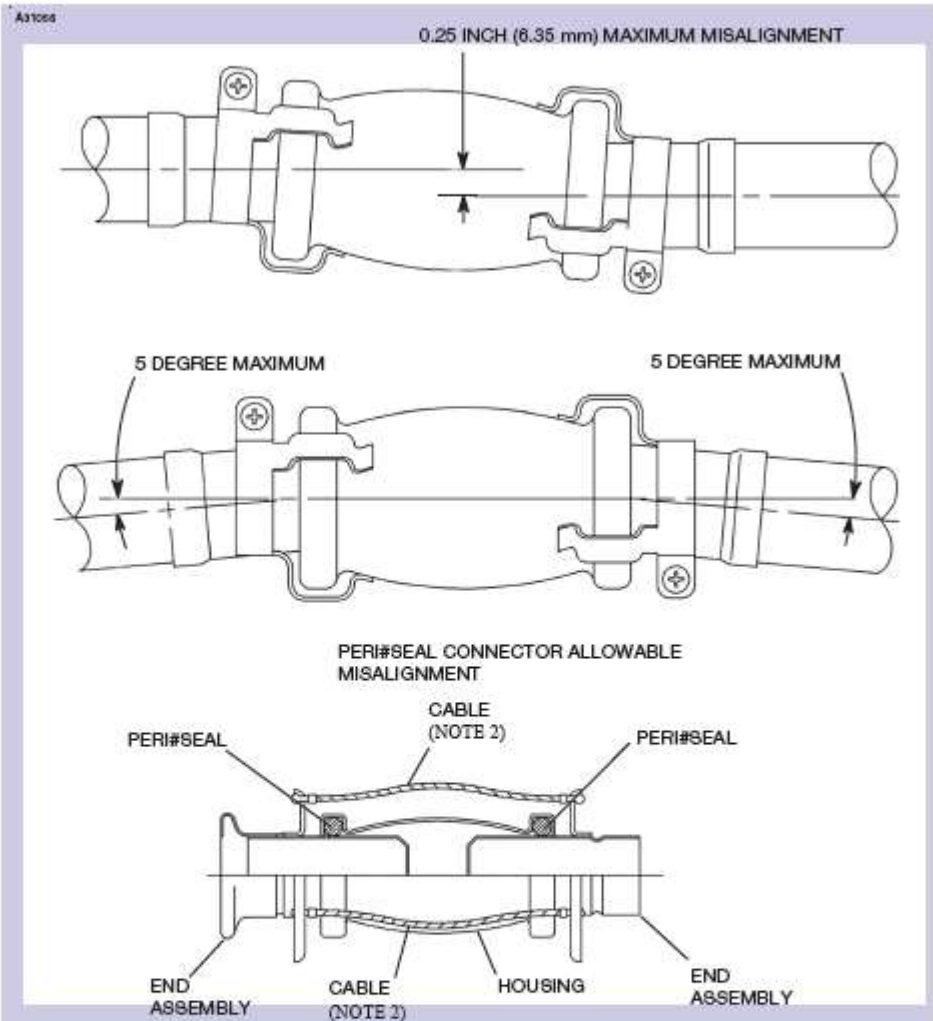
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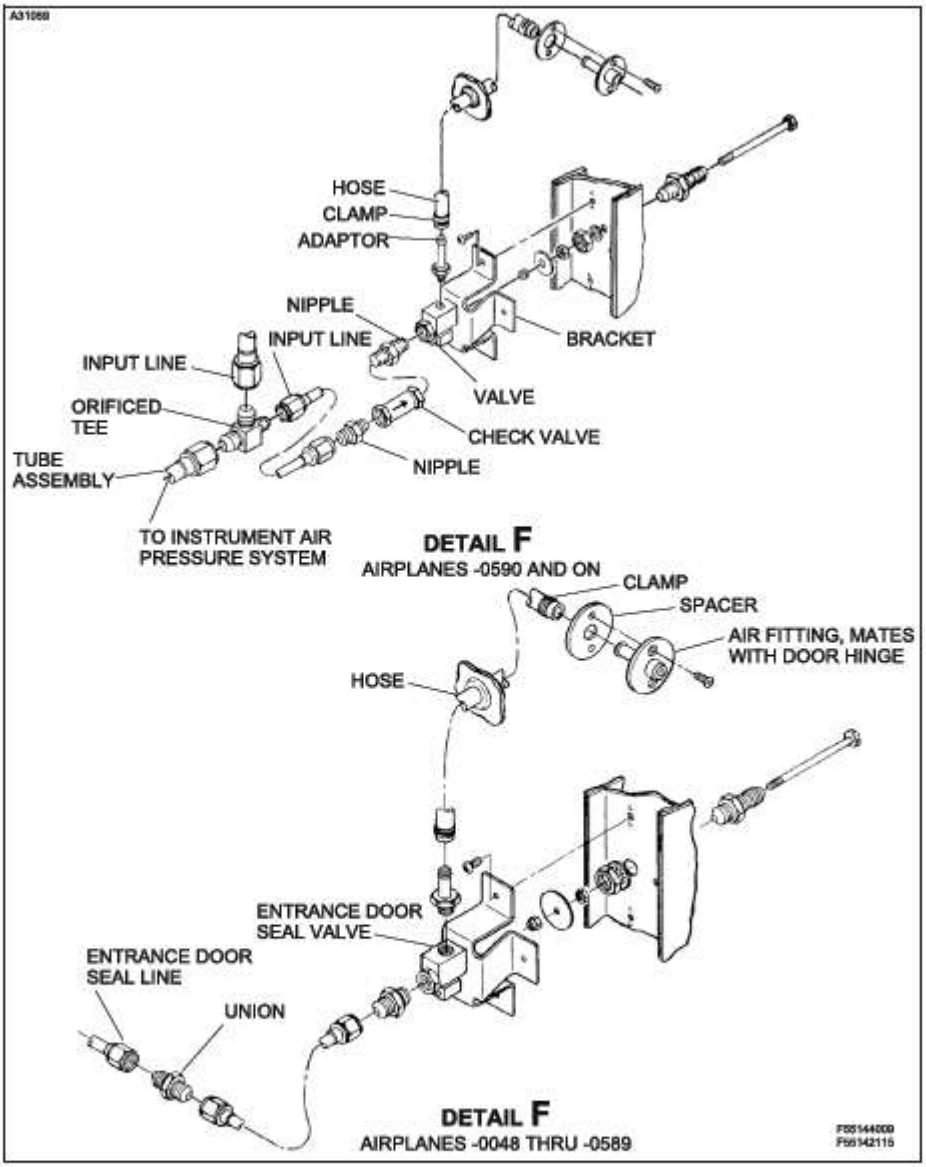
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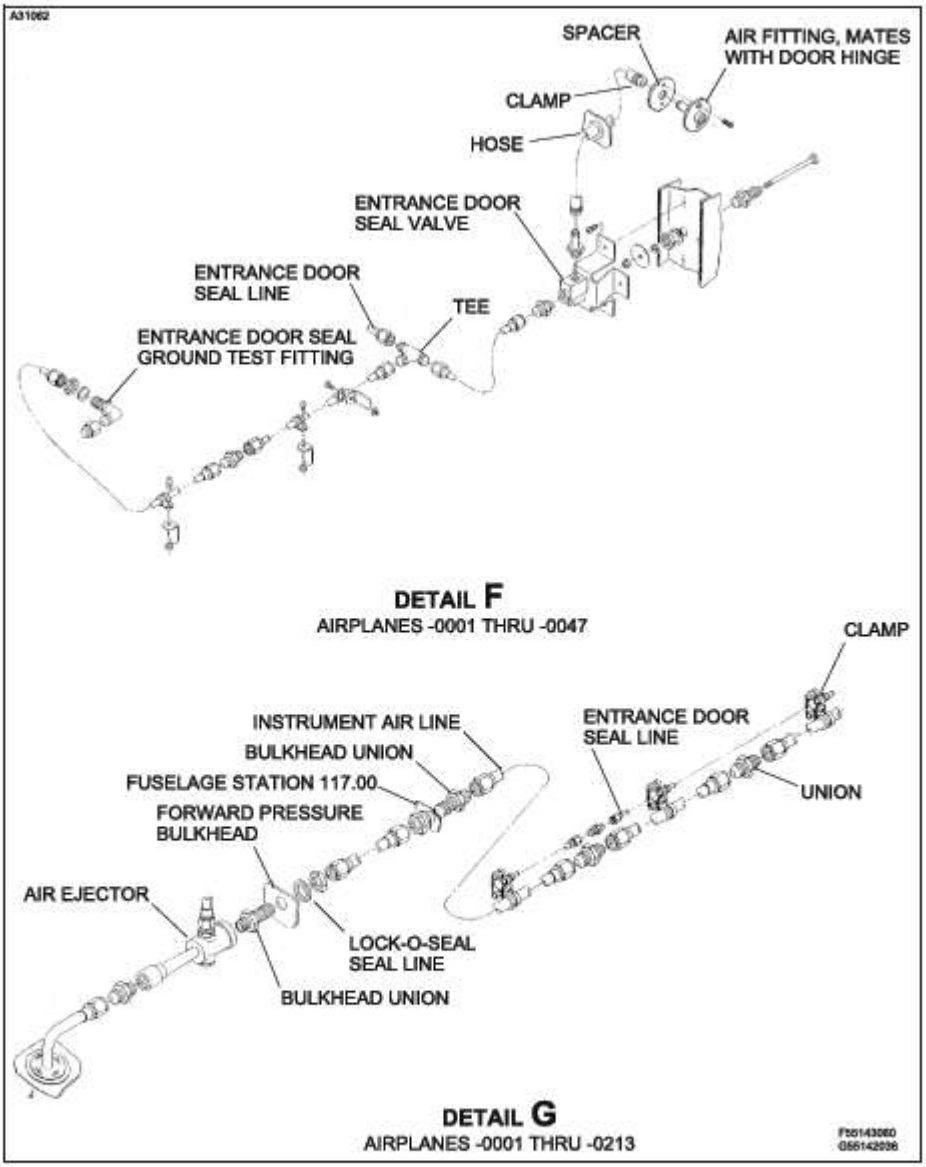
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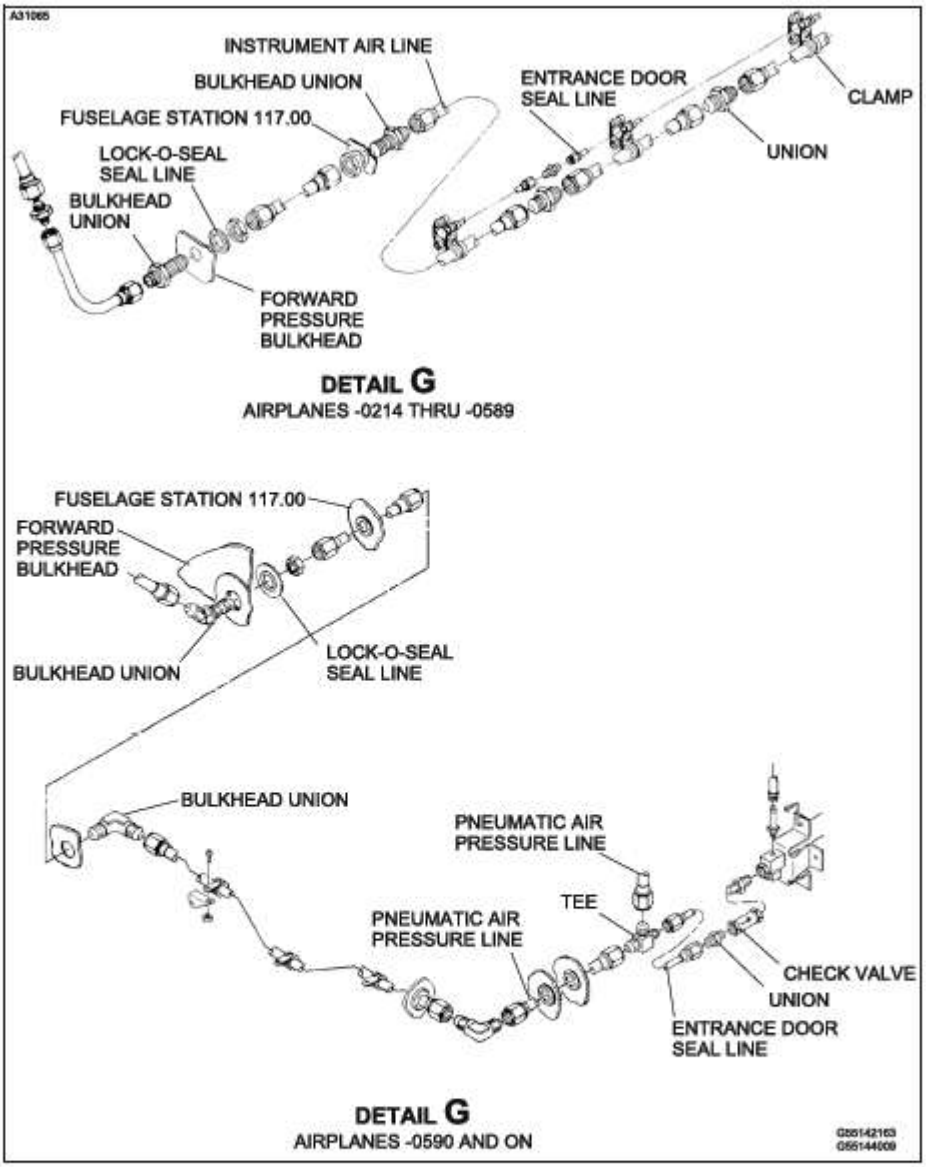
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Task 71-01-00-210

1. **Engine General Inspection**

NOTE: This procedure is intended to be a complete visual inspection of the entire engine area, exclusive of the thrust reverser system components (if installed). The following items are intended to be used as an overall guide to the inspection and are not an all-inclusive list of items to be inspected. All items within the scope of this inspection area are to be inspected, whether called out or not.

A. Access.

NOTE: For access panel identification, refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

(1) Remove upper and lower cowlings. Refer to Cowling - Removal/Installation.
(2) Remove lower aft pylon access panels 411DB and 412DB.

NOTE: For inspection items defined by the engine manufacturer, refer to the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List.

B. Inspect hydraulic system.
(1) Inspect the hydraulic pump for security of attachment and leakage.
(2) Inspect the hydraulic hoses per Task 20-10-06-210.

C. Inspect fuel system.
(1) Inspect the fuel supply and motive flow hoses for evidence of damage and leakage. On the right engine, ensure that the supply line elbow is clear of the oil cooler.
(2) Inspect the low fuel pressure switch, located in the aft pylon area, for security of installation and leakage.
(3) Inspect the fuel control unit and flow divider linkage for security and safeties.
(4) With throttle in cutoff, verify that flow divider lever is against its stop and that fuel control unit lever minimum N_2 stop screw to fuel control unit housing gap is 0.001 to 0.003 inch. If either is not as specified, refer to Chapter 76, Engine Power Controls - Adjustment/Test for information and rigging procedures.
(5) Inspect the T_2 sensor for routing and security of installation.
(a) Ensure that sensor bellows are situated below and clear of phenolic clamp blocks.
(6) Inspect throttle cable and linkage for proper routing, security of installation, safeties and witness holes.
(7) Inspect the various fuel lines, drains and tubes for security of installation, safeties, chafing, evidence of damage and leakage.
(8) Inspect the fuel canister and associated lines for security of installation, evidence of damage and leakage.
(a) If fuel is leaking from overboard drain or was noted during engine operation or with airplane fueled, operational check fuel canister check valve as follows.

D. Fuel canister check valve operational check.
(1) Ensure fuel tank is at least half full.

CAUTION: If the check valve does not seal correctly, fuel will flow from valve when disconnected. Have suitable containers and caps available.

(2) Disconnect line at input end of check valve.
(a) Verify that no fuel will flow from fuel tank out of check valve.
(3) Reconnect fuel line and leak check.

E. Inspect bleed air system including primary bleed system, anti-ice system.
(1) Inspect all bleed ducting, connectors, valves and clamps for security of installation, damage, chafing and evidence of leakage.
(2) Inspect all bleed air lines per Task 20-10-06-210.

F. Inspect all wiring.

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(1) Inspect all wiring from pylon firewall out to the various engine components per Task 20-21-03-210 .
(2) Inspect wiring for proper clamping. Wiring may not be directly clamped or attached to engine items or fire loop support tubing.
(3) Inspect starter-generator wiring for security of installation, routing and for evidence of heat damage at starter.
(4) Inspect for evidence of corrosion at starter ground lug at forward engine mount attachment point.

NOTE: Removal of starter-generator wiring, starter terminal block cover or ground lug is not required unless adverse conditions are noted.

(5) Inspect the starter-generator for security of installation and evidence of overheating.
(6) Remove starter mount cover and physically check the four mount nuts for security of installation.
(7) Inspect the N_1 and N_2 tach generators for security of installation and evidence of damage.
(8) Check for evidence of oil leakage through generator.

G. Inspect fire suppression system.
(1) Inspect fire detection sensor for security of installation, evidence of chafing, damage and routing.
(2) Ensure that connector ends are properly safety wired.
(a) Wear or chafing which does not extend deep enough to expose the inner core is acceptable.
(b) Wear or chafing which does extend deep enough to expose the inner core requires replacement of the sensor.
(3) Inspect the fire extinguisher deployment tubes for security of installation, evidence of obstruction and evidence of damage. Check carefully at diverter ears for cracking.

H. Perform general structural inspection.
(1) Inspect engine mounts and associated structures for security of attachment and evidence of damage. Removal of mounts for detailed inspection is not required unless defects are noted.
(2) Inspect fire wall and exposed pylon structure for condition and damage.
(3) Inspect all pylon fire seals for security of installation and serviceability.

NOTE: Any slit over 1.0 inch in length or any combination of shorter slit lengths totaling 2.0 inches or more requires seal replacement. A three-corner tear or puncture allowing an obvious flow of air requires replacement of the seal. When fireproof seal material separates, seal replacement is required. If replacement of seal is required, refer to Chapter 54, Pylons - Maintenance Practices.

(4) Inspect nacelle inlet for damage, both forward of fan and inside of cowling area. Pay particular attention to anti-ice bleed line junction where line going forward attaches to ring tube for cracking.
(5) Check cowlings and nacelles for damage, rubbing and security of attachment. Ensure that oil service access door hinges are serviceable.
(6) Check all items for signs of rubbing with pylon, engine mounts or other components.
(a) If the cowling contacts an engine component other than at the cowling attach points, an audible rumble may be generated.
(b) If an engine component is making contact with the cowling, refer to the appropriate system chapter for proper component installation.
(7) Inspect the remote-mounted oil pressure transmitter for security of installation, evidence of rubbing and leakage. Transmitter must be secured within vibration damper material and safetied in such a way that it will not fall free and contact inlet bulkhead or other components.
(8) If installed, inspect engine synchronizer system.
(a) Inspect actuator, teleflex cable and trimmer end for security of installation and evidence of damage.
(b) If installed, heat-shrink tubing surrounding teleflex cable must have drain slots cut into it at enough intervals to ensure moisture drainage.

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I.	Perform Pratt & Whitney minor inspection items in accordance with the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List.
J.	Restore access items as necessary.

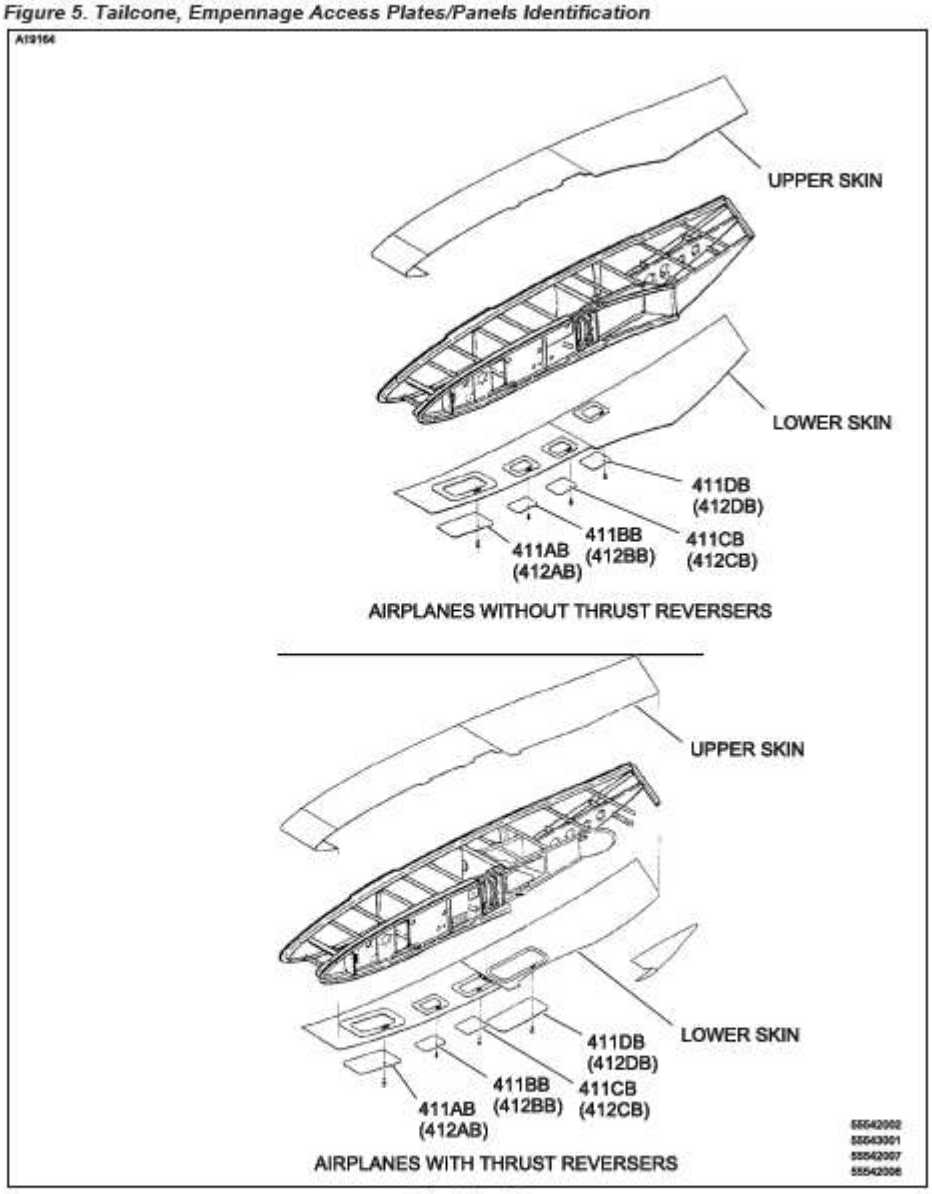
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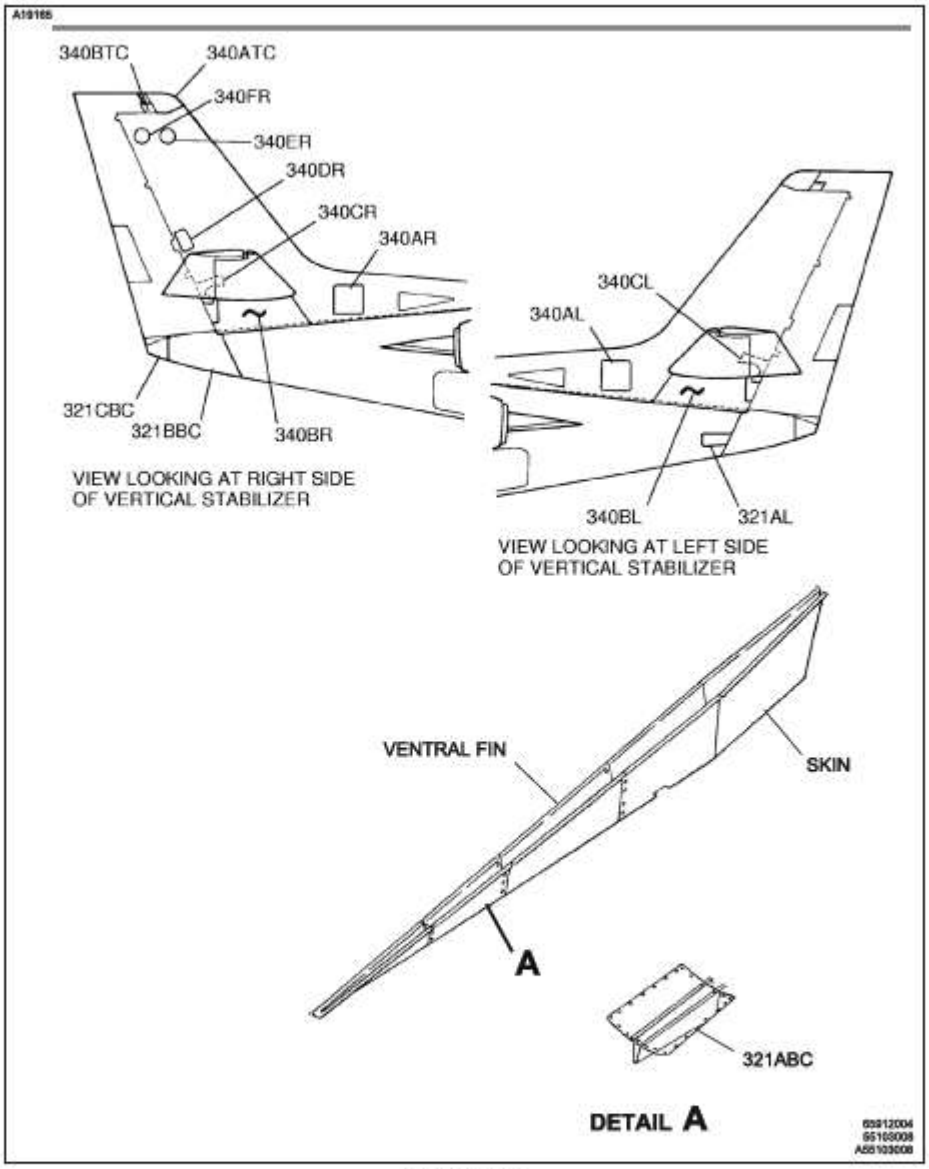
Figure 5. Tailcone, Empennage Access Plates/Panels Identification



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Task 74-30-01-210

2. **Inspect Engine Igniters**

A. The following procedures describe removal, inspection, cleaning, operational testing of the spark igniters and finally reinstallation of the spark igniters.

B. Tools and Equipment.
(1) External Power Unit - MH32-200K24M or equivalent.
(2) Torque Wrench (Inch Pounds) - Commercially available.
(3) Refer to the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List for more materials.

C. Remove spark igniters (Refer to Figure 601).

NOTE: Two spark igniters, mounted at five and seven o'clock on the bypass duct, are screwed through sleeves in the gas generator case to position the floating washer igniter housings on the combustion chamber. For more detailed procedures on inspecting and troubleshooting the engine ignition system, refer to the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List.

WARNING: Voltage used in ignition system is dangerously high. Before disassembling any part of the system, ensure power is off of airplane and battery is disconnected. Disengage IGN circuit breakers and ensure IGN and ANTI-ICE switches are positioned to OFF. Flag switches if necessary. Allow at least six minutes to elapse before further work.

(1) Remove electrical power from the airplane.
(2) Disconnect battery.
(3) Remove lower cowling from both engines. Refer to Chapter 71, Cowling - Removal/Installation.
(4) Refer to the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List.

D. Operational Check Spark igniters.

WARNING: Voltage used in ignition system is dangerously high. Ensure that personnel and equipment are clear of cable and spark igniter before switching ignition on.

(1) Ensure that both ignition and anti-ice switches are positioned to OFF.
(2) Connect external power to the airplane.
(3) Allow cables with spark igniters attached to hang down freely from engine.

NOTE: To prevent arcing, ensure that igniters are as clear as possible from engine and each other.

(4) Position DC POWER switch to BATT.
(5) Engage IGN and ANTI-ICE circuit breakers.
(6) Position left ignition NORMAL/OFF switch to NORMAL. Check for regular frequency snapping sound and spark.
(7) Position left ignition NORMAL/OFF switch to OFF.
(8) Position left ENG ANTI-ICE switch to ON. Check for regular frequency snapping sound and spark.
(9) Position left ENG ANTI-ICE switch to OFF.
(10) Perform above checks for right engine.

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WARNING: After completing checks, ensure that all switches are positioned to OFF and circuit breakers are disengaged. Allow at least six minutes for ignition exciter units to discharge before further work.

E. Install Spark igniters.

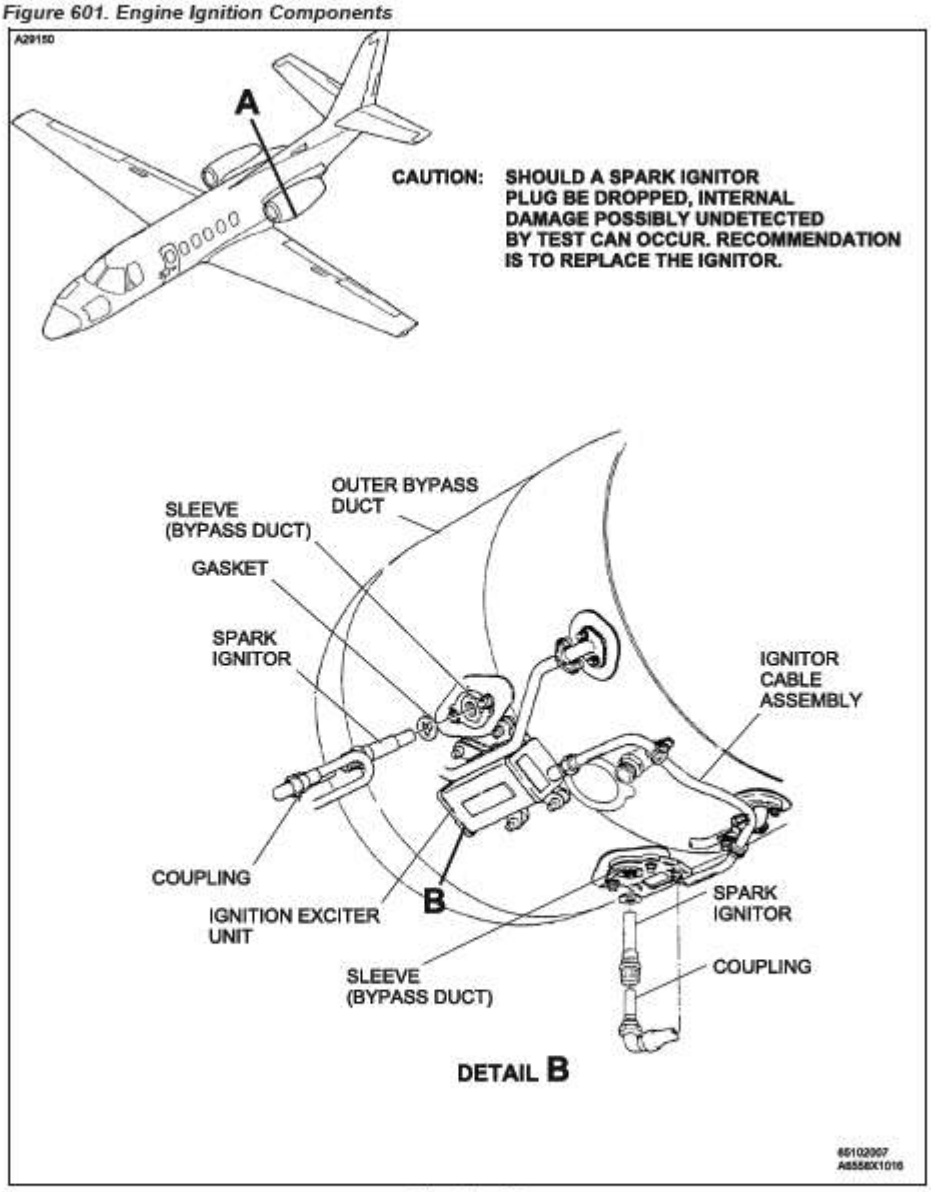
(1) Refer to the Pratt & Whitney Canada Turbofan Engine Maintenance Manual Model(s) JT15D-1, -1A, -1B, -4, -4B, -4D in the Introduction, Supplier Publication List

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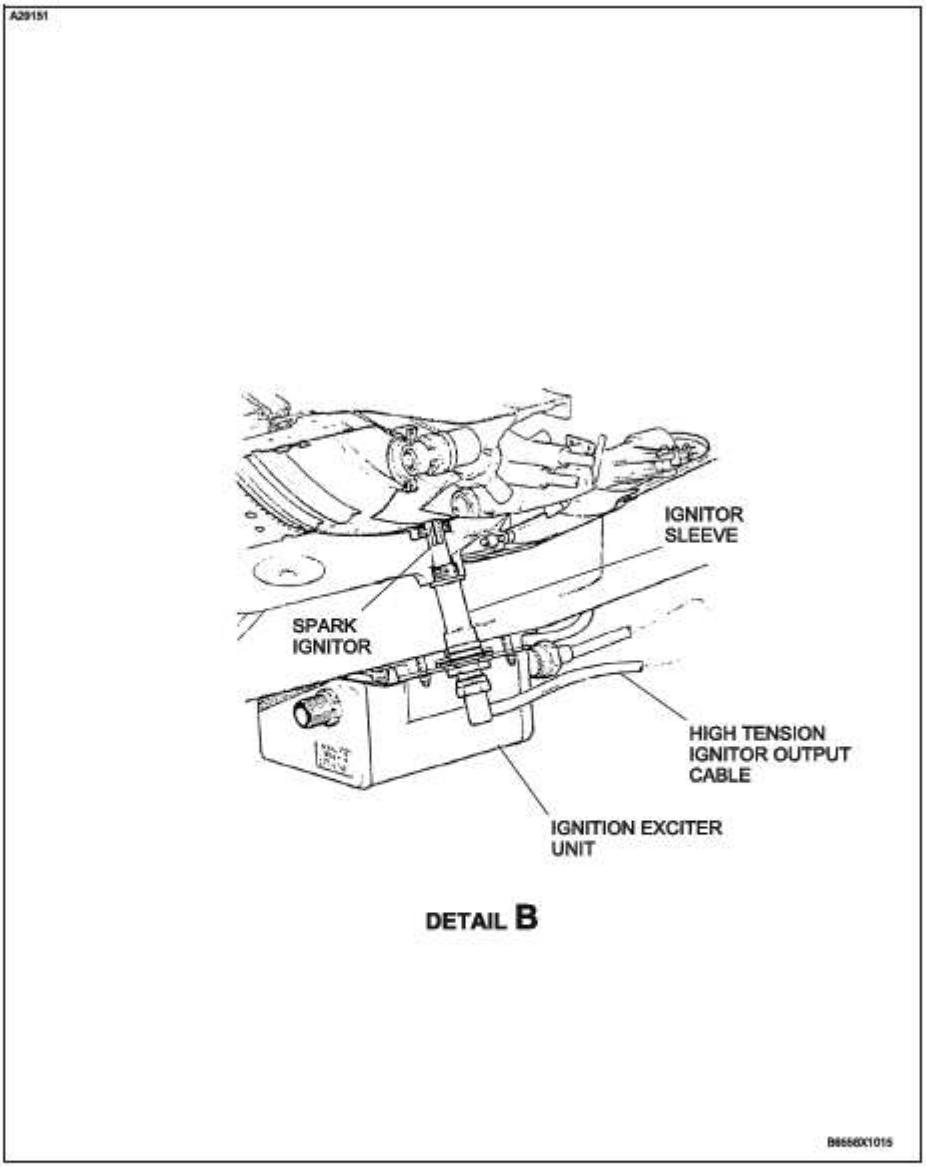
Figure 601. Engine Ignition Components



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Task 78-30-00-210

2. Thrust Reverser Inspection

NOTE: This procedure is intended to be a complete visual inspection of the engine-mounted thrust reverser components. The following items are intended to be used as an overall guide to the inspection and are not an all inclusive list of items to be inspected. All items within the scope of this inspection area are to be inspected, whether called out or not.

A. Access.
(1) Remove stangs and lower aft pylon panels 411DB and 412DB. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) Remove upper and lower cowlings. Refer to Chapter 71, Cowling - Removal/Installation.

B. Tools and Equipment.
(1) External Power Unit - MH32-200K24M or equivalent.
(2) Hydraulic Service Unit - CJMD129-002 or equivalent.

C. Preparation.

NOTE: Airplane must be in the ground mode to actuate thrust reversers.

(1) Connect the hydraulic service unit to airplane.
(2) Connect the external power unit to airplane and adjust for 28 VDC.
(3) Ensure that boost pump, start and igniter circuit breakers are disengaged.
(4) Ensure that LH and RH THRUST REVERSER circuit breakers are engaged.
(5) Position DC POWER switch to BATT.
(6) Adjust the hydraulic service unit to provide a flow of 3 gallons per minute.

WARNING: Ensure that all personnel and equipment are clear of thrust reverser area.

(7) Adjust hydraulic service unit reservoir return system back pressure valve to maintain 15 PSIG, +3 or -3 PSIG back pressure on the system.
(8) Place the engine throttle levers in the IDLE position. Lift the thrust reverser levers to arm the system and deploy thrust reversers.
(9) With reversers deployed, disengage LH and RH THRUST REVERSER circuit breakers and position DC POWER switch to OFF.
(10) Remove hydraulic and electrical power.

WARNING: Failure to remove electrical and hydraulic power could result in serious injury to personnel and/or damage to the airplane.

NOTE: For additional information on the thrust reverser system hydraulic procedures, refer to Thrust Reverser Hydraulics - Maintenance Practices.

D. Inspect Thrust Reversers.
(1) Inspect the upper and lower doors for cracks and failed fasteners, especially in the area of the air fairings.
(2) Check that exhaust nozzle data plate agrees with the nozzle class stamped on the engine data plate.
(3) While manually operating door, check cam follower for freedom of movement and that follower roller is free to rotate.
(4) Check linkages and door arms for proper installation and freedom of movement.
(5) Inspect thrust reverser feedback system for proper routing and attachment at fuel control lever.
(6) Inspect the thrust reverser limit and deploy switches and wiring for security and damage.
(7) Inspect for security of attachment of thrust reverser assembly to the engine.
(8) Inspect the lower reverser to engine attach bolt.
(a) If the bolt heads face forward, the bolts could contact lower reverser doorframe.
(b) If this condition exists, reinstall bolts so heads face aft.
(9) Inspect hydraulic actuator mechanism support forward support clips for security of attachment.

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(a) A non-shear condition between the clip and the thrust reverser thrust flange may indicate a sheared fastener.

(10) Perform a general visual inspection of the entire thrust reverser assembly.

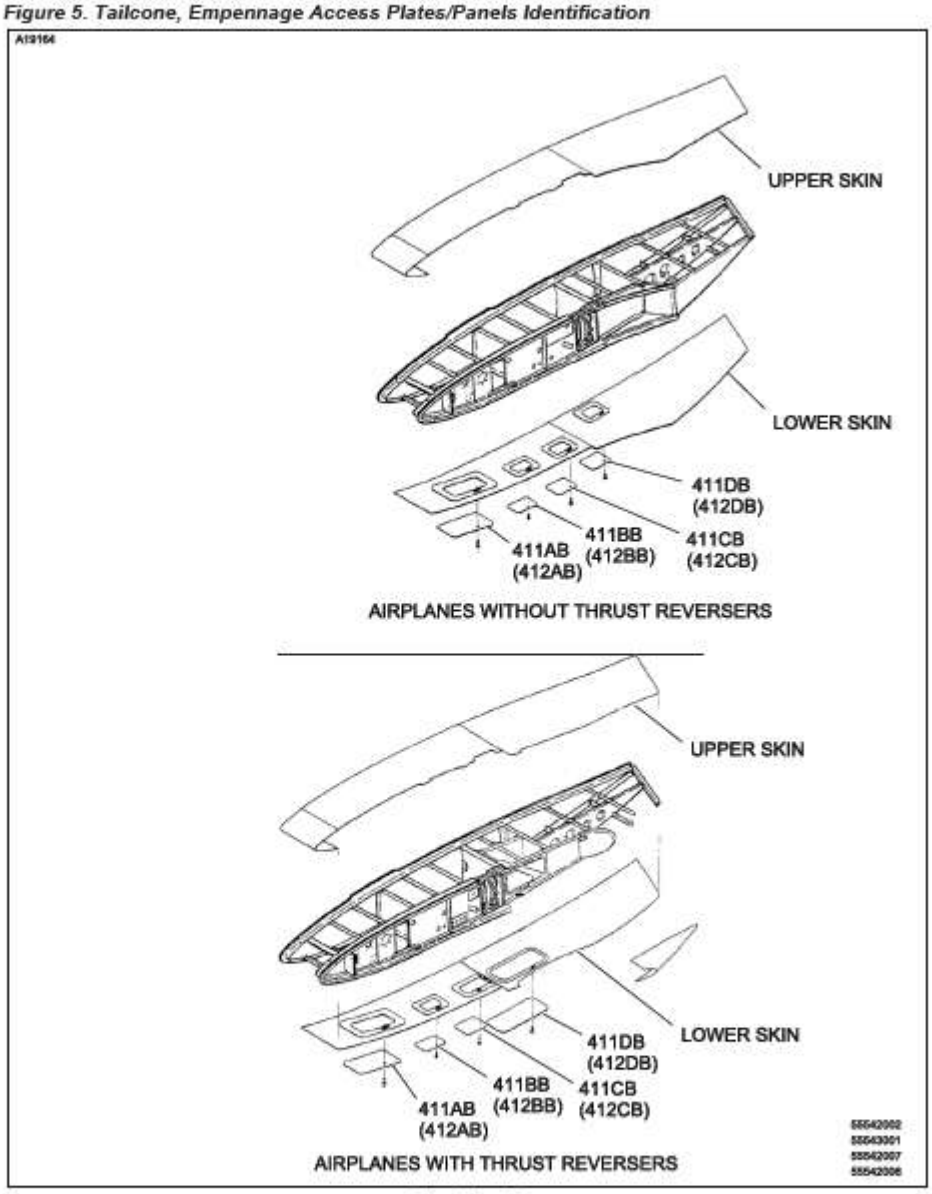
E. Restore access items as required.

End Task

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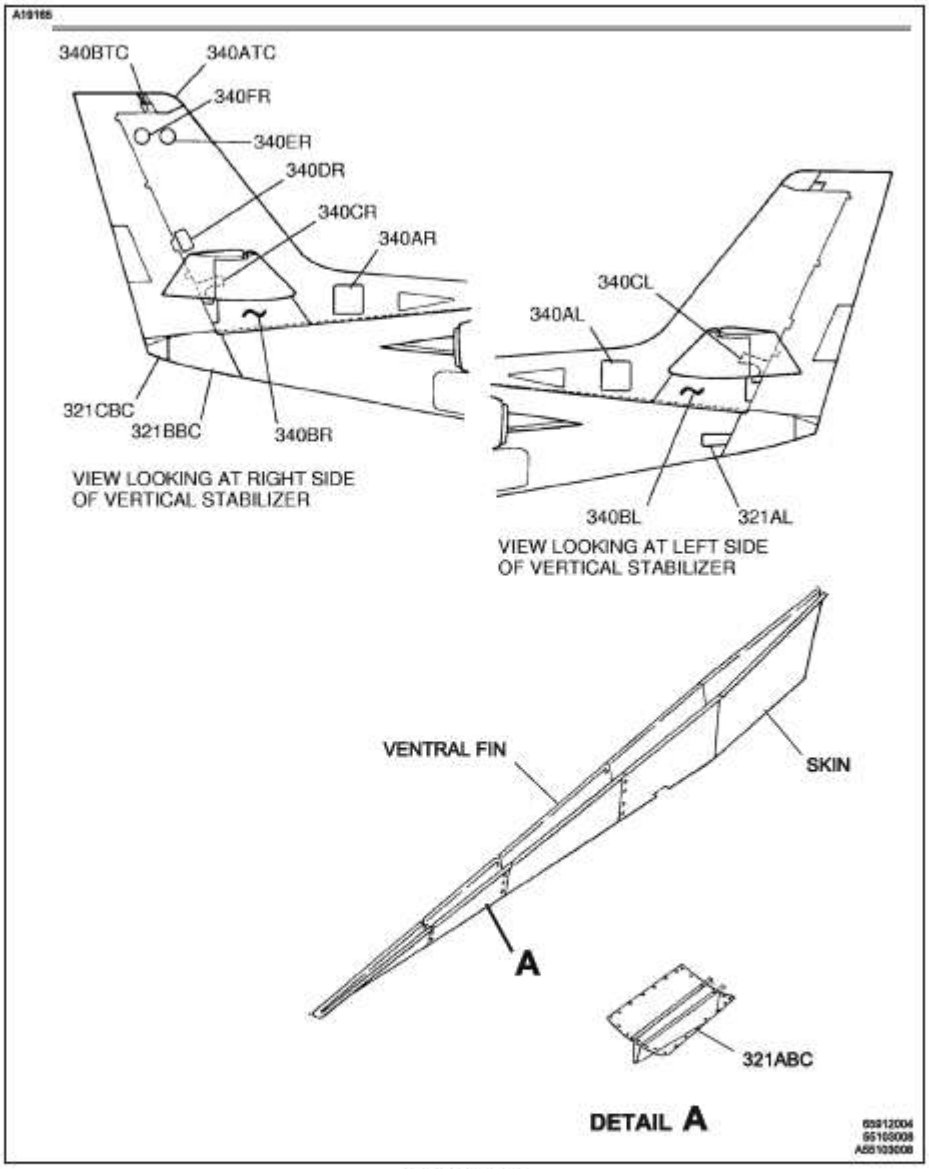
Figure 5. Tailcone, Empennage Access Plates/Panels Identification



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Task 78-30-00-640

4. **Lubrication of the Thrust Reverser Pivot Points (WC-393 Non-Aerosol Spray Lubrication Method)**

CAUTION: Do not mix the WC-393 non-aerosol spray lubricant with the C5-A antiseize compound lubricant. If you have used the C5-A antiseize compound lubricant before, refer to Lubrication of the Thrust Reverser Pivot Points (C5-A Antisieze Compound Lubrication Method) Task 78-30-00-642.

A. Complete a Lubrication of the Thrust Reverser Pivot Points with the WC-393 Non-Aerosol Spray.

NOTE: It is recommended that you lubricate the thrust reverser during other thrust reverser maintenance procedures.

NOTE: It is necessary to lubricate the thrust reverser more frequently when the airplane is operated in high humidity, coastal areas, or if the airplane is kept outdoors.

NOTE: It is not necessary to disassemble the thrust reverser or its components for this procedure.

(1) Obey all warnings and cautions to lubricate the thrust reverser components. Refer to Thrust Reverser - Removal/Installation.
(2) Remove the stang fairings to get access to the thrust reverser pivot points and sliding surfaces. Refer to Thrust Reverser - Removal/Installation.
(3) Deploy the thrust reversers. Refer to Thrust Reverser - Adjustment/Test for operation.
(4) Remove the hydraulic and the electrical power from the airplane.

NOTE: If electrical power on the airplane is necessary, you can disable the thrust reverser control valves. Refer to Thrust Reverser Disabling in this section for the disable procedures.

(5) Lubricate the thrust reverser pivot points.
(6) Use a soft lint-free cloth to remove unwanted lubricant.
(7) Install the stang fairings. Refer to Thrust Reverser - Removal/Installation.
(8) If the thrust reverser control valves were disabled, connect the electrical connectors to the thrust reverser control valves. Refer to Thrust Reverser Enabling.
(9) Stow the thrust reversers. Refer to Thrust Reverser - Adjustment/Test for operation.

End Task

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Task 78-30-00-641

5. Lubrication of the Thrust Reverser Guide Rods (D-5100NS Aerosol Spray Lubrication Method)

A. Complete a Lubrication of the Thrust Reverser Guide Rods with the D-5100NS Aerosol Spray.

NOTE: It is recommended that you lubricate the thrust reverser during other thrust reverser maintenance procedures.

NOTE: It is necessary to lubricate the thrust reverser more frequently when the airplane is operated in high humidity, coastal areas, or if the airplane is kept outdoors.

(1) Obey all warnings and cautions to lubricate the thrust reverser guide rods. Refer to Thrust Reverser - Removal/Installation.

(2) Lubricate the thrust reverser guide rods. Refer to the Nordam Group Thrust Reverser Component Maintenance Manual.

End Task

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Task 78-30-00-710

7. **Thrust Reversers Operational Test**

A. Tools and Equipment.
(1) External Power Unit - MH32-200K24M or equivalent.
(2) Tripod Jack (Nose Gear) - CJMD107-001 or CJMD107-006
(3) Tripod Jack (Main Gear) - CJMD107-002 or CJMD107-007
(4) Hydraulic Service Unit - C3SF2AP4562CE26A or equivalent.

NOTE: This check is designed to ensure that the thrust reversers will not deploy in the air mode and that the cross-wiring is satisfactory. If any anomalies are observed, troubleshoot and correct the cause of the problem.

B. Preparation.

NOTE: Operational Test of the thrust reversers should be accomplished concurrently with the Landing Gear Functional Test. Refer to Task 32-01-00-710 for test procedure.

(1) If not already accomplished, jack the airplane to activate squat switches. Refer to Chapter 7, Lifting - Maintenance Practices.
(2) Connect the hydraulic service unit to the airplane.

CAUTION: Ensure that the airplane's ground suction source quick connect fitting is securely connected to the service cart return line fittings. Failure to do so could cause damage to the reservoir by over pressurizing it.

(3) Connect and apply external electrical power (28.5 VDC, +0.5 or -0.5 VDC) to the airplane.

CAUTION: Failure to set circuit breakers and switches as indicated will cause engine damage.

(4) Disengage CLOCK, LH IGN, RH IGN, LH BOOST, RH BOOST, LH START and RH START circuit breakers.
(5) Set LH IGNITION and RH IGNITION switches to NORM position.
(6) Set LH FUEL BOOST and RH FUEL BOOST switches to OFF position.
(7) Place DC POWER BATT switch to BATT position.

WARNING: Make sure that all personnel and equipment are clear of the thrust reverser areas while hydraulic power is applied. Thrust reversers operate quickly. Failure to observe precautions may result in personal injury or equipment damage.

C. Check Thrust Reversers.

CAUTION: Both hydraulic firewall shutoff valves must remain in the open position to prevent excessive shaft seal back pressure.

NOTE: While thrust reversers are operating or while one or both are deployed, the thrust reverser hydraulic system is continuously pressurized and the HYD PRESS ON light should be illuminated.

(1) Apply hydraulic power and adjust to provide a flow of 3 gallons per minute.
(2) Adjust hydraulic service unit reservoir return system back pressure valve to maintain 15 PSIG, +3 or -3 PSIG back pressure on the system.
(3) Working one at a time, place each engine throttle lever in and out of the idle thrust position several times. Leave throttles at idle thrust.
(4) Lift the thrust reverser levers approximately 30 degrees to arm the system. Attempt to deploy thrust reversers by pulling back and holding for approximately one minute.
(a) Verify that the thrust reverser levers cannot be moved further aft.

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(b) Verify that the HYD PRESS ON annunciator and the ARM indicator light on the fire tray are illuminated. Ensure that the MASTER WARNING lights activate and flash at approximately three flashes per second. Reset MASTER WARNING light.
(c) Verify that the thrust reverser doors have not deployed.

WARNING: Make sure that the airplane is not lifted off of the airplane wing jack while you do the following step. Transfer from air to ground mode normally occurs with 0.10 to 0.20 inch of strut compression. Keep personnel away from the airplane while you do this procedure.

(5) Using floor jack, jack left strut until both thrust reversers deploy.
(a) Observe that left and right ARM, UNLOCK, and DEPLOY indicator lights illuminate.
(b) As soon as the DEPLOY indicator lights are illuminated, move the thrust reverser levers full aft.
(c) Verify that thrust reversers deploy fully and do not scissor. If the doors do overlap (scissor), Nordam Service Bulletin Kit 78-8 should be installed. Order Service Bulletin through Citation Parts Distribution. One service bulletin should be ordered per thrust reverser assembly.
(6) Move both thrust reverser levers to the full forward position to stow reversers.
(a) Verify that both thrust reversers stow.
(b) Verify that left and right ARM, UNLOCK, and DEPLOY indicator lights extinguish.
(c) Verify HYD PRESS ON annunciator light is extinguished.
(7) Using thrust reverser levers, deploy the thrust reversers.
(a) Observe that both ARM, UNLOCK and DEPLOY indicator lights illuminate.
(b) Ensure that HYD PRESS ON annunciator light is illuminated.
(c) Lower floor jack until clear of strut.
(d) Disregard and reset MASTER WARNING if it flashes.
(8) Disengage LH THRUST REVERSER circuit breaker.
(a) Observe left ARM indicator light extinguishes.
(9) Put the left emergency stow switch to the EMER position.
(a) Make sure that the left thrust reverser stows.
(b) Make sure that the left UNLOCK and DEPLOY indicator lights go off.
(c) Make sure that the left ARM annunciator light comes on.
(d) Make sure that the HYD PRESS ON annunciator light stays on.
(10) Put the right emergency stow switch to the EMER position.
(a) Make sure that the right thrust reverser stays deployed.
(b) Make sure that the right ARM indicator light goes off.
(11) Push the thrust reverser levers to the full forward position.
(a) Put the left emergency stow switch to the NORMAL position.
(b) Engage the LH THRUST REVERSER circuit breaker.
(c) Make sure that the left ARM annunciator light goes off.
(d) Make sure that the right thrust reverser stows.
(e) Make sure that the UNLOCK and DEPLOY indicator lights go off.
(f) Make sure that the right ARM annunciator light comes on.
(g) Make sure that the HYD PRESS ON annunciator light stays on.
(12) Put the right emergency stow switch to the NORMAL position.
(a) Make sure that the right ARM annunciator light goes off.
(b) Make sure that the HYD PRESS ON annunciator light goes off.
(13) Lift the thrust reverser levers approximately 30 degrees to arm the system. Attempt to deploy thrust reversers by pulling back and holding for approximately one minute.
(a) Verify that the thrust reverser levers cannot be moved further aft.
(b) Verify that the HYD PRESS ON annunciator and the ARM indicator lights on the fire tray are illuminated. Ensure that the MASTER WARNING lights activate and flash at approximately three flashes per second. Reset MASTER WARNING light.
(c) Verify that the thrust reversers have not deployed.

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WARNING: Make sure that the airplane is not lifted off of the airplane wing jack while you do the following step. Transfer from air to ground mode normally occurs with 0.10 to 0.20 inch of strut compression. Keep personnel away from the airplane while you do this procedure.

(14) Using floor jack, jack right strut until both thrust reversers deploy.
  (a) Observe that left and right ARM, UNLOCK and DEPLOY indicator lights illuminate.
  (b) As soon as the DEPLOY indicator lights are illuminated, move the thrust reverser levers full aft.
(15) Move both thrust reverser levers to the full forward position to stow reversers.
  (a) Verify that both thrust reversers stow.
  (b) Verify that left and right ARM, UNLOCK and DEPLOY indicator lights extinguish.
  (c) Verify HYD PRESS ON annunciator light is extinguished.
(16) Using thrust reverser levers, deploy the thrust reversers.
  (a) Observe that both ARM, UNLOCK and DEPLOY indicator lights illuminate.
  (b) Ensure that HYD PRESS ON annunciator light is illuminated.
  (c) Lower floor jack until clear of strut.
  (d) Disregard and reset MASTER WARNING if it flashes.
(17) Disengage RH THRUST REVERSER circuit breaker.
  (a) Observe right ARM indicator light extinguishes.
(18) Put the right emergency stow switch to the EMER position.
  (a) Make sure that the right thrust reverser stows.
  (b) Make sure that the right UNLOCK and DEPLOY indicator lights go off.
  (c) Make sure that the right ARM annunciator light comes on.
  (d) Make sure that the HYD PRESS ON annunciator light stays on.
(19) Put the left emergency stow switch to the EMER position.
  (a) Make sure that the left thrust reverser stays deployed.
  (b) Make sure that the left ARM indicator light goes off.
(20) Push the thrust reverser levers to the full forward position.
  (a) Put the right emergency stow switch to the NORMAL position.
  (b) Engage the RH THRUST REVERSER circuit breaker.
  (c) Make sure that the right ARM annunciator light goes off.
  (d) Make sure that the left thrust reverser stows.
  (e) Make sure that the UNLOCK and DEPLOY indicator lights go off.
  (f) Make sure that the left ARM annunciator light comes on.
  (g) Make sure that HYD PRESS ON annunciator light stays on.
(21) Put the left emergency stow switch to the NORMAL position.
  (a) Make sure that the left ARM annunciator light goes off.
  (b) Make sure that the HYD PRESS ON annunciator light goes off.
(22) Shut down and disconnect the hydraulic service unit.
(23) Remove airplane from jacks, unless other tests require wheels in air.
(24) Remove external power.
(25) Place DC POWER switch to OFF.

End Task

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Task 80-10-01-210

2. **Lucas Aerospace Starter Generator Brush Inspection**

NOTE: This inspection applies only to airplanes utilizing Lucas Aerospace starter generators with part numbers 9912038-3, and -4.

A. Access.
(1) Remove engine cowl. Refer to Chapter 71, Cowling - Removal/Installation.

B. Inspect starter generator brushes and brush holders.
(1) Remove brush cover.
(2) With flashlight and mirror, visually inspect all four sets of brushes for wear.
(a) Wear should be approximately even on all four sets of brushes.
(b) Forward and aft brush segments may wear at slightly different rates.
(3) Remove the two lower sets of brushes and check the commutator for damage.
(a) Inspect the brush sets for wear utilizing the machined-in wear limit markings.
1 If brushes are serviceable, continue to Step 4.
2 If brushes are at or beyond service limits, replace.
3 For more maintenance procedures, refer to the applicable manufacturer's manual in the Introduction, Supplier Publication List.
(4) Reinstall brush sets.
(a) Ensure proper orientation.
(b) Ensure leads are properly positioned.
(5) Close cover and safety wire.
(a) Ensure that split in cover falls over one of the housing struts so that internal area of starter is not exposed.
(b) This will prevent shorting of brush leads to unprotected (non-phenolic) portion of cover.

C. Reinstall access items as required.

End Task

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INSPECTION PHASE 5

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. **Description**

   A. Phase 5 consists of items to be inspected every 1200-hours or 36 calendar months, whichever occurs first.

   B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

   C. Item Codes A216001 and A216002 were deleted from this Inspection Phase in revision 36.

   D. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. **General Inspection Criteria**

   A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

   B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

   C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A113001	Government Required Interior and Exterior Placards and Decals - Inspect. Task 11-00-00-210	All			
B210000	Environmental System - Perform operational check. Task 21-00-00-710	ENG			
B211002	Flow Control Shutoff and Check Valves - Perform operational check (Parker Hannifin/Janitrol Check valves that have a serial number suffix B or that have a serial number higher than 4AD39) and Dukes valves. Task 21-10-00-711	ENG			
B212001	Tailcone Bleed Air Lines - Perform Leak Check. Task 21-10-00-211	311, 312			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B212002	Instrument Panel Cooling Fan - Perform operational check. Task 21-22-00-710	231, 232			
B212003	Avionics Bay Cooling Fans - Perform operational check. Task 21-23-00-710	AUX			
B213000	Pressurization - Perform operational check. Task 21-31-00-710	ENG			
D213001	Pressurization Controller - Clean or replace filter. Task 21-31-00-160	244			
B213001	Barometric Cabin Altitude Pressure Switch - Perform functional test. Task 21-31-05-720	245			
B213003	Pressurization Operational Check (Airplanes -0001 thru -0213 not Incorporating SB500-21-09) Task 21-31-00-711	ENG			
D213003	Pneumatic Relay Cartridge Filter- Replace. Task 21-31-00-901	161			
D213004	Disable Solenoid Valve Breather Plug - Clean or replace. Task 21-31-00-161	161			
A221001	Aileron Servo Actuator and Mount - Inspect. Task 22-12-01-210	261			
B221002	Sperry Autopilot Disengagement and Warning - Perform test. Task 22-11-03-710	AUX			
B221003	Bendix Autopilot Disengagement and Warning - Perform test. Task 22-11-03-711	AUX			
A222001	Rudder Servo Actuator and Mount - Inspect. Task 22-12-01-212	321			
A223001	Elevator Servo Actuator and Mount - Inspect. Task 22-12-01-211	321			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A231001	High Frequency Antenna and Tension Unit - Inspect. Task 23-00-05-210	312, 340			
B236001	Static Discharge Wicks - Inspect. Task 23-60-00-760	161, 331, 332, 532, 540, 632, 640			
A236002	Control Surface Bond Jumpers - Inspect. Task 20-21-02-280	331, 332, 340, 512, 522, 532, 612, 622, 632			
A237001	Cockpit Voice Recorder - Inspect. Task 23-70-00-210	312			
A242001	Nose Area General Electrical Components - Inspect. Task 24-00-00-210	110, 121, 122, 131, 132, 211, 212, 221, 222			
A245001	Circuit Breaker Panels - Inspect. Task 24-50-00-212	245, 246			
A245002	Cockpit Side Console - Inspect. Task 24-50-00-210	245, 246			
A245003	Avionics Relay Junction Box - Inspect. Task 34-02-00-210	221			
A245004	Aft Power Junction Box - Inspect. Task 24-50-00-211	311, 312			
A245005	Left and Right Wing Anti-Ice Junction Box - Inspect. Task 30-10-01-210	311, 312			
A251001	Pilot and Copilot Crew Seats - Inspect. Task 25-11-01-210	241, 242			
A251002	Pilot and Copilot Seat Track Stops - Inspect. Task 25-11-01-211	241, 242			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A251004	Cockpit Instrument Panels and Components - Inspect. Task 25-10-00-210	231, 232, 233, 234, 235, 236, 237			
A252001	Passenger Seats - Inspect. Task 25-20-00-210	251, 252, 261, 262			
A252002	Passenger Seat Track Stops - Inspect. Task 25-20-00-211	251, 252, 261, 262			
B262005	Fire Extinguishing System - Perform functional test. Task 26-20-00-720	AUX			
B271002	Aileron and Aileron Trim Tab - Check Travel. Task 27-10-00-221	532, 632			
A271006	Aileron Control Cables - Inspect. Task 27-10-00-222	141, 142, 151, 152, 161, 162, 247, 248, 512, 522, 532, 612, 622, 632			
A271007	Aileron Trim Cables - Inspect. Task 27-10-00-223	141, 151, 161, 512, 522, 532			
B272001	Rudder Trim Tab - Check free play. Task 27-20-00-220	340			
A272003	Rudder Pedals - Inspect. Task 27-20-00-212	241, 242			
B272004	Rudder and Rudder Trim Tab - Check travel. Task 27-20-00-221	241, 242			
A272005	Rudder Cables - Inspect. Task 27-20-00-222	141, 151, 161, 241, 311, 321, 322			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A272006	Rudder Trim Cables - Inspect. Task 27-20-00-223	141, 151, 161, 321, 331, 332			
B273003	Elevator and Elevator Trim Tab - Check travel. Task 27-30-00-221	331, 332			
B273004	Elevator Trim Tab - Check free play. Task 27-30-00-220	332			
A273005	Control Column - Inspect. Task 27-30-00-212	141, 142, 241, 242			
A273006	Elevator Linkage - Inspect. Task 27-30-00-211	340			
A273007	Electric Elevator Trim Actuator and Sector - Inspect. Task 27-30-00-213	311			
A273008	Elevator Cables - Inspect. Task 27-30-00-222	141, 142, 151, 161, 311, 321			
A273009	Elevator Trim Cables - Inspect. Task 27-30-00-223	141, 151, 161, 243, 311, 321, 331, 332			
A275001	Flap Drive Assembly - Inspect. Task 27-50-00-210	161, 162			
B275002	Flap Up Limit Switch - Perform operational check. Task 27-50-00-711	AUX			
A275003	Flap Preselect Cable - Inspect. Task 27-50-00-220	142, 151, 152, 161, 162, 243			
B275004	Flap Approach Warning Switch - Perform operational check. Task 27-50-00-712	AUX			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B275005	Flap/Autopilot Position Switch (Airplanes -0275 and On) - Perform operational test. Task 27-50-00-713	AUX			
B275006	Flaps - Check travel. Task 27-50-00-714	512, 522, 612, 622			
C275007	Center Flap Track Bearing - Airplanes -0001 thru -0684 except airplanes incorporating SB500-27-11 - Clean and lubricate. Task 27-50-00-640	512, 612			
A275008	Flap Cables - Inspect. Task 27-50-00-212	161, 162, 512, 612, 522, 622			
A276001	Speed Brake System - Inspect. Task 27-60-00-210	512, 522			
B277001	Control Lock System - Inspect. Task 27-70-00-210	151, 241, 234			
A281001	Wing Fuel Storage Area - Inspect. Task 28-10-00-210	511, 512, 521, 522, 531, 532, 611, 612, 621, 622, 631, 632			
D282002	Fuel Filter Elements - Change. Task 28-20-00-900	512, 612			
A282002	Wing Dry Bay Fuel System Components - Inspect. Task 28-20-00-211	512, 612			
B282003	Fuel Systems - Perform operational checks. Task 28-20-00-710	512, 612, 410, 420			
B284001	Low Fuel Warning System - Perform operational check. Task 28-41-00-710	AUX			
D291001	Hydraulic Filters and Filter Elements - Inspect filters and relpace filter elements. Task 29-10-04-901	311, 312			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B301001	Engine and Wing Leading Edge Anti-Ice Systems - Perform operational test. Task 30-10-01-710	ENG			
A301002	Wing Heated Leading Edge and Wiring - Inspect. Task 30-10-01-211	511, 512, 611, 612			
A304001	Windshield Bleed Air Augmentor Door and Shroud - Inspect. Task 30-42-00-210	221, 222			
B304001	Windshield Anti-Ice - Perform operational check. Task 30-42-00-710	ENG			
A304003	Windshield Bleed Air Controls - Inspect. Task 30-42-00-211	211, 212, 236			
A304004	Windshield Alcohol Reservoir and Vent Line - Inspect. Task 30-43-00-210	221, 222			
D304004	Windshield Alcohol Pump Filter - Inspect and clean. Task 30-43-00-130	222			
A313001	Flight Data Recorder - Inspect. Task 31-31-05-210	312			
B322003	Nose Gear Cylinder Bearing - Check deflection. Task 32-20-00-220	710			
A323003	Emergency Gear Extension System Cable - Inspect. Task 32-30-05-212	141, 151, 161, 162, 221, 222, 512, 612			
A324005	Emergency Brake Control Valve - Inspect. Task 32-40-03-210	241			
B324008	Skid Warning Functional Check (Optional with Non-powered Brake) - Perform. Task 32-41-03-710	720, 730			
B324009	Emergency Brake System - Perform operational test. Task 32-40-03-710	AUX			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
D324010	Aviation Brake Systems Limited Antiskid System Motor/ Pump Filter - Replace filter element. Task 32-42-01-901	131			
A324010	Aviation Brake Systems Limited Brake Reservoir and Antiskid Components - Inspect. Task 32-42-01-210	131, 222			
B324011	Aviation Brake Systems Limited Antiskid Brake System - Perform operational check. Task 32-42-01-710	ENG			
D324012	Aviation Brake Systems Limited Brake Reservoir Air Filter - Replace filter element. Task 32-42-01-902	222			
D324013	Aviation Brake Systems Limited Brake Reservoir Supply Line Filter - Clean or replace. Task 32-42-01-160	222			
A324014	Brake Reservoir and Antiskid Components (Airplanes -0425 and On and Airplanes Incorporating SB500-32-28) - Inspect. Task 32-44-00-210	131, 222			
D324014	Antiskid System Motor/Pump Filter (Airplanes -0425 and On and Airplanes Incorporating SB500-32-28) - Replace filter element. Task 32-44-00-901	131			
B324015	Antiskid Brake System (Airplanes -0425 and On and Airplanes Incorporating SB500-32-28) - Perform operational check. Task 32-44-00-710	ENG			
D324016	Brake Reservoir Air Filter (Airplanes -0425 and On and Airplanes Incorporating SB500-32-28) - Replace filter element. Task 32-44-00-902	222			
D324017	Brake Reservoir Supply Line Filter (Airplanes -0425 and On and Airplanes Incorporating SB500-32-28) - Clean or replace. Task 32-44-00-160	222			
A325001	Nose Steering Arm Support Bracket, Bungee and Bellcrank - Inspect. Task 32-50-00-210	710			
B325001	Nose Wheel Spin-Up System - Perform functional test. Task 32-45-01-710	AUX			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A325002	Nose Steering System Cables - Inspect. Task 32-50-00-211	131, 231, 710			
A335001	Emergency Lights Battery Box and Batteries - Inspect. Task 33-50-00-210	241			
B341002	Angle-of-Attack System - Perform operational test. Task 34-11-00-710	AUX			
A342001	Magnetic Compass and Compass Card - Inspect. Task 34-20-01-210	249			
B342001	Compass Systems and ADF Bearing - Perform operational check. Task 34-23-01-710	ENG, 331, 332			
A351001	Oxygen System - Inspect. Task 35-00-00-210	212, 321			
B351002	Oxygen System - Perform functional test. Task 35-00-00-720	AUX			
B351003	Crew Oxygen Mask Inspection, Flow Check and Microphone Operational Check - Perform. Task 35-10-03-710	241, 242			
D361003	Instrument Air Water Separator Filter Element - Replace. Task 36-10-05-901	222			
D361005	Service Air Peri-Seal Replacement Task 36-10-00-960	311, 312			
D371001	Vacuum Regulator (Pressure Line) - Clean or replace in-line filter screen. Task 37-00-00-901	311			
B383001	Refreshment Center Drain Line - Perform operational check. Task 38-30-00-710	151, 162			
C521002	Cabin Door Hinge - Lubricate. Task 52-10-00-640	810			
A521003	Cabin Door - Inspect. Task 52-10-02-212	810			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A522001	Emergency Exit Door - Inspect. Task 52-20-00-210	820			
A523001	Nose Baggage Door and Latches - Inspect. Task 52-30-00-210	211, 212			
A523002	Tailcone Doors - Inspect. Task 52-30-00-211	311, 312			
A531001	Nose Area General Structure - Inspect. Task 53-00-00-210	110, 121, 122, 131, 132, 211, 212, 221, 222			
A531002	Underfloor - Inspect. Task 53-20-03-210	141, 142, 151, 152, 161, 162, 241, 242, 251, 252, 261, 262			
A531003	Tailcone - Inspect. Task 53-20-04-210	311, 312, 321, 322			
A531004	Front and Rear Spar Carry-Thru - Inspect. Task 53-20-00-210	161, 162			
A531006	Emergency Exit Door Frame - Inspect. Task 53-20-00-212	252, (820)			
A531019	Wing Attach Bolt and Lug - Inspect. Task 53-30-00-210	511, 611			
A532001	Control Pedestal Area - Inspect. Task 53-20-00-218	243			
A532002	Nose Gear Wheel Well - Inspect. Task 53-30-00-211	710			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A533001	Fuselage Exterior Skin - Inspect. Task 53-30-00-212	141, 142, 151, 152, 161, 162, 231, 232, 241, 242, 251, 252, 261, 262, 340			
A535001	Nose Cap (Radome) - Inspect. Task 53-50-01-210	110			
A535002	Stinger - Inspect. Task 53-50-02-210	321, 322			
A536001	Drag Chute Canister and Latch Assembly - Inspect. Task 53-60-00-212	311			
A536002	Drag Chute Handle Assembly - Inspect. Task 53-60-00-210	241			
A541001	Engine Nacelle, Pylon, and Firewall - Inspect. Task 54-10-02-210	410, 411, 412, 420			
A553006	Vertical Stabilizer - Internally inspect. Task 55-30-00-211	340			
A555001	Horizontal Stabilizer - Internally inspect. Task 55-10-00-212	331, 332			
A573001	Wings - Inspect. Task 57-00-00-210	511, 512, 521, 522, 531, 532, 540, 611, 612, 621, 622, 631, 632, 640			
B761002	Thrust Reverser Load Limiter Pre-Load - Check. NOTE If AD 93-05-15 or SB500-78-11 have been complied with, this inspection is not required. Task 78-30-00-750	311, 312			
A783003	Thrust Reverser Electrical Junction Box - Inspect. Task 78-30-00-211	312			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B801002	Starter Disengage - Perform operational test. Task 80-10-01-710	ENG			
	*** End of Phase 5 Inspection Items ***				

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INSPECTION PHASE 6

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 6 consists of items which are recommended every 14 days for operators who routinely operate or base their airplane in areas subject to saltwater or other corrosion effects.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A511002	Airplane Wash - Note: This airplane wash is recommended for operators who routinely operate or base their airplane in areas subject to saltwater or other corrosion effects. Task 51-00-00-210	All Zones			
	*** End of Phase 6 Inspection Items ***				

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Task 51-00-00-210

3.	**Airplane Wash**
	NOTE: This airplane wash is recommended for operators who routinely operate or base their airplane in areas subject to saltwater or other corrosion effects.
A.	Access
(1)	None
B.	Tools and Equipment
(1)	None
C.	Do the Airplane Wash.
(1)	Wash the exterior surface of airplane including the landing gear wheel wells. Refer to Chapter 12, External - Cleaning/Painting.

End Task

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INSPECTION PHASE 7

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 7 consists of items to be inspected every 90 days if not deployed.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A536003	Drag Chute Canopy - Inspect. Task 53-60-00-211	311			
	*** End of Phase 7 Inspection Items ***				

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Task 53-60-00-211

3. Drag Chute Canopy Inspection

A. Access.
(1) Remove drag chute canister from the airplane. Refer to Drag Chute - Maintenance Practices, Canister Assembly Removal/Installation .

B. Comply with drag chute canopy inspection as follows:
(1) Remove drag chute canister lid and drogue chute without unpacking the main chute. Feel for moisture.
(2) If there is no evidence of moisture, reinstall drogue chute and canister lid. Reinstall canister into airplane. Refer to Drag Chute - Maintenance Practices, Packing Drag Chute and Canister Assembly Removal/Installation.
(3) If there is evidence of moisture, the main chute must be unpacked, dried, inspected and repacked. Refer to Drag Chute - Maintenance Practices, Packing Drag Chute.

C. Restore access items as required.

End Task

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INSPECTION PHASE B

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. **Description**

   A. Phase B consists of 150-hour inspection items which must be performed when Phases 1 thru 4 are combined at 300-hour intervals (method 3).

   B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

   C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. **General Inspection Criteria**

   A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

   B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

   C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B211003	Flow Control Shutoff and Check Valves - Perform operational test (Parker Hannifin/Janitrol Check valves that have a serial number lower than 4AD39 and that do not have a serial number suffix B). Task 21-10-00-711	ENG			
A215001	Air Cycle Machine Oil Level - Check. Task 21-50-00-610	312			
A291002	Hydraulic Sub-panel - Inspect. Task 29-10-06-210	311			
A322001	Shimmy Damper - Inspect. Task 32-20-01-610	710			
B324006	Main Gear Wheel Brakes - Check wear, refer to vendor manual for criteria. Task 32-40-00-212	720, 730			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A325003	Gravel Runway/Nose Wheel Spin-Up Components - Inspect. Task 32-45-01-210	710			
A510001	Exterior Moisture Drain Holes - Inspect. Task 51-00-00-160	131, 132, 141, 151, 161, 411, 412, 511, 512, 611, 612			
B742001	Engine Igniters - Inspect. Task 74-30-01-210	ENG, 410, 420			
C783001	Thrust Reverser Pivot Points Lubrication (WC-393 Non-Aerosol Spray Lubrication Method) Task 78-30-00-640	410, 420			
C783002	Lubricate the Thrust Reverser Guide Rods (D-5100NS Aerosol Spray Lubrication Method) Task 78-30-00-641	410, 420			
	*** End of Phase B Inspection Items ***				

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INSPECTION PHASE 10

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 10 consists of items to be inspected every 100 hours.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

D. Item Code B243003 was deleted from this Inspection Phase in Revision 36.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
D243002	Battery - Inspect. NOTE: The inspection schedule may be adjusted after the useful battery life is established, based on operations. Task 24-30-03-760	311			
B243005	Marathon Ni-Cad Battery Functional Check (Capacity Check). The inspection interval can be adjusted after the water loss per cell is established. Refer to the Battery Service Table. Task 24-30-03-721	LAB			
B243007	Saft Ni-Cad Battery Functional Check (Capacity Check). The inspection interval can be adjusted after the water loss per cell is established. Refer to the Battery Service Table. Task 24-30-03-722	LAB			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A245008	Diode Bendix Autopilot Flight Director (British Registered Airplanes) - Check Task 34-01-00-720	246			
A326004	Landing Gear Control Wiring - (Airplanes certified in France) Inspect and check. Task 32-01-00-760	235			
	*** End of Phase 10 Inspection Items ***				

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Task 24-30-03-721

3. Marathon Ni-Cad Battery Functional Check (Capacity Check)

A. Do a Functional Check of the Marathon Ni-Cad Battery.
(1) Remove the battery. Refer to Battery - Removal/Installation.
(2) Visually inspect battery for general condition.
(3) Examine the terminals for indications of overheating, burning, or arcing.
(4) Do an inspection of the vent tubes for deterioration, chafing, or wear.
(5) Do an inspection of the battery tray and surrounding area for corrosion, cracks, chafing, and cleanliness.

B. Do a Capacity Check of the Marathon Ni-Cad battery. Refer to the Marathon Battery Instruction Manual Care and Maintenance of Nickel-Cadmium Batteries in the Introduction, Supplier Publication List.

NOTE: For a newly delivered airplane, and/or an airplane currently on a 100 hour battery service schedule, the inspection schedule must start at the 100 hour interval. After you find the average water loss per cell, you can adjust the battery service interval. For airplanes with other than the 100 hour battery service interval, do the capacity check per the current schedule and use the Battery Service Table for the necessary adjustments. The next airplane battery capacity check interval is found by the Battery Service Table that follows.

Battery Service Table

Current Service Interval	Average Battery Water Loss / Marathon Water Loss Per Cell	Comments
100 hours or one time each year, whichever occurs first	15 cc or less	Move to the 200-hour service interval.
	More than 15 cc	Do a check of the GCU voltage setting (28.5 VDC). Stay at the 100-hour interval until the water loss standard is met.
200 hours or one time each year, whichever occurs first	20 cc or less	Move to the 300-hour service interval.
	More than 20 cc up to 34 cc	Do a check of the GCU voltage setting (28.5 VDC). Stay at the 200-hour interval until the water loss standard is met.
	34 cc or more	Move to the 100-hour service interval.
300 hours or one time each year, whichever occurs first	23 cc or less	Move to the 400-hour service interval.
	More than 23 cc up to 34 cc	Do a check of the GCU voltage setting (28.5 VDC). Stay at the 300-hour interval until the water loss standard is met.

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Battery Service Table

Current Service Interval	Average Battery Water Loss / Marathon Water Loss Per Cell	Comments
	34 cc or more	Go back to the 200-hour service interval.
400 hours or one time each year, whichever occurs first	30 cc or less	Stay at the 400-hour service interval.
	More than 30 cc up to 34 cc	Do a check of the GCU voltage setting (28.5 VDC).
	34 cc or more	Go back to the 300-hour service interval.

(1) Install battery. Refer to Battery - Removal/Installation.

End Task

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Task 24-30-03-722

4. Saft Ni-Cad Battery Functional Check (Capacity Check)

A. Inspect Battery.
(1) Remove the battery. Refer to Battery - Removal/Installation.
(2) Visually inspect battery for general condition.
(3) Examine the terminals for indications of overheating, burning, or arcing.
(4) Do an inspection of the vent tubes for deterioration, chafing, or wear.
(5) Do an inspection of the battery tray and surrounding area for corrosion, cracks, chafing, and cleanliness.

B. Do a Capacity Check of the Saft Ni-Cad Battery. Refer to the Saft Component Maintenance Manual with Illustrated Parts List Nickel Cadmium Battery in the Introduction, Supplier Publication List.

NOTE: For a newly delivered airplane, and/or an airplane currently on a 100 hour battery service schedule, the inspection schedule must start at the 100 hour interval. After you find the average water loss per cell, you can adjust the battery service interval. For airplanes with other than the 100 hour battery service interval, do the capacity check per the current schedule and use the Battery Service Table for the necessary adjustments. The next airplane battery capacity check interval is found by the Battery Service Table that follows.

Battery Service Table

Current Service Interval	Average Battery Water Loss Saft Water Loss Per Cell	Comments
100 hours or one time each year, whichever occurs first	10 cc or less	Move to the 200-hour service interval.
	More than 10 cc	Do a check of the GCU voltage setting (28.5 VDC). Stay at the 100-hour interval until the water loss standard is met.
200 hours or one time each year, whichever occurs first	13 cc or less	Move to the 300-hour service interval.
	More than 13 cc up to 25 cc	Do a check of the GCU voltage setting (28.5 VDC). Stay at the 200-hour interval until the water loss standard is met.
	25 cc or more	Move to the 100-hour service interval.
300 hours or one time each year, whichever occurs first	15 cc or less	Move to the 400-hour service interval.
	More than 15 cc up to 25 cc	Do a check of the GCU voltage setting (28.5 VDC). Stay at the 300-hour interval until the water loss standard is met.

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Battery Service Table

Current Service Interval	Average Battery Water Loss / Saft Water Loss Per Cell	Comments
	25 cc or more	Go back to the 200-hour service interval.
400 hours or one time each year, whichever occurs first	20 cc or less	Stay at the 400-hour service interval.
	More than 20 cc up to 25 cc	Do a check of the GCU voltage setting (28.5 VDC).
	25 cc or more	Go back to the 300-hour service interval.

(1) Install battery. Refer to Battery - Removal/Installation.

End Task

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Task 24-30-03-760

5. Battery - Recondition

NOTE: Batteries must not be worked on or electrolyte levels checked while battery is installed in the airplane.

A. Recondition Battery.

(1) Remove battery from airplane (Refer to Battery - Removal/Installation).

(2) Inspection and reconditioning of the airplane battery depends on the make of battery installed in the airplane. Refer to the applicable manufacturer's manual for reconditioning and charging procedures in the Introduction, Supplier Publication List.

(3) During battery reconditioning, if low electrolyte levels are observed, it may be necessary to check electrolyte levels between reconditioning periods.

(4) Reinstall battery following reconditioning.

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Task 32-01-00-760

2. Landing Gear Control Wiring Inspection and Check (French Registered Airplanes Only)

A. Tools and Equipment.
(1) Jack Pad Kit - 5520151-2.
(2) Tripod Jack (Main Gear) - CJMD107-002 or CJMD107-007.
(3) Tripod Jack (Nose Gear) - CJMD107-001 or CJMD107-006.
(4) Tail Stand - CJMD107-004.
(5) Digital Multimeter.

B. Check Landing Gear Control Wiring.

NOTE: Some of the readings required by the following test are through diodes. If using a Digital Voltmeter (DVM), ensure that the diode scale is selected. If the DVM does not have a diode scale, an analog meter may be required.

(1) The airplane shall be on jacks with no hydraulic power applied. Apply external electrical power to the airplane and select retract position with the landing gear control handle.

NOTE: Both the landing gear control valve and the hydraulic center valve are located on the hydraulic system components panel in the tailcone.

(2) Disconnect electrical connector P147 from the landing gear control valve and electrical connector P134 from the hydraulic center valve.
(3) With a multimeter, check for continuity between contact D of P147 and airframe ground.
(a) No continuity should be recorded.
(b) If continuity is detected, wire G93(22) is logical fault.
(4) Select extend position with the landing gear control handle.
(5) With a multimeter, check for continuity between contact A of P147 and airframe ground.
(a) No continuity should be recorded.
(b) If continuity is detected, wire G38(22) is logical fault.
(6) Attach positive (+) lead of multimeter to contact B of P147 and negative (-) lead of multimeter to contact A of P134. Record continuity.
(7) Attach negative (-) lead of multimeter to contact B of P147 and positive (+) lead of multimeter to contact A of P134.
(a) If continuity is detected, diode D94 has failed.
(8) Attach positive (+) lead of multimeter to contact C of P147 and negative (-) lead of multimeter to contact A of P134. Record continuity.
(9) Attach negative (-) lead of multimeter to contact C of P147 and positive (+) lead of multimeter to contact A of P134.
(a) If continuity is detected, diode D96 has failed.

C. Restore access items.
(1) Connect electrical connectors and safety wire.
(2) Restore airplane to original configuration.

End Task

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Task 34-01-00-720

2. Diode Check for Bendix Autopilot Flight Director (British Certified Airplanes)

A. Access.

(1) Remove the nose baggage aft wall panel 211EZ. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

(2) Remove the junction box cover.

NOTE: Do not remove the junction box or relays unless corrosion or damage is suspected.

(3) Get access to the radio junction box terminals located on the forward pressure bulkhead.

B. Do a check of the radio junction box diodes.

NOTE: The diodes are between the AP/FD circuit breaker CB91 and the DC power buss in the right circuit breaker panel. The buss supplies DC power to the AP/FD relays and to the AC power warning system.

(1) Attach voltmeter leads:
- (a) For airplanes -0001 thru -0134, attach the positive voltmeter lead to pin 12 on the terminal strip RJB1 and the negative lead to structural ground.
- (b) For airplanes -0135 and On, attach the positive voltmeter lead to pin 7 on the terminal strip E602, and the negative lead to structural ground.

(2) Apply electrical power to the airplane with the voltmeter leads attached.

(3) Make sure that all of the circuit breakers are closed on the left and right side circuit breaker panels.

(4) Make sure that all of the yellow warning lights on the engine instruments are not illuminated.

(5) On the right circuit breaker panel, open the RH BUS circuit breakers NO. 1, NO. 2 and NO. 3.
- (a) Make sure that all of the yellow warning lights on the right engine instruments are illuminated.
- (b) Make sure that the voltmeter shows the DC BUS voltage (from the battery or external power).
- (c) On the right circuit breaker panel, close the RH BUS circuit breakers NO. 1, NO. 2 and NO. 3.
- (d) Make sure that all of the yellow warning lights on the right engine instruments are not illuminated.

(6) On the left circuit breaker panel, open the LH BUS circuit breakers NO. 1, NO. 2 and NO. 3.
- (a) Make sure that all of the yellow warning lights on the left engine instruments are illuminated.
- (b) Make sure that the voltmeter shows the DC BUS voltage (from the battery or external power).
- (c) On the left circuit breaker panel, close the LH BUS circuit breakers NO. 1, NO. 2 and NO. 3.
- (d) Make sure that all of the yellow warning lights on the left engine instruments are not illuminated.

(7) If the yellow warning lights in the engine instruments fail to illuminate in either the left or right circuit breaker panels checks, this indicates that a short exists.

(8) If DC BUS voltage is not shown on the voltmeter when the circuit breakers are open, this indicates an open diode.

(9) Install the junction box cover.

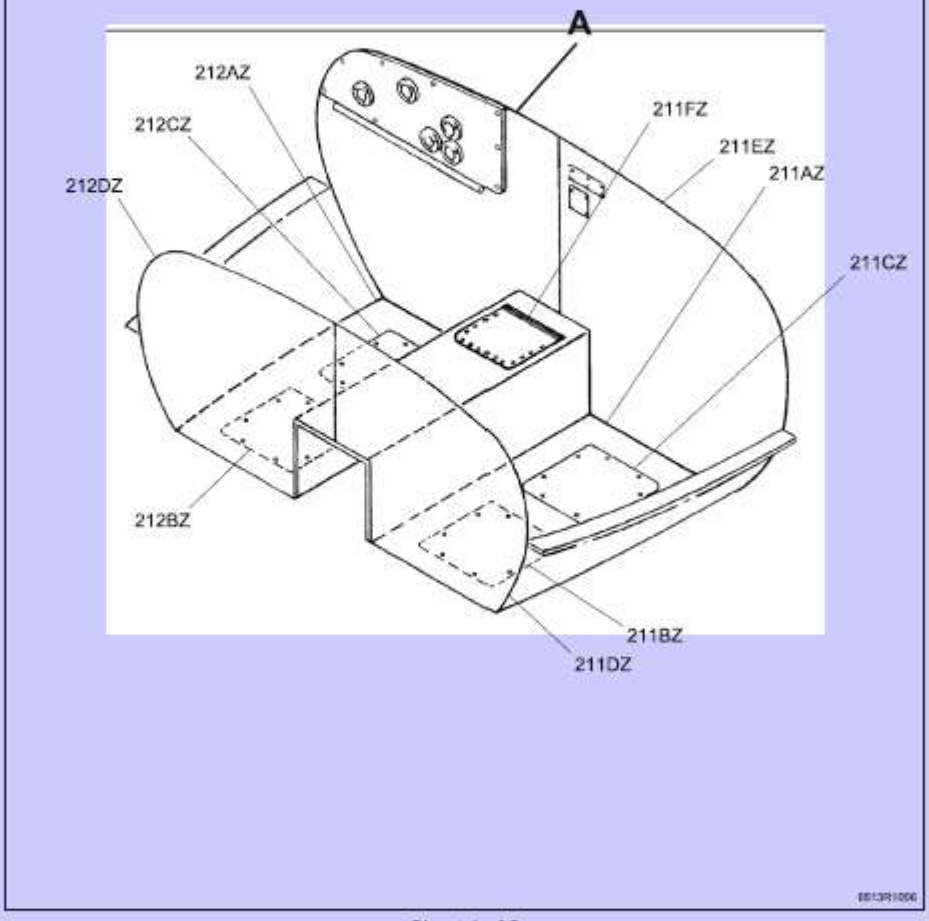
(10) Install the nose baggage aft wall panel 211EZ. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

End Task

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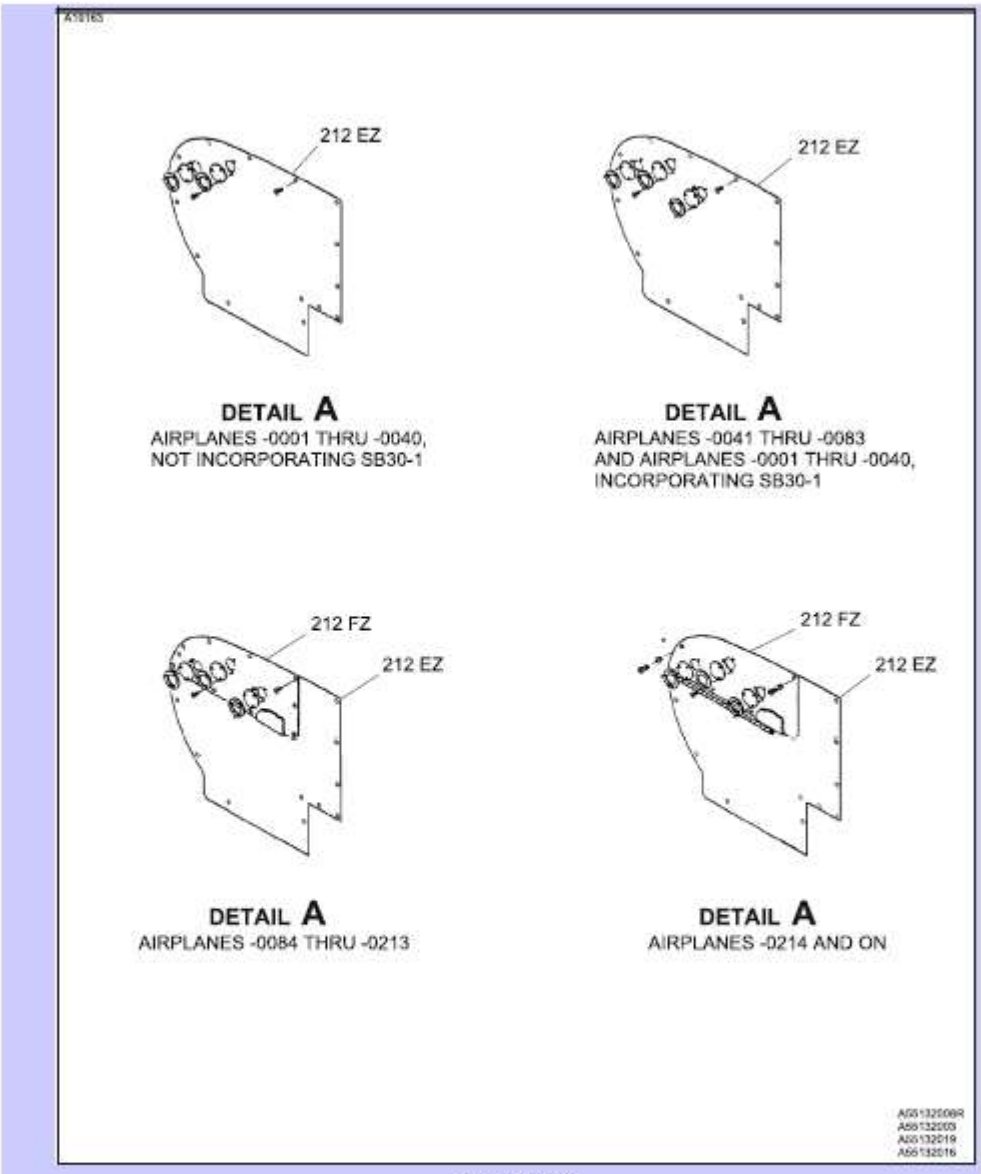
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Figure 2. Nose Compartment Access Plates/Panels Identification



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INSPECTION PHASE 11

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 11 consists of items to be inspected every 200 hours.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A273010	Stick Shaker (Netherlands registered Airplanes) - Inspect Task 27-31-00-210	247			
	*** End of Phase 11 Inspection Items ***				

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Task 27-31-00-210

1. Visual Inspection of the Stick Shaker

A. Complete a visual inspection of the stick shaker.
(1) Make sure that the stick shaker (M16) is correctly installed. Refer to the Stick Shaker Control Removal/Installation procedures in the Stick Shaker - Maintenance Practices.
(2) Make sure that the electrical connector (P185) is correctly installed to the stick shaker. Refer to the Stick Shaker Control Removal/Installation procedures in the Stick Shaker - Maintenance Practices.
(3) Make sure that the stick shaker operates. Refer to the Stick Shaker Control Removal/Installation procedures in the Stick Shaker - Maintenance Practices.

End Task

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INSPECTION PHASE 12

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 12 consists of items to be inspected every 600 hours or 600 landings, whichever occurs first.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A571004	Wing Main Spar Caps - Airplanes -0001 thru -0520 not incorporating SB500-57-10 or SB500-57-11 - Inspect. Task 57-00-00-230	511, 512, 611, 612			
C215001	ACM Oil - Change. Task 21-50-00-680	312			
	*** End of Phase 12 Inspection Items ***				

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Task 21-50-00-680

3. Hamilton Standard Air Cycle Machine Oil Change

A. Tools and Equipment.
(1) Torque Wrench (inch-pounds).
(2) Suction Bulb - Locally available.

B. Materials.
(1) Oil MIL-L-7808 or MIL-PRF-23699 (Exxon 2380 is recommended.)
(2) Rags - Locally available.

C. General.
(1) The Air Cycle Machine (ACM) refrigeration unit oil sump is installed on the refrigeration unit located in the tailcone. Replenishing oil in the oil sump is required when the oil level falls below the minimum oil mark.

D. ACM Oil Change.

NOTE: The refrigeration unit may be serviced with oil conforming to MIL-L-7808 specifications or MIL-PRF-23699 specifications. The recommended oil used is Exxon 2380, or check the airplane log book.

(1) Remove oil fill plug and remove old oil with suction type pump.
(2) Fill oil sump to fill line with new oil.
(3) Reinstall oil fill plug and tighten to 15 to 20 inch-pounds above running torque, and safety wire.

End Task

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Task 57-00-00-230

5. **Wing Main Spar Caps Inspection (Airplanes -0001 Thru -0520 Not Incorporating SB500-57-10 or SB500-57-11)**

NOTE: Airworthiness Directive AD-79-12-06 applies to this task.

A. Access.
   (1) No special access is required, however it may be necessary to temporarily remove main landing gear actuator hoses and/or wire bundle to gain access to upper spar cap. Refer to the applicable sections of Chapter 32, Landing Gear - Description and Operation.

B. Inspect Upper and Lower Wing Main Spar Caps.
   (1) Inspect for fatigue cracks in the main spar upper and lower caps at WS 37.00 using the fluorescent dye penetrant method. Use the applicable test procedure as described in the Model 500 Series Nondestructive Testing Manual, Part 7, Main Spar, Upper and Lower Spar Cap.
   (2) Inspection criteria is as follows for confirmed cracks of less than 0.30 inch.
      (a) Reinspect lower spar cap each 100 landings or every 100 flight hours, whichever occurs first.
      (b) Reinspect upper spar cap each 200 landings or every 200 flight hours, whichever occurs first.
      (c) For airplanes with spar cap(s) having cracks of 0.30 inch or more, contact the Cessna Aircraft Company, Citation Marketing Division, Customer Services Department for disposition instructions prior to next flight.

C. Restore access items as required.

End Task

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INSPECTION PHASE 13

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 13 consists of items to be inspected every 3 calendar months or 100 hours, whichever occurs first.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
B342005	Standby Gyro Battery Pack (NiCAD PS-823) - Inspect and perform periodic check. Task 34-20-05-762	LAB			
	*** End of Phase 13 Inspection Items ***				

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Task 34-20-05-762

4. Standby Gyro Battery Pack Periodic Check and Inspection (NiCad PS-823)

A. Access

NOTE: Access varies with equipment, but is usually found under the radome or forward of the forward pressure bulkhead.

(1) Remove radome, if required. Refer to Chapter 53, Nose Access Assembly - Maintenance Practices .

B. Perform standby gyro battery pack (NiCad PS-823) periodic check and inspection per the latest revision of the PS-823() - Battery Maintenance Service Letter SL-8Q. Refer to the Introduction, Supplier Publication List.

(1) Remove standby gyro battery pack for lab check.

(2) Perform battery pack inspection for venting or leaking and corrosion.

(3) Perform a periodic check including battery test and charge. Refer to the PS-823 Emergency Power Supply Maintenance Manual with Illustrated Parts List in the Introduction, Supplier Publication List.

(4) Upon reinstallation, check standby gyro battery pack for security of installation, cleanliness, damage and corrosion.

End Task

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INSPECTION PHASE 14

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 14 consists of items to be inspected every 3 to 6 calendar months.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
B342004	Standby Gyro and Lead Acid PS835 Battery Pack - Inspect and perform operational test. Task 34-20-05-761	BAT			
	*** End of Phase 14 Inspection Items ***				

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INSPECTION PHASE 15

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 15 consists of items to be inspected at the first 10,000 hours, at 15,000 hours and every 1000 hours thereafter.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A551003	Horizontal Stabilizer Forward Spar, Forward Auxiliary Spar, Aft Auxiliary Spar and Aft Spar Centerline - Inspect. Task 55-10-00-250	331, 332			
A551004	Horizontal Stabilizer Forward Spar and Forward Auxiliary Spar Splice - Inspect. Task 55-10-00-260	331, 332			
A553002	Vertical Stabilizer Aft Spar - Inspect. Task 55-30-00-260	340			
A553003	Vertical Stabilizer Forward Spar Cap Strap - Inspect. Task 55-30-00-250	340			
	*** End of Phase 15 Inspection Items ***				

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INSPECTION PHASE 16

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. **Description**

   A. Phase 16 consists of items to be inspected at the first 10,000 hours, at 15,000 hours and every 3000 hours thereafter.

   B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

   C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. **General Inspection Criteria**

   A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

   B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

   C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A521005	Cabin Door Locking Components Bearing Plates - Inspect. Task 52-10-02-211	810			
A541002	Engine Support Structures - Inspect. Task 54-40-00-210	410, 420			
	*** End of Phase 16 Inspection Items ***				

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INSPECTION PHASE 17

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 17 consists of items to be inspected every 10,000 hours.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A531009	Cabin Bulkheads and Stringers - Inspect. Task 53-00-00-211	All Zones			
A553005	Horizontal Stabilizer Attach Fitting - Inspect. Task 55-10-00-251	331, 332			
	*** End of Phase 17 Inspection Items ***				

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INSPECTION PHASE 18

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 18 consists of items to be inspected every 1 year.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A256001	Emergency Equipment - Inspect. Task 25-60-00-210	262			
A256003	Life Vest Inspection. Task 25-60-00-281	241, 242, 251, 252, 261, 262			
A281008	Foam (Installed in Wing Tip) (Airplanes Registered in the United Kingdom) - Inspect for condition and security. Task 28-10-00-220	531, 631			
A351007	Passenger Oxygen Mask - Inspect. Task 35-20-00-210	251, 261			
A531021	Toilet and Galley Underfloor Area - Inspect Task 53-20-00-280	161, 162			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B342203	Standby Gyro Battery Pack (Lead Acid PS835) - Perform capacity check. Task 34-20-05-760	LAB			
	*** End of Phase 18 Inspection Items ***				

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INSPECTION PHASE 20

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 20 consists of items to be inspected every 2 years as required by FAR 91.411, 91.413, and RVSM Certification.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A341007	RVSM Skin Waviness Inspection (Airplanes certified for RVSM) - Perform. Task 34-10-10-220	241, 242			
B341001	Air Data Systems Check (Airplanes NOT Certified for RVSM) Perform Task 34-10-15-710	AUX			
B341003	Static System (Airplanes NOT Certified for RVSM) - Perform leak test required by FAR 91.411 Task 34-10-15-700	AUX			
B341005	Static System (Airplanes Certified for RVSM)- Perform leak test required by FAR 91.411. Task 34-10-10-700	AUX			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
B341008	Air Data Systems Check (Airplanes Certified for RVSM) - Perform. Task 34-10-10-710	AUX			
B345001	Transponder System - Perform calibration test required by FAR 91.413. Task 34-53-00-730	LAB			
	*** End of Phase 20 Inspection Items ***				

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INSPECTION PHASE 21

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. **Description**

   A. Phase 21 consists of items to be inspected every 2 years.

   B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

   C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. **General Inspection Criteria**

   A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

   B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

   C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A237003	Underwater Locator Beacon Installed on Cockpit Voice Recorder - Inspect. Task 23-70-00-280	312			
A313002	Underwater Locator Beacon Installed on Flight Data Recorder - Inspect. Task 31-31-05-211	312			
B237004	Underwater Locator Beacon - Perform operational test. Task 23-70-00-711	312			
B313002	Underwater Locator Beacon Installed on Flight Data Recorder - Perform operational test. Task 31-31-05-280	312			
	*** End of Phase 21 Inspection Items ***				

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INSPECTION PHASE 23

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 23 consists of items to be inspected every 5 years.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

D. Item Code B350004 was removed from this Inspection Phase in Revision 36.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A221004	Elevator Rate Limiter (CAA requirement for airplanes with Sperry (Honeywell) autopilot - Test Task 22-00-02-750	LAB			
B262002	Engine Fire Extinguisher Containers - Perform Hydro-static test. Task 26-20-00-780	311			
	*** End of Phase 23 Inspection Items ***				

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INSPECTION PHASE 24

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. **Description**

   A. Phase 24 consists of those items to be inspected at the first 10,000 hours and every 3000 hours thereafter.

   B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

   C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. **General Inspection Criteria**

   A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

   B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

   C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A531013	Forward Pressure Bulkhead Aft Side (Airplanes -0001 thru -0213 not incorporating SB500-21-09) - Inspect. Task 53-00-00-251	141, 142, 231, 232			
A531014	Aft Pressure Bulkhead Forward Side (Airplanes -0001 thru -0213 not incorporating SB500-21-09) - Inspect. Task 53-00-00-252	161, 162, 261, 262			
A531017	Main Spar Carry-Thru Assembly - Inspect. Task 53-20-00-214	161, 162			
A571001	Wing Main Spar Cap Horizontal Flange - Inspect. Task 57-00-00-260	511, 512, 611, 612			

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INSPECTION PHASE 34

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 34 consists of items to be inspected every 6 calendar months.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A262003	Portable Hand Fire Extinguisher - Inspect. Task 26-20-01-780	242, 262			
	*** End of Phase 34 Inspection Items ***				

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INSPECTION PHASE 37

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 37 consists of items to be inspected every 5000 hours.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

D. An inspection item was removed from this Inspection Phase. For more information, refer to the Introduction, Inspection Program Change Summary.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A521004	Cabin Door Locking Pins - Inspect. Task 52-10-02-210	810			
A531005	Cabin Door Frame Inspection Task 53-20-00-211	151, 161, 251, 252			
A531007	Windshield, Cockpit Side Window and Cabin Window Frames - Inspect. Task 53-30-00-213	241, 242, 231, 232, 251, 252, 261, 262			
A531020	Cabin Door Fuselage Frame Inspection (Airplanes -0001 thru -0689) Task 53-20-00-217	151, 161, 251, 261			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A551006	Horizontal Stabilizer Forward and Aft Spar - Inspect. Task 55-10-00-213	331, 332			
A571008	Main Landing Gear Rib to Lower Wing Spar Attachment (Airplanes -0001 thru -0087, -0089, thru -0092, -0094 thru -0097, -0099 thru -0114) - Inspect Task 57-00-00-212	511, 512, 611, 612			
	*** End of Phase 37 Inspection Items ***				

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INSPECTION PHASE 39

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 39 consists of items to be inspected at the first 4500 hours and each phase 5 thereafter until 8100 hours and then each 450 hours thereafter.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A531015	Camera Pod and Navigation Sight Structure - Inspect. Task 53-20-00-216	161, 162, 261, 262			
	*** End of Phase 39 Inspection Items ***				

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INSPECTION PHASE 41

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 41 consists of items to be inspected at the first 3700 hours and every 1200 hours thereafter on airplanes -0001 thru -0489 except Airplanes incorporating SB55-3 and Airplanes -0001 thru -0489 incorporating bird strike configuration (Airplanes registered in the Netherlands or France).

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A551005	Horizontal Stabilizer - Inspect. Task 55-10-00-261	331, 332			
	*** End of Phase 41 Inspection Items ***				

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INSPECTION PHASE 48

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 48 consists of items to be inspected every six years.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
B262004	Cockpit or Cabin mounted Halon-type Fire Extinguishers - Empty, inspect for damage and recharge. Task 26-20-01-781	LAB			
	*** End of Phase 48 Inspection Items ***				

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INSPECTION PHASE 49

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 49 consists of items to be inspected at 6 years or 2400 hours, whichever occurs first, and then every 1200 hours or 36 calendar months, whichever occurs first, thereafter.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A533010	Fuselage Skin Seam Inspection - Complete. Task 53-30-00-250	241, 242, 251, 252, 261, 262			
A561002	Windshield and Flight Compartment Side Windows - Inspect. Task 56-00-00-280	241, 242			
A562001	Cabin Windows (Airplanes -0001 thru -0213 not incorporating SB500-21-9 or SB500-56-5) - Perform Prism Inspection. Task 56-00-00-281	261, 262			
	*** End of Phase 49 Inspection Items ***				

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INSPECTION PHASE 50

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 50 consists of items to be inspected at the first 10,000 hours or 15 years, whichever occurs first and then every 1200 hours or 3 years, whichever occurs first, thereafter.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A531011	Front Carry-Thru to Wing Spar Lugs - Inspect. Task 53-00-00-250	511, 611			
	*** End of Phase 50 Inspection Items ***				

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INSPECTION PHASE 51

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 51 consists of items to be inspected at the first 10,000 hours or 10 years, whichever occurs first and then every 5 years thereafter.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A281007	Inspect fuel bay (Airplanes not incorporating SB500-28-10) Task 28-10-00-220	511, 611			
	*** End of Phase 51 Inspection Items ***				

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INSPECTION PHASE 52

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. **Description**

   A. Phase 52 consists of items to be inspected at the first 5000 hours and every 2000 hours thereafter.

   B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

   C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. **General Inspection Criteria**

   A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

   B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

   C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A531031	Forward Pressure Bulkhead Aft Side (Airplanes -0214 and On and Airplanes -0001 thru -0213 incorporating SB500-21-09) - Inspect. Task 53-00-00-251	141, 142, 231, 232			
A531032	Aft Pressure Bulkhead Forward Side (Airplanes -0214 and On and Airplanes -0001 thru -0213 incorporating SB500-21-09) - Inspect. Task 53-00-00-252	161, 162, 261, 262			
	*** End of Phase 52 Inspection Items ***				

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INSPECTION PHASE 53

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 53 has the inspection items to be completed every 12 calendar months as required by Title 14 of the Code of Federal Regulations 91.207.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A256002	Emergency Locator Transmitter Inspection - Complete an inspection. Required by Title 14 of the Code of Federal Regulations 91.207. Complete Task 34-43-00-210	340			
A256005	Emergency Locator Transmitter (ELT) Inspection (Artex C406-2) - Complete an inspection. Required by Title 14 of the Code of Federal Regulations 91.207. Complete Task 34-43-06-210	340			
B256001	Emergency Locator Transmitter Operational Check - Complete an operational check. Required by Title 14 of the Code of Federal Regulations 91.207. Complete Task 34-43-00-710	340			

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ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
B256002	Emergency Locator Transmitter (ELT) Operational Check (Artex C406-2) - Complete an operational check. Required by Title 14 of the Code of Federal Regulations 91.207. Complete Task 34-43-06-710	340			
	*** End of Phase 53 Inspection Items ***				

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INSPECTION PHASE 54

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 54 consists of items to be inspected at the first 600 hours or 12 calendar months, whichever occurs first and then every 200 hours or 3 calendar months, whichever occurs first thereafter.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
B243003	Lead-Acid Battery Functional Check (Capacity Check) Task 24-30-03-720	LAB			
	*** End of Phase 54 Inspection Items ***				

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INSPECTION PHASE 55

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase 55 consists of items to be inspected every 600 hours.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
C783003	Thrust Reverser Pivot Points Lubrication (C5-A Antisieze Compound Lubrication Method) Task 78-30-00-642	410, 420			
	*** End of Phase 55 Inspection Items ***				

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INSPECTION PHASE MA

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase MA consists of items to be inspected at the first 12,000 landings and every 1000 landings thereafter.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A325008	Nose Landing Gear Fork (5542300-1 -3) - Inspect. (Chapter 4 Item) Task 32-20-00-250	710			
	*** End of Phase MA Inspection Items ***				

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INSPECTION PHASE MD

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase MD consists of items to be inspected every 5000 landings.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A574010	Main Landing Gear Side Brace Fitting Inspection (Part Number 5522720-1, -7, -15, -17, -21, -25, Left) (Part Number 5522720-2, -8, -14, -16, -22, -26, Right) (Chapter 4 Item) Task 57-40-00-250	561, 562			
	*** End of Phase MD Inspection Items ***				

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MODELO: *CESSNA 500-550*
AIRCRAFT MAINTENANCE MANUAL

INSPECTION PHASE MF

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase MF consists of items to be inspected at the first 224 landings, then every 200 landings thereafter until the replacement life is reached (749 landings) for Airplanes not equipped with thrust reversers or not using thrust reversers.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A324008	Main Landing Gear Brake Inspection (Brake assembly Goodrich P/N 2-1528-6 or 2-1530-4 with stator disks part number 133-893-2, that are impression stamped "-" OR "A".) (Chapter 4 Item) Task 32-40-00-211	720, 730			
	*** End of Phase MF Inspection Items ***				

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FORMAS DE TRABAJO
MODELO: *CESSNA 500-550*
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INSPECTION PHASE MG

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase MG consists of items to be inspected at 425 landings and replace at replacement life (749 landings) for Airplanes with and using thrust reversers.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A324009	Main Landing Gear Brake Inspection (Brake assembly Goodrich P/N 2-1528-6 or 2-1530-4 with stator disks part number 133-893-2, that are impression stamped "-" OR "A".) (Chapter 4 Item) Task 32-40-00-211	720, 730			
	*** End of Phase MG Inspection Items ***				

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INSPECTION PHASE MH

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Phase MH consists of items to be inspected every 300 hours.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Phase.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Phase, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. (Phase) Inspection Kits are available for some Inspection Phase Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 500 Illustrated Parts Catalog, Introduction, Phase Inspection Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	RE-MARKS
A216003	Vapor Cycle Cooling System Hour Meter Check - Complete (Chapter 4 Item) Task 21-51-01-212	212, 321			
	*** End of Phase MH Inspection Items ***				

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L1
PACKAGE

To be performed at every 6 Months or 450 Flight Hours (Whichever occurs first).

TOLERANCE: 20 FH or 15 Days

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
21-25-01-211-001-A00	EMB-RECOMM	Visually Check Ram Air Flap Valve.		
21-51-13-211-001-A00	EMB-RECOMM	Visually Check Water Spray Nozzles.		
23-15-03-212-001-A00	EMB-RECOMM	Perform A General Visual Inspection Of Satcon Antenna Part Number 10101-00.		
23-51-00-710-001-A00	SYSTEM	Operation Check Audio System Emergency Mode		
24-35-01-720-001-A00	SYSTEM	Function Check Back-up Battery		
24-36-01-610-001-A00	SYSTEM	Service MARATHON Main Battery **NOTE:** If installed		
24-60-00-710-002-A00	SYSTEM	Operation Check Electrical Emergency Abnormal Alarm		
25-11-01-140-001-A00	SYSTEM	Clean Flight Crew Seats Locking System		
25-27-00-710-001-A00	SYSTEM	Operation Check Forward Baggage Door (Posi- tion/Message)		
25-27-02-211-001-A00	SYSTEM	Visually Inspect of Lavatory/Baggage Door Sealing for Condition, Integrity and Security		
26-15-00-710-001-A00	SYSTEM	Operationally Check Baggage Smoke Detection System		
27-31-04-710-001-A00	SYSTEM	Operationally Check Spring/Servo Tab		
27-36-00-710-001-A00	SYSTEM	Operationally Check Stall Protection System		
27-36-00-720-001-A00	SYSTEM	Functionally Check ICE/SPS Speeds Interface Circuit		
27-40-00-710-003-A00	SYSTEM	Operationally Check Lockout Logic of Horizontal Stabi lizer Control Unit Post-Mod SB 145LEG-27-0016 or with an equivalent modification factory-incorporated		

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SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
27-51-00-640-001-A00	SYSTEM	Lubricate Flap Screw-Jack Actuators (FSAs)		
27-53-00-710-001-A00	SYSTEM	Operationally Check FLAP FAIL Message		
27-53-00-710-002-A00	SYSTEM	Operationally Check of Take-off Flap Aural Warning and No Take-off Configuration Visual Warning		
27-71-00-710-003-A00	SYSTEM	Operationally Check Electromechanical Gust Lock System		
28-11-00-280-001-A00	EMB-RECOMM	Check For Presence Of Micro Organisms In The Fuel Tanks.		
28-16-00-710-001-A00	SYSTEM	Operationally Check "FUEL TANKS VENT OPEN" Caution System		
29-10-08-211-001-A00	SYSTEM	Visually Check Differential Pressure Indicators for Red Pins Popped out		
30-43-01-720-001-A00	SYSTEM	Functionally Check Sierracin Rain Repellent Coating (RRC)		
32-50-00-710-001-A00	SYSTEM	Operationally Check Nosewheel Steering System Disengage		
32-62-00-710-001-A00	SYSTEM	Operationally Check Landing Gear Warning System		
32-63-00-710-001-A00	CMR/ANAC-FAA	Operationally Check Air/Ground System		
32-63-00-710-001-A00	CMR/EASA	Operationally Check Air/Ground System		
33-50-00-710-001-A00	SYSTEM	Operationally Check Emergency Lighting System		
33-50-04-720-001-A00	SYSTEM	Functionally Check DLE Emergency Lighting System Battery Power Supply **NOTE:** If installed		

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SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
33-51-01-720-001-A01	SYSTEM	Functionally Check of Flashlight Non Rechargeable Bat- tery **NOTE:** If installed		
34-13-00-680-001-A00	SYSTEM	Drain Pitot Lines		
34-21-03-140-001-A00	SYSTEM	Clean AHRS Fan Filter **NOTE:** If installed		
34-27-03-140-001-A00	SYSTEM	Clean Dual IRS Mounting Tray Fan Filter **NOTE:** If installed		
53-11-05-212-001-A00	EMB-RECOMM	Inspect (Visual Inspection) The Radome Polyurethane		
56-10-01-220-001-A00	EMB-RECOMM	Inspect (Detailed Inspection) the Windshield Hump		
76-13-03-710-001-A00	SYSTEM	Operationally Check Idle Lockout **NOTE:** Only Aircraft with Thrust Reversers.		
78-32-00-211-001-A00	SYSTEM	Visually Check Thrust Reverser 1RY and 3RY Locks		
80-10-01-720-001-A00	SYSTEM	Functionally Check Air Turbine Starter (ATS) including		

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Querétaro, México, C.P. 76270

L2
PACKAGE

To be performed at every 12 Months or 900 Flight hours or 450 Flight Cycles (Whichever occurs first).

TOLERANCE: 20 FH or 20 FC or 15 Days

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
21-31-03-140-001-A01	SYSTEM	Clean Electropneumatic Outflow Valve (Smoking flights)		
21-31-04-140-001-A00	SYSTEM	Clean Pneumatic Outflow Valve (Non-Smoking Flights)		
21-51-02-170-002-A00	EMB-RECOMM	Clean Dual Heat Exchanger On The Aircraft.		
22-11-00-720-003-A00	CATII	Functionally Check Category II Monitoring Function		
27-12-00-720-003-A02	CMR/EASA	Functionally Check External Leakage of Aileron Hydraulic Actuator		
27-12-01-212-002-A01	CMR/ANAC-FAA	Inspect (Visual Inspection) Aileron PCA Rod Ends/Fitting Lugs for Integrity and General Condition		
27-12-01-212-002-A02	CMR/EASA	Inspect (Visual Inspection) Aileron PCA Rod Ends/Fitting Lugs for Integrity and General Condition		
27-12-01-720-001-A01	CMR/ANAC-FAA	Functionally Check Aileron Actuator Damping Components and Monitoring Devices		
27-12-01-720-001-A02	CMR/EASA	Functionally Check Aileron Actuator Damping Components and Monitoring Devices		
27-12-01-720-002-A00	CMR/EASA	Functionally Check Aileron Actuator Force Fight		
27-12-03-212-001-A00	CMR/ANAC-FAA	Inspect (Visual Inspection) Aileron Damper Rod Ends/ Fitting Lugs for Integrity and General Condition		
28-14-00-710-001-A00	SYSTEM	Operationally Check AFT Fuel Tank Positive Relief System		
28-14-06-960-001-A00	SYSTEM	Discard AFT Fuel Tank Air Filter		
28-14-08-710-001-A00	CMR/ANAC-FAA	Operationally Check 3/4 Zero Leakage Check Valves		
28-14-08-710-001-A00	CMR/EASA	Operationally Check 3/4 Zero Leakage Check Valves		

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
28-14-09-710-001-A00	CMR/ANAC-FAA	Operationally Check 3/8 Zero Leakage Check Valves		
28-14-09-710-001-A00	CMR/EASA	Operationally Check 3/8 Zero Leakage Check Valves		
28-26-18-710-001-A00	SYSTEM	Operationally Check AFT Tank Electrical Isolating Shut-Off Valve and Circuitry		
28-45-00-710-001-A00	SYSTEM	Operationally Check Low Pressure Warning System		
28-46-00-710-001-A00	SYSTEM	Operationally Check "FUSELAGE FUEL IMB" Warning System		
28-46-00-710-001-A01	SYSTEM	Operationally Check "FUSELAGE FUEL IMB" And "FUEL XFER CRITICAL" Caution System		
30-43-01-720-001-A01	SYSTEM	Functionally Check PPG Rain Repellent Coating (RRC)		
31-31-00-970-001-A00	SYSTEM	FDR DATA - Personal Computer Downloading		
32-10-02-610-001-A00	SYSTEM	Service MLG Shock Absorber		
32-20-01-610-001-A00	SYSTEM	Service NLG Shock Absorber		
32-44-02-720-001-A00	SYSTEM	Functionally Check Hydraulic Accumulator for Nitrogen Pre-Charge		
33-12-00-710-002-A00	NATIONALREQ	Operationally Check Pushbutton Lighting		
33-47-03-720-001-A00	SYSTEM	Functionally Check White Strobe Lighting System **NOTE:** This task is applicable only to Aircraft under ANAC/FAA Certifications		
33-50-04-720-001-A01	SYSTEM	Functionally Check RADIANT or BRUCE Emergency Lighting System Battery Power Supply **NOTE:** If installed		

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
33-51-01-720-001-A00	SYSTEM	Functionally Check of Flashlight Rechargeable Battery **NOTE:** If installed		
35-20-00-710-001-A00	SYSTEM	Operationally Check Passenger Gaseous Oxygen System in Manual Mode **NOTE:** If installed		
36-20-05-710-002-A00	SYSTEM	Operationally Check Bleed Automatic Shut-off and Circuitry		
38-10-03-960-001-A00	SYSTEM	Discard Water Filter cartridge **NOTE:** If Installed		
38-32-04-960-001-A00	SYSTEM	Discard Waste Drain Valve O'ring		
53-21-02-640-001-A00	SYSTEM	Lubricate Main Door Frame Rollers		
78-32-00-710-001-A00	SYSTEM	Operationally Check Thrust Reverser 2RY and 3RY Locks		
78-33-00-710-001-A00	CMR/ANAC-FAA	Operationally Check Air/Ground Input Signal to Thrust Reverser System		
78-33-00-710-001-A00	CMR/EASA	Operationally Check Air/Ground Input Signal to Thrust Reverser System		
78-33-00-710-002-A00	CMR/ANAC-FAA	Operationally Check Wheel Speed Input Signal to Thrust Reverser System		
78-33-00-710-002-A00	CMR/EASA	Operationally Check Wheel Speed Input Signal to Thrust Reverser System		
78-33-01-710-001-A00	CMR/ANAC-FAA	Operationally Check Isolation Control Unit		
78-33-01-710-001-A00	CMR/EASA	Operationally Check Isolation Control Unit		

L4
PACKAGE

To be performed at every 24 Months or 1800 Flight hours or 900 Flight Cycles (Whichever occurs first).

TOLERANCE: 20 FH or 20 FC or 15 Days

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SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
20-00-00-212-013-A00	SYSTEM	Inspect (General Visual) Engine Pylon - EWIS Components Of Engines Generators Power Cables and Wiring Bundles (Zones: 414, 424). **NOTE:** EWIS		
20-00-00-212-014-A00	SYSTEM	Inspect (General Visual) Engines - EWIS Components Of Engines Generators Power Cables (Zones: 415, 425) **NOTE:** EWIS		
20-00-00-212-016-A00	SYSTEM	Inspect (General Visual) EWIS Components Of Trailing Edge Harness (Zones: 532, 5711, 5721, 5731, 5732, 632, 6711, 6721, 6731, 6732). **NOTE:** EWIS		
21-27-00-710-001-A00	SYSTEM	Operationally Check Baggage Compartment Ventilation System (including high and low speed of fan)		
21-27-02-710-001-A00	SYSTEM	Operationally Check Baggage Compartment Check Valve (manual check for free movement and correcte seating)		
21-31-03-140-001-A00	SYSTEM	Clean Electropneumatic Outflow Valve (Non-Smoking Flights)		
21-51-01-130-001-A00	SYSTEM	Clean Pack Valve Filter Using Ultrasonic Method		
27-12-00-720-003-A01	CMR/ANAC-FAA	Functionally Check External Leakage of Aileron Hydraulic Actuator		
27-12-01-720-002-A01	SYSTEM	Functionally Check Aileron Actuator Force Fight (for Aircraft under ANAC/FAA certifications)		
27-12-03-720-001-A00	CMR/ANAC-FAA	Functionally Check Aileron Damper Damping Force		
27-12-03-720-002-A00	CMR/ANAC-FAA	Functionally Check External Leakage of Aileron Damper		

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SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
27-15-00-710-001-A00	SYSTEM	Operationally Check Aileron Disconnect System		
27-23-00-710-002-A00	NATIONALREQ	Operationally Check Alerting Light of the Rudder Movable Primary Stop		
27-25-00-710-001-A00	CMR/ANAC-FAA	Operationally Check Rudder Pedals Auto Shutoff and Rudder Manual Shutoff Functions		
27-25-00-710-001-A00	CMR/EASA	Operationally Check Rudder Pedals Auto Shutoff and Rudder Manual Shutoff Functions		
27-35-00-710-001-A00	SYSTEM	Operationally Check Elevator Disconnect System		
27-40-02-610-001-A00	SYSTEM	Service Horizontal Stabilizer Actuator and Check for Leakage		
27-51-01-720-001-A00	SYSTEM	Functionally Check Flap Transmission Brake Holding Capability		
28-14-04-720-001-A00	SYSTEM	Functionally Check AFT Fuel Tanks Positive Relief Valve		
28-14-05-720-001-A00	SYSTEM	Functionally Check AFT Fuel Tanks Negative Relief Valve		
28-14-10-710-001-A00	CMR/ANAC-FAA	Operationally Check AFT Fuel Tanks Pressurization Vent Plumbing Shroud		
28-14-10-710-001-A00	CMR/EASA	Operationally Check AFT Fuel Tanks Pressurization Vent Plumbing Shroud		
28-26-00-710-001-A00	SYSTEM	Operationally Check of FWD Pump and Circuitry		
28-26-21-710-001-A00	SYSTEM	Operationally Check Forward Tanks Low Level Switch		
28-26-21-710-001-A01	SYSTEM	Operationally Check Forward Tanks Low Level Sensor		
28-26-22-710-001-A00	SYSTEM	Operationally Check AFT Tanks Low Level Switch		

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
28-26-22-710-001-A01	SYSTEM	Operationally Check AFT Tanks Low Level Sensor		
28-46-00-720-001-A00	SYSTEM	Functionally Check "CHECK ACFT LOAD" or “FUEL XFER CRITICAL” Caution System		
28-46-00-720-002-A00	SYSTEM	Functionally Check of Auxiliary Tanks Probes and FCU		
31-31-02-710-001-A00	SYSTEM	Operationally Check FDR Underwater Locator Beacon		
32-10-00-220-801-L00	STRUCTURAL	Externally inspect the MAIN LANDING GEAR components: • Wheel axle - MLG (SSI 32-10-04)		
32-20-00-210-802-L00	STRUCTURAL	Externally inspect the NOSE LANDING GEAR components: • Sliding tube - NLG (SSI 32-20-18)		
32-20-00-220-801-L00	STRUCTURAL	Externally inspect the NOSE LANDING GEAR components: • Wheel axle (SSI 32-20-19)		
32-Z711-213-001-A00	ZONAL	External General Visual Inspection (Zones 113, 114, 115, 116, 711, 713, 714)		
32-Z711-213-001-A01	ZONAL	External General Visual Inspection (Zones 113, 114, 115, 116, 711, 713, 714) **NOTE:** EWIS.		
32-Z721-213-001-A00	ZONAL	External General Visual Inspection (Zones 721, 731, 722, 732, 532, 632).		
32-Z721-213-001-A01	ZONAL	External General Visual Inspection (Zones 721, 731, 722, 732, 532, 632). **NOTE:** EWIS.		

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SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
34-15-00-720-001-A00	CATII	Functionally Check ADC system		
35-11-02-212-001-A00	SYSTEM	Visually Check Pressure Transducer Indication on MFD Versus External Gauge Indication		
35-20-00-710-002-A00	SYSTEM	Operationally Check Gaseous Oxygen Low Pressure Indicating Circuit **NOTE:** If installed		
35-20-08-211-001-A00	SYSTEM	Visually Check Pressure Transducer Indicator on MFD Versus Gaseous Oxygen Cylinder Gauge Indication **NOTE:** If installed		
35-20-12-211-001-A00	SYSTEM	Visually Check Passenger Gaseous Oxygen Pressure Indicator Gauge **NOTE:** If installed		
35-30-02-211-001-A00	SYSTEM	Visually Check Continuous Flow Mask		
36-11-11-710-001-A00	SYSTEM	Operationally Check Thermostat Shutoff Valve		
38-40-08-720-001-A00	SYSTEM	Functionally Check of Mechanical Relief Valve **NOTE:** If installed		
52-12-00-720-001-A00	SYSTEM	Functionally Check Main Door Hydraulic Accumulator Nitrogen Charge		
52-Z811-214-001-A00	ZONAL	Internal General Visual Inspection (Zone 811)		
52-Z813-214-001-A00	ZONAL	Internal General Visual Inspection (Zone 813)		
53-Z271-213-001-A00	ZONAL	External General Visual Inspection (Zones 271, 272).		
53-Z313-213-001-A00	ZONAL	External General Visual Inspection (Zone 313).		
53-Z313-214-001-A00	ZONAL	Internal General Visual Inspection (Zone 313).		

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SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
53-Z313-214-001-A01	ZONAL	Internal General Visual Inspection (Zone 313) **NOTE:** EWIS.		
54-Z414-213-001-A00	ZONAL	External General Visual Inspection (Zones 414 And 424).		
54-Z414-214-001-A00	ZONAL	Internal General Visual Inspection (Zones 414 And 424).		
54-Z414-214-001-A01	ZONAL	Internal General Visual Inspection (Zones 414 And 424). **NOTE:** EWIS.		
55-20-00-210-801-L00	STRUCTURAL	Internally inspect the ELEVATOR components: • Elevator horn mass balance weights and attachments (SSI 55-20-90)		
57-21-00-210-801-L00	STRUCTURAL	Externally inspect the WING components: • Lower skin/spar attachments (SSI 57-21-36)		
57-21-00-210-806-L00	STRUCTURAL	Internally inspect the WING components: • Upper skin/spar attachment (SSI 57-21-37)		
57-21-00-210-812-L00	STRUCTURAL	Externally inspect the WING components: • Lower skin panel spanwise joint (SSI 57-21-30) • Upper skin panel spanwise joint (SSI 57-21-31) • Upper skin/spar attachment (SSI 57-21-37)		
57-52-00-210-803-L00	STRUCTURAL	Externally inspect the FLAP components: • Vane center fitting, inboard flap (SSI 57-52-78)		
57-53-00-210-801-L00	STRUCTURAL	Externally inspect the FLAP components: • Vane center fitting, outboard flap (SSI 57-53-85)		
57-Z511-213-001-A00	ZONAL	External General Visual Inspection (Zones 511, 611, 512, 612, 513 and 613).		

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SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	MECH	INSP
57-Z571-214-001-A01	ZONAL	Internal General Visual Inspection (Zones 571, 671, 5711, 6711, 5712, 6712, 5713, 6713). **NOTE:** EWIS.		
57-Z572-214-001-A01	ZONAL	Internal General Visual Inspection (Zones 572, 672, 5721, 6721, 5722, 6722). **NOTE:** EWIS.		
57-Z573-214-001-A01	ZONAL	Internal General Visual Inspection (Zones 573, 673, 5731, 6731, 5732, 6732). **NOTE:** EWIS.		
71-Z411-213-001-A00	ZONAL	External General Visual Inspection (Zones 411, 412, 413, 421, 422, 423)		
71-Z411-214-001-A00	ZONAL	Internal General Visual Inspection (Zones 411, 412, 413, 415, 421, 422, 423 and 425).		
71-Z411-214-001-A01	ZONAL	Internal General Visual Inspection (Zones 411, 412, 413, 415, 421, 422, 423 and 425) **NOTE:** EWIS.		
76-11-04-720-001-A00	NATIONALREQ	Functionally Check Friction lock Assembly for Pre- Load Value		
76-20-00-710-001-A00	SYSTEM	Operationally Check Emergency Shutdown System		
78-Z416-213-001-A00	ZONAL	External General Visual Inspection (Zones 416 And 426).		
78-Z416-214-001-A00	ZONAL	Internal General Visual Inspection (Zones 416 And 426).		
78-Z416-214-001-A02	ZONAL	Internal General Visual Inspection (Zones 416 And 426). **NOTE:** EWIS.		

ENGINE - TASK ORIENTED

To be performed at every 100 Flight Hours or
70 Flight Cycles Cycles
(Whichever occurs first)

TOLERANCE: Not APPLICABLE

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SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	EFFECT
72-00-00-970-001-A00	ROUTINE	Engine Trend Download / Analysis	145540
72-21-01-220-001-A00	SYSTEM	Inspect (Detailed Inspection) Fan Blades	145540
73-30-04-220-001-A00	SYSTEM	Inspect (Detailed Inspection) FADEC Anti-Vibration Mounts	145540
74-21-01-960-001-A00	SYSTEM	Discard Igniters	145540
79-34-01-720-001-A00	SYSTEM	Functionally Check Indicating Magnetic Plug Assembly	145540
79-37-00-720-001-A00	SYSTEM	Functionally Check Oil Filter Impending Bypass Indicating System	145540
79-25-02-211-001-A00	SYSTEM	Visually Check Fuel Cooled Assembly (FCOC) **NOTE:** Applicable only for Task Oriented Maintenance Program	145540

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón
Querétaro, México, C.P. 76270

ENGINE
TASK

To be performed at every 500 Flight Hours

TOLERANCE: Not APPLICABLE

FORMAS DE TRABAJO
MODELO: *EMB-135BJ*
AIRCRAFT MAINTENANCE MANUAL

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	EFFECT
72-20-00-212-001-A00	SYSTEM	Inspect (General Visual) Engine Air Intake	145540

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	EFFECT
72-63-01-710-001-A00	SYSTEM	Operationally Check Starter Drain Adapter Pre-Mod SB AE3007A-72-330.	145540

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	EFFECT
72-62-01-212-001-A00	SYSTEM	Inspect (General Visual) Gearbox Retention Cables	N/A
73-21-00-211-001-A00	SYSTEM	Visually Check Fuel Pump and Metering Unit for Fuel Leakage	145540

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	EFFECT
73-11-10-130-001-A00	SYSTEM	Clean Fuel Nozzles except P/N 23075904, P/N 23077006, P/N 23087207 and P/N 23090046. **NOTE:** If installed	145540

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	EFFECT
73-21-06-720-001-A00	SYSTEM	Functionally Check Fuel Filter Impending Bypass Indicating System	145540

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	EFFECT
73-11-10-130-001-A01	SYSTEM	Clean Fuel Nozzles P/N 23075904, P/N 23077006, P/N 23087207 and P/N 23090046. **NOTE:** If installed	145540
79-27-00-211-001-A00	SYSTEM	Visually Check Oil Plumbing	145540

APU TASK

To be performed at every 400 Hrs APU

TOLERANCE: Not APPLICABLE

SMRD NUMBER	SMRD SECTION	TASK DESCRIPTION	EFFECT
24-34-01-220-001-A00	SYSTEM	Inspect (Detailed Inspection) APU Starter/Generator Brushes	145540
49-31-00-710-001-A01	SYSTEM	Perform a Check of the FADEC BITE Display for Fault Messages for APU MODEL T-62T-40C14 (APS500R) **NOTE:** If installed	145540
49-91-00-610-001-A00	SYSTEM	Check Oil Level and Service Oil System as required	145540
49-31-04-960-001-A01	SYSTEM	Discard APS 500R Inlet Fuel Filter for APU MODEL T-62T-40C14 **NOTE:** If installed	145540
49-41-03-220-001-A00	SYSTEM	Inspect (Detailed Inspection) Igniter Plug	145540
24-34-01-900-001-A00	SYSTEM	Restore APU Starter/Generator	145540
49-91-00-680-001-A00	SYSTEM	Drain and Replace Oil Supply	145540
49-91-01-960-001-A00	SYSTEM	Discard Oil Filter Element	145540

ROUTINE PACKAGE

100 FLIGHT HOUR or 14 DAYS

AIRCRAFT MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

MRBR Task Number	Inspection Description	MECH	INSP
12-11-03-680-001-A00	DRAIN FUEL TANKS TO CHECK FOR THE PRESENCE OF WATER.		
12-13-01-610-001-A00	HYDRAULIC SYSTEM RESERVOIR FLUID LEVEL CHECK.		
26-14-00-710-001-A00	OPERATIONALLY CHECK LAVATORY SMOKE DETECTION SYSTEM.		
26-15-00-710-001-A00	OPERATIONALLY CKECK BAGGAGE SMOKE DETECTION SYSTEM (CLASS D BAGGAGE COMPARTMENT ONLY).		
27-12-01-212-002-A03	INSPECT (VISUALLY INSPECT) AILERON PCA ROD ENDS-FITTING LUGS FOR INTEGRITY AND GENERAL CONDITION PCA P-N 394900-1007		
28-11-00-212-001-A00	VISUALLY CHECK UNDERWING SURFACES TANK ACCESS PANELS DUMP VALVES AND DRAIN VALVES FOR ABSENCE OF FUEL LEAKAGE.		
28-12-03-212-001-A00	VISUALLY CHECK NACA AIR INLET FOR ABSENCE OF OBSTRUCTION.		
28-20-00-212-001-A00	VISUALLY CHECK FUEL LINE SHROUD DRAINS FOR ABSENCE OF FUEL LEAKAGE.		
29-10-04-710-001-A00	OPERATIONALLY CHECK ELECTRIC MOTOR-DRIVEN PUMP (EMPD) IN AUTO AND ON MODES.		
30-00-00-710-001-A00	OPERATIONALLY CHECK ANTI-ICING SYSTEM MESSAGES.		
32-10-00-211-001-A00	VISUALLY CHECK MAIN LANDING GEAR INCLUDING DOORS AND SPRING CARTRIDGES.		
32-10-02-211-001-A00	VISUALLY CHECK MLG SHOCK ABSORBER EXTENSION.		
32-20-01-211-001-A00	VISUALLY CHECK NOSE LANDING GEAR AND SPRING CARTRIDGES FOR CONDITION AND SHOCK ABSORBER EXTENSION.		
32-33-15-720-001-A00	FUNCTIONALLY CHECK LANDING GEAR ACCUMULATOR NITROGEN PRE-CHARGE (SIDE HINGED MAIN DOOR MODEL ONLY).		
32-44-02-610-001-A00	PARKING-EMERG BRACE NITROGEN ACCUMULATOR PRESSURE CHARGE		
32-49-01-212-001-A00	INSPECT (VISUAL INSPECTION) MLG TIRES FOR WEAR AND GENERAL CONDITION.		
32-49-02-212-001-A00	INSPECT (VISUAL INSPECTION) MLG WHEEL ASSEMBLY.		
32-49-03-212-001-A00	INSPECT (VISUAL INSPECTION) BRAKE ASSEMBLY FOR GENERAL CONDITION.		
32-49-04-212-001-A00	INSPECT (VISUAL INSPECTION) NLG TIRES FOR WEAR AND GENERAL CONDITION.		
32-49-05-212-001-A00	INSPECT (VISUAL INSPECTION) NLG WHEEL ASSEMBLY.		
34-13-00-212-001-A00	INSPECT (VISUAL INSPECTION) PITOT-STATIC PORTS FOR ABSENCE OF FOREIGN MATTER.		
35-10-00-211-001-A00	CHECK CREW OXYGEN PRESSURE.		

35-11-03-211-001-A00	VISUALLY CHECK OXYGEN CYLINDER PRESSURE RELIEF DISC.		
49-11-01-212-001-A00	INSPECT (VISUAL INSPECTION) APU AND STARTER GENERATOR AIR INTAKE AND EXHAUST DUCTS FOR FOREIGN MATERIAL OR OBSTRUCTION.		
71-12-01-212-002-A00	INSPECT (VISUAL INSPECTION) ENGINE AND GENERATOR COOLING AIR INLETS-OUTLETS FOR ABSENCE OF FOREIGN MATTER.		
72-00-00-970-001-A00	ENGINE TREND DOWNLOAD-ANALYSIS.NOTE: OR 75 FC WHICHEVER OCCURS FIRST.		

A
(INTERMEDIATE)
PACKAGE

500 FLIGHT HOURS

AIRCRAFT MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

MRBR Task Number	Inspection Description	MECH	INSP
11-00-01-211-001-A00	VISUALLY CHECK MANDATORY PLACARDS.		
21-27-00-710-001-A00	OPERATIONALLY CHECK BAGGAGE COMPARTMENT VENTILATION SYSTEM (INCLUDING HIGH AND LOW SPEED OF FAN) (BAGGAGE COMPARTMENT WITH VENTILATION SYSTEM ONLY).		
21-51-13-211-001-A00	VISUALLY CHECK WATER SPRAY NOZZLES.		
23-51-00-710-001-A00	OPERATIONALLY CHECK AUDIO SYSTEM EMERGENCY MODE.		
24-60-00-710-002-A00	OPERATIONALLY CHECK ELECTRICAL EMERGENCY ABNORMAL ALARM.		
25-11-01-140-001-A00	CLEAN FLIGHT CREW SEATS LOCKING SYSTEM		
25-40-01-220-001-A00	INSPECT (DETAILED INSPECTION) LAVATORY WASTE DISPOSAL DOOR.		
26-15-00-720-001-A00	FUNCTIONALLY CHECK JAMCO BAGGAGE COMPARTMENT SMOKE DETECTION SYSTEM (ACTUATING EACH SMOKE SENSOR IN THE BAGGAGE COMPARTMENT WITH A SMOKE TESTER).NOTE: OR 3 MO WHICHEVER OCCURS FIRST.		
27-12-01-212-002-A05	INSPECT (VISUAL INSPECTION) AILERON PCA ROD ENDS-FITTING LUGSFOR INTEGRITY AND GENERAL CONDITION POST-MOD SB145-27-0061AND POST-MOD SB 145-27-0062 AND POST-MOD SB 145-57-0019AND PRE-MOD SB 145-27-0063		
27-12-01-720-001-A03	FUNCTIONALLY CHECK AILERON ACTUATOR DAMPING COMPONENTS ANDMONITORING DEVICES POST-MOD SB 145-27-0062 AND PRE-MODSB 145-27-0063 FOR AIRCRAFT CERTIFICATED UNDER ANAC-FAAREGULATIONS		
27-31-04-710-001-A00	OPERATIONALLY CHECK SPRING-SERVO TAB.		
27-40-00-710-003-A00	OPERATIONALLY CHECK LOCKOUT LOGIC OF HORIZONTAL STABILIZERCONTROL UNIT POST-MOD SB-145-27-0106		
27-53-00-710-001-A00	OPERATIONALLY CHECK FLAP FAIL MESSAGE.		
27-53-00-710-002-A00	OPERATIONALLY CHECK OF TAKE-OFF FLAP AURAL WARNING AND NO TAKE-OFF CONFIGURATION VISUAL WARNING.		
27-71-00-710-003-A00	OPERATIONALLY CHECK ELECTROMECHANICAL GUST LOCK SYSTEM.		
29-10-08-211-001-A00	VISUALLY CHECK DIFFERENTIAL PRESSURE INDICATORS FOR RED PINS POPPED OUT.		
30-44-04-720-001-A00	FUNCTIONALLY CHECK RAIN REPELLENT COATING (RRC) NOTE: IF INSTALLED		
32-34-00-720-001-A00	FUNCTIONALLY CHECK LANDING GEAR EMERGENCY EXTENSION PRE-MOD. SB 145-32-		

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

	0036 AND 145-32-0037.		
32-50-00-710-001-A00	OPERATIONALLY CHECK NOSEWHEEL STEERING SYSTEM DISENGAGE.		
32-62-00-710-001-A00	OPERATIONALLY CHECK LANDING GEAR WARNING SYSTEM.		
34-13-00-680-001-A01	DRAIN PITOT LINES POST-MOD SB 145-34-0021.		
34-26-03-140-001-A00	CLEAN SINGLE IRU MOUNTING TRAY FAN FILTER (SINGLE IRS SYSTEM ONLY).		
34-27-03-140-001-A00	CLEAN DUAL IRS MOUNTING TRAY FAN FILTER (DUAL IRS SYSTEM ONLY).		
35-30-01-211-001-A00	VISUALLY CHECK PORTABLE OXYGEN CYLINDER GAUGE PRESSURE INDICATION.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
45-45-00-970-002-A00	CMC DATA - PERSONAL COMPUTER DOWNLOADING.		
53-11-05-212-001-A00	INSPECT (VISUAL INSPECTION) THE RADOME POLEYURETHANE FILM.		
53-21-02-640-001-A00	LUBRICATE MAIN DOOR FRAME ROLLERS.		
53-21-12-640-001-A00	LUBRICATE SERVICE DOOR FRAME ROLLERS.		
72-21-20-220-001-A00	INSPECT (DETAILED INSPECTION) FAN SPINNER PRE-MOD. ROLLS-ROYCE SB 3007A-72-167.		
76-13-03-710-001-A00	OPERATIONALLY CHECK IDLE LOCKOUT.NOTE: ONLY FOR AIRCRAFT WITH THRUST REVERSERS.		
78-32-00-211-001-A00	VISUALLY CHECK THRUST REVERSER 1RY AND 3RY LOCKS.		
80-10-01-720-001-A00	FUNCTIONALLY CHECK AIR TURBINE STARTER INCLUDING OIL SERVICING		

2A
PACKAGE

1,000 FLIGHT HOURS

MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

MRBR Task Number	Inspection Description	MECH	INSP
21-25-01-211-001-A00	VISUALLY CHECK RAM AIR FLAP VALVE.		
21-31-03-140-001-A01	CLEAN ELECTROPNEUMATIC OUTFLOW VALVE (SMOKING FLIGHTS).		
27-12-00-720-003-A05	FUNCTIONALLY CHECK EXTERNAL LEAKAGE OF AILERON HYDRAULICACTUATOR FOR AIRCRAFT CERTIFICATED UNDER EASA REGULATIONS		
27-12-01-212-002-A06	INSPECT (VISUAL INSPECTION) AILERON PCA ROD ENDS-FITTING LUGSFOR INTEGRITY AND GENERAL CONDITION POST-MOD SB 145-27-0061 ANDPOST-MOD SB 145-27-0062 AND POST-MOD SB 145-57-0019 ANDPOST-MOD SB 145-27-0063 FOR AIRCRAFT CERTIFICATED UNDER ANAC-FAA REGULATIONS.		
27-12-01-212-002-A07	INSPECT (VISUAL INSPECTION) AILERON PCA ROD ENDS-FITTING LUGSFOR INTEGRITY AND GENERAL CONDITION POST-MOD SB 145-27-0061 AND POST-MOD SB 145-27-0062 AND POST-MOD SB 145-57-0019 FOR AIRCRAFT CERTIFICATED UNDER EASA REGULATIONS.		
27-12-01-720-001-A05	FUNCTIONALLY CHECK AILERON ACTUATOR DAMPING COMPONENTS ANDMONITORING DEVICES POST-MOD SB 145-27-0062 FOR AIRCRAFTCERTIFICATED UNDER EASA REGULATIONS.		
27-12-01-720-002-A02	FUNCTIONALLY CHECK AILERON ACTUATOR FORCE FIGHT POST-MOD SB145-27-0062 FOR AIRCRAFT CERTIFICATED UNDER EASA REGULATIONS.		
27-12-03-212-001-A00	INSPECT (VISUAL INSPECTION) AILERON DAMPER ROD ENDS-FITTING LUGS FOR INTEGRITY AND GENERAL CONDITION POST-MOD SB 145-27-0063.NOTE: THIS TASK IS APPLICABLE ONLY TO AIRCRAFT UNDER ANAC-FAA CERTIFICATIONS.		
27-51-00-640-001-A00	LUBRICATE FLAP SCREW-JACK ACTUATORS (FSAS).		
28-45-00-710-001-A00	OPERATIONALLY CHECK LOW PRESSURE WARNING SYSTEM.		
32-44-02-720-001-A00	FUNCTIONALLY CHECK HYDRAULIC ACCUMULATOR FOR NITROGEN PRE-CHARGE.		
34-21-03-140-001-A00	CLEAN AHRS FAN FILTER.		
73-21-00-211-001-A00	VISUALLY CHECK FUEL PUMP AND METERING UNIT FOR FUEL LEAKAGE		
78-32-00-710-001-A00	OPERATIONALLY CHECK THRUST REVERSER 2RY AND 3RY LOCKS.		
80-10-02-160-001-A00	CLEAN START CONTROL VALVE FILTER PRE-MOD. SB 145-80-0003		

3A
PACKAGE

1,500 FLIGHT HOURS

AIRCRAFT MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

MRBR Task Number	Inspection Description	MECH	INSP
21-51-02-170-002-A00	CLEAN DUAL HEAT EXCHANGER ON THE AIRCRAFT.		
27-12-00-720-003-A03	FUNCTIONALLY CHECK EXTERNAL LEAKAGE OF AILERON HYDRAULICACTUATOR PRE-MOD SB 145-27-0063 FOR AIRCRAFT CERTIFICATEDUNDER ANAC-FAA REGULATIONS		
27-22-00-720-002-A00	FUNCTIONALLY CHECK RUDDER HYDRAULIC DAMPING( ) NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
33-47-03-720-001-A01	FUNCTIONALLY CHECK WHITE STROBE LIGHTING SYSTEM POST-MOD.SB 145-33-0008NOTE: THIS TASK IS APPLICABLE ONLY TO AIRCRAFT UNDER ANAC OR FAACERTIFICATIONS.		

4A
PACKAGE

2,000 FLIGHT HOURS or FLIGHT CYCLES

AIRCRAFT MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

MRBR Task Number	Inspection Description	MECH	INSP
26-15-01-212-001-A00	VISUALLY CHECK WALTER KIDDE BAGGAGE COMPARTMENT SMOKE DETECTION SYSTEM MAINTENANCE LED.		
34-15-00-720-001-A00	FUNCTIONALLY CHECK ADC SYSTEM.NOTE: OR 1YE WHICHEVER OCCURS FIRST.		
35-20-00-710-001-A00	OPERATIONALLY CHECK PASSENGER OXYGEN SYSTEM IN MANUAL MODE (CHEMICAL OXYGEN SYSTEM ONLY).		

5A
PACKAGE

2,500 FLIGHT HOURS or FLIGHT CYCLES / 15 MONTHS

AIRCRAFT MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

MRBR Task Number	Inspection Description	MECH	INSP
21-23-05-710-001-A00	OPERATIONALLY TOILET GASPER HOSE FILTER (IF INSTALLED)NOTE: INITIAL INSPECTION SINCE NEW 48MO OR 5000FH CHECK.		
21-26-08-960-001-A00	DISCARD EXHAUST HOSES OF THE ELECTRONIC BAY COMPARTMENT PRE-MOD. SB 145-21-0013.		
21-27-02-710-001-A00	OPERATIONALLY CHECK BAGGAGE COMPARTMENT CHECK VALVE (MANUAL CHECK FOR FREE MOVEMENT AND CORRECT SEATING) (BAGGAGE COMPARTMENT WITH VENTILATION SYSTEM ONLY).		
21-31-03-140-001-A00	CLEAN ELECTROPNEUMATIC OUTFLOW VALVE (NON-SMOKING FLIGHTS).		
21-51-01-130-001-A00	CLEAN PACK VALVE FILTER USING ULTRASONIC METHOD.		
27-12-00-720-003-A04	FUNCTIONALLY CHECK EXTERNAL LEAKAGE OF AILERON HYDRAULICACTUATOR POST-MOD SB 145-27-0063 FOR AIRCRAFT CERTIFICATEDUNDER ANAC-FAA REGULATIONS		
27-12-01-720-001-A04	FUNCTIONALLY CHECK AILERON ACTUATOR DAMPING COMPONENTS ANDMONITORING DEVICES POST-MOD SB 145-27-0062 AND. POST-MODSB 145-27-0063 FOR AIRCRAFT CERTIFICATED UNDER ANAC-FAAREGULATIONS.		
27-12-03-720-001-A00	FUNCTIONALLY CHECK AILERON DAMPER DAMPING FORCE POST-MOD SB 145-27-0063.NOTE: THIS TASK IS APPLICABLE ONLY TO AIRCRAFT UNDER ANAC-FAA CERTIFICATIONS.		
27-12-03-720-002-A00	FUNCTIONALLY CHECK EXTERNAL LEAKAGE OF AILERON DAMPER POST-MOD SB 145-27-0063.NOTE: THIS TASK IS APPLICABLE ONLY TO AIRCRAFT UNDER ANAC-FAA CERTIFICATIONS.		
27-23-00-710-002-A00	OPERATIONALLY CHECK ALERTING LIGHT OF THE RUDDER MOVABLE PRIMARYSTOP		
27-40-03-640-001-A00	LUBRICATE MAIN PITCH TRIM SWITCHES.		
27-51-01-720-001-A00	FUNCTIONALLY CHECK FLAP TRANSMISSION BRAKE HOLDING CAPABILITY.		
32-10-02-610-001-A00	SERVICE MLG SHOCK ABSORBER.NOTE: OR 15MO WHICHEVER OCCURS FIRST.		
32-10-07-212-001-A00	INSPECT (VISUAL INSPECTION) THE MAIN LANDING GEAR DOORS POLYURETHANE FILM FOR INTEGRITY.NOTE: ZONES 722 AND 732.		
32-20-01-610-001-A00	SERVICE NLG SHOCK ABSORBER.NOTE: OR 15MO WHICHEVER OCCURS FIRST.		
32-20-07-212-001-A00	INSPECT (VISUAL INSPECTION) THE NOSE LANDING GEAR DOORS POLYURETHANE FILM FOR INTEGRITY.NOTE: ZONES 713 AND 714.		
35-11-02-212-001-A00	VISUALLY CHECK PRESSURE TRANSDUCER INDICATION ON MFD VERSUS EXTERNAL GAUGE INDICATION.		
35-30-02-211-001-A00	VISUALLY CHECK CONTINUOUS FLOW MASK.		

52-00-04-212-001-A00	INSPECT (GENERAL VISUAL) RUBBER TRIM SEAL		
52-11-00-640-002-A00	LUBRICATE STANDARD MAIN DOOR ACTUATING AND LOCKING MECHANISM		
52-12-00-720-001-A00	FUNCTIONALLY CHECK MAIN DOOR HYDRAULIC ACCUMULATOR NITROGEN CHARGE (STANDARD MAIN DOOR MODEL ONLY).		
52-18-00-640-002-A00	LUBRICATE SIDE-HINGED MAIN DOOR ACTUATING AND LOCKING MECHANISM		
52-18-00-720-001-A00	FUNCTIONALLY CHECK MAIN-DOOR INTERNAL ACTUATING HANDLE		
52-31-00-710-001-A00	OPERATIONAL CHECK BAGGAGE DOOR ACTUATING AND LOCKING MECHANISM.		
52-73-01-720-002-A00	FUNCTIONALLY CHECK MAIN DOOR WARNING MICROSWITCHES (STANDARD MAIN DOOR MODEL)		
52-73-01-720-003-A00	FUNCTIONALLY CHECK MAIN DOOR WARNING MICROSWITCHES (SIDE-HINGED MAIN DOOR MODEL)		
53-04-02-212-001-A00	INSPECT (VISUAL INSPECTION) THE NACA-AIR-INTAKE AT FORWARD WING-TO-FUSELAGE FAIRING POLYURETHANE FILM FOR INTEGRITY.NOTE: ZONE 191.		
53-11-06-212-001-A00	INSPECT (VISUAL INSPECTION) THE NACA-AIR-INTAKE AT FORWARD WING-TO-FUSELAGE FAIRING POLYURETHANE FILM FOR INTEGRITY.NOTE: ZONES 113 AND 114.		
53-21-01-212-001-A00	INSPECT (GENERAL VISUAL) FRAME RUBBER SEAL		
55-10-00-212-001-A00	INSPECT (VISUAL INSPECTION) THE HORIZONTAL STABILIZER LEADING-EDGEROOT-FAIRING AND HORIZONTAL STABILIZER-TIP POLYURETHANE FILM FORINTEGRITY.NOTE: ZONES 333 AND 334.		
55-30-00-212-001-A00	INSPECT (VISUAL INSPECTION) THE VERTICAL STABILIZER LEADING-EDGEPOLYURETHANE FILM FOR INTEGRITY.NOTE: ZONE 323.		
56-10-01-720-001-A00	FUNCTIONALLY CHECK TORQUE OF WINDSHIELD ATTACHING BOLTS PRE-MOD. SB 145-56-0006.		
57-43-00-212-001-A00	INSPECTION (VISUAL INSPECT) THE WING-TIP POLYURETHANE FILM FORINTEGRITY.NOTE: ZONES 561 AND 661.		
76-11-04-720-001-A00	FUNCTIONALLY CHECK FRICTION LOCK ASSEMBLY FOR PRE-LOAD VALUE		
76-20-00-710-001-A00	OPERATIONALLY CHECK EMERGENCY SHUTDOWN SYSTEM		

C (BASIC) PACKAGE

5,000 FLIGHT HOURS / FLIGHT CYCLES or 30 MONTHS

AIRCRAFT MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

MRBR Task Number	Inspection Description	MECH	INSP
11-00-01-211-001-A01	VISUALLY CHECK NON-MANDATORY PLACARDS.		
12-15-02-610-001-A00	STERILIZE WATER RESERVOIR.		
20-00-00-140-005-A00	CLEAN REAR FUSELAGE I LOWER SIDE INCLUDING WIRING AND LINES (ZONES: 171 172).NOTE: EWIS		
20-00-00-212-004-A00	INSPECT (GENERAL VISUAL) REAR FUSELAGE I LOWER SIDE - EWIS COMPONENTS OF APU AND ENGINES GENERATORS POWER CABLES AND WIRING BUNDLES (ZONES: 171 172 - TASK APPLICABLE TO BAGGAGE COMPARTMENT CLASS D).NOTE: EWIS		
20-00-00-212-013-A00	INSPECT (GENERAL VISUAL) ENGINE PYLON - EWIS COMPONENTS OF ENGINES GENERATORS POWER CABLES AND WIRING BUNDLES (ZONES: 414 424).NOTE: EWIS		
20-00-00-212-014-A00	INSPECT (GENERAL VISUAL) ENGINES - EWIS COMPONENTS OF ENGINES GENERATORS POWER CABLES (ZONES: 415 425).NOTE: EWIS		
21-21-00-720-001-A00	FUNCTIONALLY CHECK DISPLAY VENTILATION SYSTEM.		
21-25-01-710-001-A00	OPERATIONALLY CHECK RAM AIR VALVE.		
21-26-00-710-001-A00	OPERATIONALLY CHECK ELECTRONIC COMPARTMENT VENTILATION SYSTEM.		
21-27-02-640-001-A00	LUBRICATE BAGGAGE COMPARTMENT CHECK VALVES (BAGGAGE COMPARTMENT WITH VENTILATION SYSTEM ONLY).		
21-51-00-710-001-A00	OPERATIONALLY CHECK COOLING PACK SYSTEM TO VERIFY ECS OFF SIGNAL.		
21-51-00-720-003-A00	FUNCTIONALLY CHECK PACK DUCT OVERTEMPERATURE PROTECTION		
21-51-02-170-001-A00	CLEAN DUAL HEAT EXCHANGER AND VISUALLY CHECK CONDITION OF CORE.		
21-60-08-960-001-A00	REPLACE TORQUE MOTOR DUAL VALVE AIR FILTER ELEMENT POST-MOD SB 145-21-0039.		
22-11-00-710-001-A00	OPERATIONALLY CHECK AFCS GO-AROUND MODE.NOTE: ALSO CHECK TCS MODE.		
23-12-04-212-001-A00	VISUAL INSPECTION OF THE VHF ANTENNA.		
23-31-00-710-002-A00	OPERATIONALLY CHECK BACK-UP-EMERGENCY CABIN INTERPHONE SYSTEM.		
23-31-00-710-003-A00	OPERATIONALLY CHECK LOUDSPEAKERS.		
23-71-00-710-001-A00	OPERATIONALLY CHECK VOICE RECORDER 4 CHANNELS AND AREA MICROPHONE. NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
24-31-00-710-001-A00	OPERATIONALLY CHECK MAIN GENERATION SWITCHING CIRCUIT.		

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

24-31-00-710-002-A00	OPERATIONALLY CHECK MAIN GENERATION OVERCURRENT PROTECTION CIRCUIT.		
24-34-00-710-001-A00	OPERATIONALLY CHECK APU GENERATION OVERCURRENT PROTECTION CIRCUIT.		
24-34-00-710-002-A00	OPERATIONALLY CHECK APU GENERATION SWITCHING CIRCUIT.		
24-40-00-720-001-A00	FUNCTIONALLY CHECK GPU OVERVOLTAGE PROTECTION.		
24-54-00-212-001-A00	INSPECT (GENERAL VISUAL) PC POWER COMPONENTSNOTE: IF PC POWER SYSTEM INSTALLED.		
24-60-00-710-001-A00	OPERATIONALLY CHECK ELECTRICAL EMERGENCY TRANSFER CIRCUIT.		
25-21-00-212-001-A00	INSPECT (GENERAL VISUAL) PASSENGER SEATS (FABRIC COVER TRAY SAFETY BELT INTEGRITY AND ATTACHMENT TO THE TRACK).		
25-21-00-220-002-A00	INSPECT (DETAILED INSPECTION) FLIGHT ATTENDANT SEATS HARNESS INERTIAL REEL FOR CONDITION AND THE SEAT BOTTOM FOR FREEDOM OF MOVEMENT AND RETURNING BACK TO UPRIGHT POSITION.		
26-23-00-720-001-A00	FUNCTIONALLY CHECK BAGGAGE COMPARTMENT FIRE EXTINGUISHING SYSTEM (COVERING THE PRESSURE SWITCH CARTRIDGE BAGGAGE FIRE EXTINGUISHING SWITCH AND ELECTRICAL HARDWARE. CLASS C BAGGAGE COMPARTMENT ONLY) .		
27-11-00-220-001-A00	INSPECT (DETAILED INSPECTION) AILERON PRIMARY MECHANICAL CONTROL FROM CONTROL WHEEL TO AILERON PCAS CHECKING CABLES PULLEYS NRUS QUADRANTS DISCONNECT SYSTEM AND MECHANICAL LINKS.		
27-11-00-640-001-A00	LUBRICATE CONTROL WHEEL CHAIN.		
27-11-00-720-001-A00	FUNCTIONALLY CHECK AILERON PRIMARY MECHANICAL CONTROL BACKLASH.NOTE: THRESHOLD AT 3C.		
27-11-01-720-001-A00	FUNCTIONALLY CHECK TENSION OF AILERON CONTROL CABLESNOTE: FOR NEW CABLES CHECK TENSION OF THE CABLE LOOP AFFECTED AT FIRST A AND 2A BEFORE ESCALATING TO C.		
27-12-01-212-001-A00	INSPECT (VISUAL INSPECTION) AILERON PCA HOSES.		
27-12-01-720-002-A01	FUNCTIONALLY CHECK AILERON ACTUATOR FORCE FIGHT POST-MOD SB145-27-0062 FOR AIRCRAFT CERTIFICATED UNDER ANAC-FAAREGULATIONS		
27-13-00-710-001-A00	OPERATIONALLY CHECK AILERON SOLENOID MANIFOLD SHUTOFF FUNCTION.		
27-14-00-720-001-A00	FUNCTIONALLY CHECK ROLL TRIM.		
27-15-00-710-001-A00	OPERATIONALLY CHECK AILERON DISCONECT SYSTEM.		
27-21-00-710-001-A00	OPERATIONALLY CHECK RUDDER MOVABLE PRIMARY STOP MECHANISM		
27-21-01-220-001-A00	INSPECT (DETAILED INSPECTION) RUDDER PRIMARY MECHANICALCONTROL CHECKING CABLES		

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	PULLEYS AND QUADRANTS		
27-21-01-720-001-A00	FUNCTIONALLY CHECK TENSION OF RUDDER CONTROL CABLESNOTE: FOR NEW CABLES CHECK TENSION OF THE CABLE LOOP AFFECTED AT FIRST A AND 2A BEFORE ESCALATING TO C.		
27-21-02-220-001-A00	INSPECT (DETAILED INSPECTION) RUDDER MAIN CONTROL FEEDBACK PATHPCU LINKAGE AND MOUNTING POINTS RUDDER ACTUATOR ATTACHMENTS HINGES AND CONNECTING RODS.NOTE: REQUIRES REMOVAL OF CONCENTRIC AND ECCENTRIC PINS.		
27-22-00-720-001-A00	FUNCTIONALLY CHECK RUDDER BACKLASH.		
27-22-01-720-001-A00	FUNCTIONALLY CHECK RUDDER POWER CONTROL UNIT-ACTUATORS DIFFERENTIAL PRESSURE.		
27-22-02-212-001-A00	INSPECT (VISUAL INSPECTION) RUDDER ACTUATORS.		
27-31-00-720-001-A00	FUNCTIONALLY CHECK ELEVATOR PRIMARY MECHANICAL CONTROL BACKLASH.		
27-31-01-220-001-A00	INSPECT (DETAILED INSPECTION) ELEVATOR CONTROL CABLES		
27-31-01-720-001-A00	FUNCTIONALLY CHECK TENSION OF ELEVATOR CONTROL CABLESNOTE: FOR NEW CABLES CHECK TENSION OF THE CABLE LOOP AFFECTED AT FIRST A AND 2A BEFORE ESCALATING TO C.		
27-31-05-220-002-A00	INSPECT (DETAILED INSPECTION) SPRING TAB ATTACHMENT LINK.		
27-35-00-710-001-A00	OPERATIONALLY CHECK ELEVATOR DISCONNECT SYSTEM.		
27-40-00-710-002-A00	OPERATIONALLY CHECK BACKUP-MAIN CUT-OUT SWITCH AND QUICK DISCONNECT SWITCH		
27-40-02-220-001-A00	INSPECT (DETAILED INSPECTION) HORIZONTAL STABILIZER ACTUATOR INTEGRITY AND ATTACHMENTS.		
27-51-00-212-001-A00	INSPECT (VISUAL INSPECTION) FLAP MECHANICAL LINE.		
27-51-00-220-001-A00	INSPECT (DETAILED INSPECTION) FLAP FLEXIBLE SHAFTS.		
27-51-00-610-001-A00	SERVICE FLAP SCREW-JACK ACTUATORS GEARBOX PRE-MOD SB145-27-0118		
27-51-17-720-001-A00	FUNCTIONALLY CHECK MTB (FLAP DRIVE MOTOR UNIT) HOLDING CAPABILITY.		
27-63-01-710-001-A00	OPERATIONALLY CHECK SPOILER SYSTEM.		
27-70-00-710-001-A00	OPERATIONALLY CHECK MECHANICAL GUST LOCK MECHANISM.		
28-12-05-211-001-A00	VISUALLY CHECK FLAME ARRESTOR FOR HONEY COMB CLOGGING AND ATTACHING PARTS FOR SECURITY.		
28-12-05-710-001-A00	OPERATIONALLY CHECK FLAME ARRESTOR IN-OUT FLOW VALVES FOR FREEDOM MOVEMENT.		
28-21-04-710-001-A00	OPERATIONALLY CHECK CROSSFEED VALVE.		
28-41-00-710-001-A00	OPERATIONALLY CHECK ELECTRICAL FUEL QUANTITY INDICATING SYSTEM (FUEL LOW LEVEL		

	LOGIC).		
29-10-00-280-001-A00	CHECK HYDRAULIC FUID (ANALYSIS).		
29-10-00-710-001-A00	OPERATIONALLY CHECK ELECTRIC MOTOR DRIVEN PUMPS INPUT SIGNALS.		
29-10-01-710-001-A00	OPERATIONALLY CHECK SHUTOFF VALVE BY MEANS OF THE HDRAULIC PANEL SWITCH.		
29-10-10-720-001-A00	FUNCTIONALLY CHECK RETURN FILTER BY-PASS VALVENOTE: 2C IF FLUID CONTAMINATION IS CHECKED AT C INTERVAL.		
29-10-13-720-001-A00	FUNCTIONALLY CHECK PRIORITY VALVE.		
29-30-03-720-001-A00	FUNCTIONALLY CHECK HYDRAULIC FILTERS DIFFERENTIAL PRESSURE INDICATORS.NOTE: 2C IF FLUID CONTAMINATION IS CHECKED AT C INTERVAL.		
30-12-00-710-001-A00	OPERATIONALLY CHECK ELECTRICAL HARDWARE OF THE HORIZONTAL STABILIZER THERMAL ANTI-ICING SYSTEM.		
30-20-00-220-001-A00	INSPECT (DETAILED INSPECTION) THERMAL ANTI-ICE (TAI) EXHAUST DUCT FOR CONDITION AND SECURITY OF INSTALLATION.		
30-20-01-720-001-A00	FUNCTIONALLY CHECK THERMAL ANTI-ICE (TAI) INTERBULKHEAD ASSEMBLY FOR LEAKAGE.		
30-31-00-710-001-A00	OPERATIONALLY CHECK PITOT ANEMOMETRIC STATIC PORT HEATING.		
30-31-00-710-002-A00	OPERATIONALLY CHECK PRESSURIZATION STATIC PORT HEATING.		
30-32-00-710-001-A00	OPERATIONALLY CHECK AOA SENSOR HEATING.		
30-33-00-710-001-A00	OPERATIONALLY CHECK TAT SENSOR HEATING.		
30-41-00-710-001-A00	OPERATIONALLY CHECK WINDSHIELD WIPER.		
30-42-00-710-001-A00	OPERATIONALLY CHECK WINDSHIELD HEATING.		
30-42-00-710-001-A00	OPERATIONALLY CHECK WINDSHIELD HEATING.		
31-21-00-710-001-A00	OPERATIONALLY CHECK DIGITAL CLOCKNOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS. CHECK TOGETHER WITH TASK 31-31-00-720-001-A00.		
31-31-00-720-001-A00	FUNCTIONALLY CHECK FLIGHT DATA RECORDER SYSTEM.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
31-41-00-710-001-A00	OPERATIONALLY CHECK DAU CHANNEL REVERSION FUNCTION.		
32-32-00-710-001-A00	OPERATIONALLY CHECK LANDING GEAR EXTENSION AND RETRACTION (ELECTRICAL) INDICATION AND DOWNLOCK RELAYS BY CHANNELS A AND B.		
32-33-08-020-001-A00	INSPECT (DETAILED VISUAL INSPECTION) MLG MANOEUVRING ACTUATOR ASSEMBLY FOR		

	CORROSION		
32-34-00-710-001-A00	OPERATIONALLY CHECK LANDING GEAR EMERGENCY EXTENSION (OVERRIDE SWITCH)		
32-34-00-720-001-A01	FUNCTIONALLY CHECK LANDING GEAR EMERGENCY EXTENSION POST-MOD. SB 145-32-0036 AND POST-MOD. SB 145-32-0037.		
32-41-00-720-001-A00	FUNCTIONALLY CHECK MAIN BRAKE SYSTEM.		
32-41-07-720-001-A00	FUNCTIONALLY CHECK BRAKE HYDRAULIC FUSE		
32-41-09-710-001-A00	OPERATIONALLY CHECK RETURN LINE CHECK VALVE OF MAIN BRAKE SYSTEM.		
32-44-08-710-001-A00	OPERATIONALLY CHECK RETURN LINE CHECK VALVE OF EMERGENCY-PARKING BRAKE SYSTEM.		
32-44-10-640-001-A00	LUBRICATE MECHANICAL HARDWARE (HANDLE) AND ROLLER OF EMERGENCY PARKING BRAKE VALVE.		
32-50-06-720-001-A00	FUNCTIONALLY CHECK 7-DEGREE PROXIMITY SWITCH.		
32-60-00-910-001-A00	PROTECTION AND RESTORATION OF THE PROXIMITY SWITCHES AND HARNESS ELECTRICAL CONNECTORS		
32-Z711-213-001-A00	NOSE LANDING GEAR AND DOORS - FORWARD FUSELAGE I (NLG BAY AREA)ZONES 711 713 714 113 114 115 116 - EXTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
32-Z721-213-001-A00	MAIN LANDING GEAR AND DOORS - WING (MLG BAY AREA)- ZONES 721 731 722 732 532 632 - EXTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
33-50-12-720-001-A00	FUNCTIONALLY CHECK PHOTOLUMINESCENT FLOOR PROXIMITY STRIP LIGTHS SYSTEM.		

34-01-00-720-001-A00	FUNCTIONALLY CHECK INTEGRATED STANDBY INSTRUMENT - ISIS.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
34-01-00-720-001-A00	FUNCTIONALLY CHECK INTEGRATED STANDBY INSTRUMENT SYSTEM - ISIS.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
34-11-00-720-001-A00	FUNCTIONALLY CHECK STANDBY ALTIMETER INDICATOR.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
34-11-00-720-001-A00	FUNCTIONALLY CHECK STANDBY ALTIMETER INDICATOR.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
34-12-00-720-001-A00	FUNCTIONALLY CHECK STANDBY AIRSPEED INDICATOR.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
34-13-00-680-001-A00	DRAIN PITOT LINES PRE-MOD SB 145-34-0021.		

34-13-00-790-001-A00	FUNCTIONALLY CHECK PITOT-STATIC SYSTEM FOR LEAKAGE.		
34-13-00-790-001-A00	FUNCTIONALLY CHECK PITOT-STATIC SYSTEM FOR LEAKAGE.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
34-13-04-280-001-A01	INSPECT (SPECIAL INSPECTION) RVSM CRITICAL REGION (SKIN) FOR WAVINESS(INCLUDING AIRCRAFT IDENTIFIED IN AND ARE POST-MOD SB 145-34-0110).		
34-13-04-280-002-A01	INSPECT (SPECIAL INSPECTION) STATIC PORT SURROUNDING PLATE FORFLUSHNESS AND INTEGRITY (INCLUDING AIRCRAFT IDENTIFIED IN AND ARE POST-MOD SB 145-34-0110).		
34-13-04-280-003-A01	INSPECT (SPECIAL INSPECTION) PASSENGER GASEOUS OXYGEN SERVICEPANEL (PANEL PN 145-51705-001 ATTACHED BY LIVELOCK STUD XNUT)INSTALLED IN RVSM CRITICAL REGION FOR FLUSHNESS AND INTEGRITY(INCLUDING AIRCRAFT IDENTIFIED IN AND ARE POST-MOD SB 145-34-0110).		
34-15-00-720-001-A00	FUNCTIONALLY CHECK ADC SYSTEM.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
34-21-00-710-001-A00	OPERATIONALLY CHECK AHRS DG MODE (AHRS AH-800 ONLY).		
34-22-00-710-001-A00	OPERATIONALLY CHECK ELECTRONIC FLIGHT INSTRUMENT SYSTEM REVERSION FUNCTION.		
34-24-00-710-001-A00	OPERATIONALLY CHECK STANDBY ATTITUDE INDICATOR.		
34-41-00-710-001-A00	OPERATIONALLY CHECK GPWS-WINDSHEAR.		
34-41-00-710-001-A00	OPERATIONALLY CHECK GPWS-WINDSHEAR.		
34-41-00-710-003-A00	OPERATIONALLY CHECK EGPWS-WINDSHEAR.		
34-41-00-710-003-A00	OPERATIONALLY CHECK EGPWS-WINDSHEAR		
35-10-00-710-001-A00	OPERATIONALLY CHECK CREW OXYGEN MASKS EROS		
35-20-00-720-001-A00	FUNCTIONALLY CHECK PASSENGER OXYGEN SYSTEM IN AUTO MODE (CHEMICAL OXYGEN SYSTEM ONLY).		
35-20-01-211-001-A00	VISUALLY CHECK CHEMICAL OXYGEN GENERATOR (CHEMICAL OXYGEN SYSTEM ONLY).		
35-20-04-211-001-A00	VISUALLY CHECK PASSENGER OXYGEN MASK (CHEMICAL OXYGEN SYSTEM ONLY).		
36-10-01-130-001-A00	CLEAN CROSSBLEED VALVE FILTER BY ULTRASONIC METHOD.		
36-11-01-220-001-A00	INSPECT (DETAILED INSPECTION) ENGINE LOW PRESSURE BLEED AIR CHECK VALVE CHECK VALVE P-N 816603-3.		
36-11-02-130-001-A00	CLEAN HIGH-STAGE VALVE FILTER BY ULTRASONIC METHOD.		

36-11-03-130-001-A00	CLEAN FAN AIR VALVE FILTER BY ULTRASONIC METHOD.		
36-11-05-130-001-A00	CLEAN ENGINE BLEED VALVE FILTER BY ULTRASONIC METHOD PRE-MOD. SB 145-36-0028		
36-20-02-710-002-A00	OPERATIONALLY CHECK MASSIVE LEAKAGE SWITCH.		
49-17-00-160-001-A00	CLEAN APU DRAINS POST-MOD SB 145-49-0029		
52-00-00-211-001-A00	VISUALLY CHECK LOCKING RED MARKS.NOTE: REPAINT IF NECESSARY.		
52-10-04-960-001-A00	DISCARD MAIN-DOOR RUBBER TRIM		
52-11-00-640-001-A00	LUBRICATE STANDARD MAIN DOOR ACTUATING AND LOCKING MECHANISM.		
52-11-00-720-005-A00	FUNCTIONALLY CHECK STANDARD MAIN DOOR ACTUATING LATCHING AND LOCKING MECHANISM.		
52-12-00-710-001-A00	OPERATIONALLY CHECK ALTERNATE OPENING SYSTEM.		
52-14-00-211-001-A00	INSPECT (VISUAL INSPECTION) STANDARD MAIN DOOR DRAIN HOLES FOR OBSTRUCTION OR DAMAGE.		
52-14-00-220-001-A00	INSPECT (DETAILED INSPECTION) MAIN DOOR DRAINING SYSTEM FOR OBSTRUCTION OR DAMAGE		
52-14-01-220-001-A00	INSPECT (DETAILED INSPECTION) MAIN DOOR DRAIN VALVES FOR OBSTRUCTION OR DAMAGE.		
52-14-01-710-001-A00	OPERATIONALLY CHECK MAIN DOOR DRAIN VALVES (STANDARD MAIN DOOR ONLY).		
52-18-00-640-001-A00	LUBRICATE SIDE-HINGED MAIN DOOR ACTUATING AND LOCKING MECHANISM		
52-18-04-960-001-A00	DISCARD SIDE-HINGED MAIN-DOOR RUBBER TRIM SEAL		
52-18-06-720-001-A00	FUNCTIONALLY CHECK SIDE-HINGED MAIN DOOR ACTUATING LATCHING AND LOCKING MECHANISM.		
52-21-00-640-001-A00	LUBRICATE PASSENGER CABIN ESCAPE HATCH SUPPORT PINS.		
52-21-00-710-001-A00	OPERATIONALLY CHECK PASSENGER CABIN ESCAPE HATCH MECHANISM.		
52-22-00-710-001-A00	OPERATIONALLY CHECK COCKPIT EMERGENCY EXIT.		
52-22-01-640-001-A00	LUBRICATE COCKPIT EMERGENCY EXIT LOCKING MECHANISM.		
52-31-00-640-001-A00	LUBRICATE BAGGAGE DOOR GEAR BOX.		
52-32-00-220-001-A00	INSPECT BAGGAGE DOOR LIFTING AND LOWERING MECHANISM FOR GENERAL CONDITION AND TORSION BAR FOR TORSION.		
52-42-01-220-001-A00	INSPECT (DETAILED INSPECTION) COCKPIT UNDERFLOOR ACCESS HATCH MECHANISM.		
52-43-00-640-001-A00	LUBRICATE SERVICE DOOR ACTUATING AND LOCKING MECHANISM		

52-43-06-720-001-A00	FUNCTIONALLY CHECK SERVICE DOOR ACTUATING LATCHING AND LOCKING MECHANISM.		
52-44-01-220-001-A00	INSPECT (DETAILED INSPECTION) REAR ELECTRONIC COMPARTMENT DOOR MECHANISM.		
52-71-00-710-001-A00	OPERATIONALLY CHECK FORWARD ELECTRONIC COMPARTMENT DOOR WARNING MESSAGE.		
52-72-00-710-001-A00	OPERATIONALLY CHECK RIGGING DOOR WARNING MESSAGE.		
52-73-00-710-001-A00	OPERATIONALLY CHECK MAIN DOOR WARNING MESSAGE.		
52-73-01-720-001-A00	FUNCTIONALLY CHECK MAIN DOOR WARNING MICROSWITCHES.		
52-74-00-710-001-A00	OPERATIONALLY CHECK SERVICE DOOR WARNING MESSAGE.		
52-74-01-720-001-A00	FUNCTIONALLY CHECK SERVICE DOOR WARNING MICROSWITCHES.		
52-75-00-710-001-A00	OPERATIONALLY CHECK EMERGENCY EXIT WARNING MESSAGE.		
52-76-00-710-001-A00	OPERATIONALLY CHECK BAGGAGE DOOR WARNING MESSAGE.		
52-77-00-710-001-A00	OPERATIONALLY CHECK REAR ELECTRONIC COMPARTMENT DOOR WARNING MESSAGE.		
52-Z811-214-001-A00	MAIN DOOR - ZONE 811 - INTERNAL GENERAL VISUAL INSPECTION.		
52-Z811-214-002-A00	MAIN DOOR - ZONE 811 - INTERNAL GENERAL VISUAL INSPECTION.(APPLICABLE FOR SIDE HINGED MAIN DOOR ONLY).		
52-Z813-214-001-A00	BAGAGGE DOOR - ZONE 813 - INTERNAL GENERAL VISUAL INSPECTION.		
52-Z821-214-001-A00	SERVICE DOOR - ZONE 821 - INTERNAL GENERAL VISUAL INSPECTION.		
53-00-01-220-001-A00	INSPECT (DETAILED INSPECTION) FUSELAGE DRAIN VALVES FOR OBSTRUCTION OR DAMAGE.		
53-11-01-220-001-A00	INSPECT (DETAILED INSPECTION) THE PRESENCE OF WATER ON THE RADOME.		
53-21-01-960-001-A00	DISCARD MAIN-DOOR FRAME RUBBER SEAL		
53-21-02-140-001-A00	CLEAN MAIN DOOR-FRAME ROLLERS		
53-21-12-140-001-A00	CLEAN SERVICE DOOR-FRAME ROLLERS		
53-Z131-214-001-A00	CENTER FUSELAGE I - ZONES 131 132 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z171-213-001-A00	REAR FUSELAGE I - ZONES 171 172 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z171-214-001-A00	REAR FUSELAGE I - ZONES 171 172 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z271-213-001-A00	REAR FUSELAGE I - ZONES 271 272 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z313-213-001-A00	TAIL CONE FAIRING - ZONE 313 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z313-214-001-A00	TAIL CONE FAIRING - ZONE 313 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
54-Z414-213-001-A00	ENGINE PYLONSZONES 414 - 424EXTERNAL GENERAL VISUAL INSPECTION.		

54-Z414-214-001-A00	ENGINE PYLONSZONES 414 - 424INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
56-20-01-220-001-A00	INSPECT (DETAILED INSPECTION) PASSENGER CABIN WINDOWS FOR DELAMINATION EXCEPT P-N P03014-1.		
57-Z511-213-001-A00	WING LEADING EDGE - ZONES 511 611 512 612 513 613 - EXTERNAL GENERAL VISUAL INSPECTION.		
71-10-00-211-001-A00	VISUALLY CHECK COWLING SEALS.		
71-10-00-220-001-A00	INSPECT (DETAILED INSPECTION) COWLING INBOARD-OUTBOARD ATTACHMENT AND SURROUNDING STRUCTURE.		
71-20-00-220-001-A00	INSPECT (DETAILED INSPECTION) ENGINE MOUNTING ASSY		
71-60-01-211-001-A00	VISUALLY CHECK AIR INTAKE ATTACHMENT.		
71-60-01-211-002-A00	VISUALLY CHECK AIR INTAKE REAR BULKHEAD AND FIRE SHIELD.		
71-Z411-213-001-A00	POWERPLANT - ZONES 411 412 413 AND 421 422 423 - EXTERNAL GENERAL VISUAL INSPECTION.		
71-Z411-214-001-A00	POWERPLANT - ZONES 411 412 413 415 AND 421 422 423 425 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
73-30-04-211-001-A00	VISUALLY CHECK THE FADEC ANTI-VIBRATION MOUNTS.		
78-Z416-213-001-A00	THRUST REVERSER MODULE - ZONES 416 426 - EXTERNAL GENERAL VISUAL INSPECTION.		
78-Z416-214-001-A00	THRUST REVERSER MODULE - ZONES 416 426 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
80-10-02-160-001-A01	CLEAN START CONTROL VALVE FILTER POST-MOD. SB 145-80-0003		

2C
PACKAGE

10,000 FLIGHT HOURS / FLIGHT CYCLES or 60 MONTHS

AIRCRAFT MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

MRBR Task Number	Inspection Description	MECH	INSP
20-00-00-140-003-A00	CLEAN CENTER FUSELAGE IV LOWER SIDE INCLUDING WIRING LINES AND OMEGA BEAMS (ZONES: 161 162).NOTE: EWIS		
20-00-00-140-006-A00	CLEAN REAR FUSELAGE I LATERAL SIDE INCLUDING ELECTRONIC REAR COMPARTMENT WIRING (ZONES: 271 272).NOTE: EWIS		
20-00-00-140-007-A00	CLEAN CENTER FUSELAGE II LOWER SIDE INCLUDING WIRING LINES AND OMEGA BEAMS (ZONES: 141 142).NOTE: EWIS		
20-00-00-140-008-A00	CLEAN CENTER FUSELAGE I LOWER SIDE INCLUDING WIRING LINES AND OMEGA BEAMS (ZONES: 131 132).NOTE: EWIS		
20-00-00-140-010-A00	CLEAN COCKPIT LATERAL SIDE AND FWD PRESSURE BULKHEAD UPPER SIDE (ZONES: 221 222 223 224).NOTE: EWIS		
20-00-00-140-011-A00	CLEAN COCKPIT LOWER SIDE AND FWD PRESSURE BULKHEAD LOWER SIDE (ZONES: 121 122 123 124).NOTE: EWIS		
20-00-00-212-003-A00	INSPECT (GENERAL VISUAL) CENTER FUSELAGE IV LOWER SIDE - EWIS COMPONENTS OF APU AND ENGINES GENERATORS POWER CABLES HYDRAULIC PUMPS POWER CABLES AND WIRING BUNDLES (ZONES: 161 162).NOTE: EWIS		
20-00-00-212-005-A00	INSPECT (GENERAL VISUAL) REAR FUSELAGE I LATERAL SIDE - EWIS COMPONENTS OF ENGINES GENERATORS POWER CABLES AND WIRING BUNDLES (ZONES: 271 272 - TASK APPLICABLE TO BAGGAGE COMPARTMENT CLASS D).NOTE: EWIS		
20-00-00-212-006-A00	INSPECT (GENERAL VISUAL) REAR FUSELAGE I UPPER SIDE - EWIS COMPONENTS OF WIRING BUNDLES (ZONES: 273 274 - TASK APPLICABLE TO BAGGAGE COMPARTMENT CLASS D).NOTE: EWIS		
20-00-00-212-007-A00	INSPECT (GENERAL VISUAL) REAR FUSELAGE I PRESSURE BULKHEAD PRESSURIZED AREA SIDE - EWIS COMPONENTS OF APU POWER CABLES AND WIRING BUNDLES (ZONES: 275 276).NOTE: EWIS		
20-00-00-212-008-A00	INSPECT (GENERAL VISUAL) REAR FUSELAGE II STRUCTURAL AREA AFT OF REAR PRESSURE BULKHEAD - EWIS COMPONENTS OF POWER CABLES AND WIRING BUNDLES (ZONES: 311 312).NOTE: EWIS		
20-00-00-220-007-A00	INSPECT (DETAILED INSPECTION) WING MIDDLE SECTION - EWIS COMPONENTS OF PILOT VALVE HARNESS INSIDE THE CONDUIT (ZONES: 541 641).NOTE: EWIS		
20-00-00-220-008-A00	INSPECT (DETAILED INSPECTION) WING MIDDLE SECTION - EWIS COMPONENTS OF VENT VALVE		

	HARNESS INSIDE THE CONDUIT (ZONES: 541 641).NOTE: EWIS		
20-00-00-220-010-A00	INSPECT (DETAILED INSPECTION) COCKPIT LOWER SIDE - EWIS COMPONENTS OF POWER CABLES (ZONES: 123 124).NOTE: EWIS		
20-00-00-220-011-A00	INSPECT (DETAILED INSPECTION) COCKPIT LATERAL SIDE - EWIS COMPONENTS OF POWER CABLES (ZONES: 223 224).NOTE: EWIS		
20-00-00-220-012-A00	INSPECT (DETAILED INSPECTION) CENTER FUSELAGE I LOWER SIDE - EWIS COMPONENTS OF APU AND ENGINES GENERATORS POWER CABLES HYDRAULIC PUMPS POWER CABLES AND WIRING BUNDLES (ZONES: 131 132).NOTE: EWIS		
20-00-00-220-013-A00	INSPECT (DETAILED INSPECTION) CENTER FUSELAGE II LOWER SIDE - EWIS COMPONENTS OF APU AND ENGINES GENERATORS POWER CABLES HYDRAULIC PUMPS POWER CABLES AND WIRING BUNDLES (ZONES: 141 142).NOTE: EWIS		
21-20-00-710-001-A00	OPERATIONALLY CHECK AIR CONDITIONED DISTRIBUTION SYSTEM.		
21-31-00-710-001-A00	OPERATIONALLY CHECK PRESSURIZATION CONTROL SYSTEM IN MANUAL MODE.		
21-31-00-720-005-A00	FUNCTIONALLY CHECK LINE FOR LEAKAGE POST-MOD. SB 145-21-0002.		
21-51-00-720-001-A00	FUNCTIONALLY CHECK COOLING PACK SYSTEM.		
21-51-10-710-001-A00	OPERATIONALLY CHECK PACK LEAK SWITCH.		
21-60-00-710-001-A00	OPERATIONALLY CHECK TEMPERATURE CONTROL.		
25-60-05-212-001-A00	INSPECT (GENERAL VISUAL) COCKPIT ESCAPE ROPE PN 120-15112-001		
26-21-00-720-001-A00	FUNCTIONALLY CHECK ENGINE FIRE EXTINGUISHING SYSTEMNOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITYREQUIREMENTS.		
26-21-05-720-001-A00	FUNCTIONALLY CHECK TWO-WAY TEE CHECK VALVES.		
26-22-00-720-001-A00	FUNCTIONALLY CHECK APU FIRE EXTINGUISHING SYSTEM (BETWEENSWITCH AND BOTTLE CONNECTOR) AND VERIFY APU ISOLATION BY APUFUEL SHUTOFF VALVE ACTUATIONNOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITYREQUIREMENTS.		
26-23-04-720-001-A00	FUNCTIONALLY CHECK TWO WAY CHECK TEE VALVE (CLASS CBAGGAGE COMPARTMENT ONLY)		
27-12-00-720-001-A00	FUNCTIONALLY CHECK AILERON HYDRAULIC ACTUATION.		
27-15-02-640-001-A00	LUBRICATE AILERON DISCONNECT SYSTEM.NOTE: THE PLATE MECHANISM IS BENCH LUBRICATED.		
27-35-00-640-001-A00	LUBRICATE ELEVATOR DISCONNECT SYSTEM.NOTE: THE PLATE MECHANISM IS BENCH LUBRICATED.		

27-51-00-610-001-A01	SERVICE FLAP SCREW-JACK ACTUATORS GEARBOX POST-MOD SB145-27-0118		
27-51-15-220-001-A00	INSPECT (DETAILED INSPECTION) FLAP ROLLERS FOR STRUCTURAL INTEGRITY.		
28-11-04-710-001-A00	OPERATIONALLY CHECK (MANUAL CHECK FOR FREE MOVEMENT AND SEALING CONDITION) FLAP VALVES (RIBS 1 AND 7).NOTE: CHECK DURING INTERNAL TANK INSPECTION.		
28-12-01-710-001-A00	OPERATIONALLY CHECK (MANUAL CHECK) VENT FLOAT VALVES(RIB 19).NOTE: CHECK DURING INTERNAL TANK INSPECTION.		
28-12-04-710-001-A00	OPERATIONALLY CHECK FLAP VALVE (MANUAL CHECK FOR FREE MOVEMENT AND SEALING CONDITION).NOTE: CHECK DURING INTERNAL TANK INSPECTION.		
28-21-03-720-001-A00	FUNCTIONALLY CHECK RELIEF VALVE.		
28-43-00-720-001-A00	FUNCTIONALLY CHECK FUEL TEMPERATURE INDICATION SYSTEM.		
28-44-00-720-001-A00	FUNCTIONALLY CHECK LOW LEVEL WARNING SYSTEM.NOTE: CHECK DURING INTERNAL TANK INSPECTION.		
28-50-01-220-001-A00	INSPECT (DETAILED INSPECTION) FUEL PUMP ELECTRICAL HARNESSNOTE: EWIS - SFAR 88.		
28-50-02-220-001-A00	INSPECT (DETAILED INSPECTION) WING TANK UNITNOTE: THIS TASK COMPLIES WITH FUEL TANK IGNITION SOURCE PREVENTION(SFAR 88).		
28-50-04-212-001-A00	INSPECT (GENERAL VISUAL) WING STUB HARNESSESNOTE: EWIS - SFAR 88.		
28-50-05-212-001-A00	INSPECT (GENERAL VISUAL) TRAILING EDGE HARNESSESNOTE: EWIS - SFAR 88.		
28-50-06-212-001-A00	INSPECT (GENERAL VISUAL) LEADING EDGE HARNESSESNOTE: EWIS - SFAR 88.		
29-10-00-790-001-A00	FUNCTIONALLY CHECK OF HYDRAULIC POWER SYSTEM FOR INTERNAL LEAKAGE.		
29-30-05-710-001-A00	OPERATIONALLY CHECK HYD SYS OVHT MESSAGE.		
30-11-05-710-001-A00	OPERATIONALLY CHECK WING LEAK THERMOSTAT.		
30-12-05-710-001-A00	OPERATIONALLY CHECK HORIZONTAL STABILIZER LEAK THERMOSTAT.		
30-31-08-710-001-A00	OPERATIONALLY CHECK PITOT LINES HEATER.NOTE: IF INSTALLED.		
32-32-02-710-001-A00	OPERATIONALLY CHECK SOLENOID AND DOWNLOCK RELEASE BUTTON OF THE LANDING GEAR CONTROL LEVER.		
32-34-03-720-001-A00	FUNCTIONALLY CHECK CONDITION AND TENSION OF FREE-FALL CONTROL CABLES.		
32-41-01-710-001-A00	OPERATIONALLY CHECK BRAKE PEDAL TRANSDUCER.		
32-44-00-720-001-A00	FUNCTIONALLY CHECK EMERGENCY PARKING BRAKE SYSTEM.		
32-44-06-720-001-A00	FUNCTIONALLY CHECK THERMAL RELIEF VALVE OF THE EMERGENCY- PARKING BRAKE SYSTEM.		

34-13-00-610-001-A00	CLEAN PITOT-STATIC SYSTEM.NOTE: OR IN ACCORDANCE WITH LOCAL REGULATORY AUTHORITY REQUIREMENTS.		
36-20-00-710-001-A00	OPERATIONALLY CHECK BLEED VALVE INDICATING FUNCTION.		
36-20-00-720-001-A00	FUNCTIONALLY CHECK THE OVERTEMPERATURE WARNING CIRCUIT.		
36-20-00-720-002-A00	FUNCTIONALLY CHECK DIFFERENTIAL PRESSURE PROTECTION FUNCTION PRE-MOD SB 145-36-0018.		
36-20-02-710-001-A00	OPERATIONLLY CHECK THERMAL SWITCH.		
49-62-00-710-001-A00	OPERATIONALLY CHECK EMERGENCY SHUTDOWN BY USING APU FUEL SHUTOFF SWITCH AND FIRE TEST SWITCH.		
52-Z811-213-001-A00	MAIN DOOR - ZONE 811 -EXTERNAL GENERAL VISUAL INSPECTION.		
52-Z813-213-001-A00	BAGAGGE DOOR - ZONE 813 - EXTERNAL GENERAL VISUAL INSPECTION.		
52-Z821-213-001-A00	SERVICE DOOR - ZONE 821 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z111-213-001-A00	RADOME - ZONE 111 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z111-214-001-A00	RADOME - ZONE 111 - INTERNAL GENERAL VISUAL INSPECTION.		
53-Z113-213-001-A00	FORWARD FUSELAGE I - ZONES 113 114 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z113-214-001-A00	FORWARD FUSELAGE I - ZONE 113 - INTERNAL GENERAL VISUAL INSPECTION.		
53-Z114-214-001-A00	FORWARD FUSELAGE I - ZONE 114 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z123-213-001-A00	FORWARD FUSELAGE II - ZONES 123 124 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z123-214-001-A00	FORWARD FUSELAGE II - ZONES 121 122 123 124 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z131-213-001-A00	CENTER FUSELAGE I - ZONES 131 132 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z141-213-001-A00	CENTER FUSELAGE II - ZONES 141 142 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z141-214-001-A00	CENTER FUSELAGE II - ZONES 141 142 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z161-214-001-A00	CENTER FUSELAGE IV - ZONES 161 162 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z213-213-001-A00	FORWARD FUSELAGE I - ZONES 213 214 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z213-214-001-A00	FORWARD FUSELAGE I - ZONES 113 114 213 214 215 216 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z223-213-001-A00	FORWARD FUSELAGE I - ZONES 223 224 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z223-214-001-A00	FORWARD FUSELAGE II - ZONES 221 222 223 224 - INTERNAL GENERAL VISUAL		

	INSPECTION.NOTE: EWIS		
53-Z231-213-001-A00	CENTER FUSELAGE I - ZONES 231 232 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z231-214-001-A00	CENTER FUSELAGE I - ZONES 231 232 - INTERNAL GENERAL VISUAL INSPECTION.		
53-Z233-213-001-A00	CENTER FUSELAGE I - ZONES 233 234 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z261-214-001-A00	CENTER FUSELAGE IV - ZONES 261 262 - INTERNAL GENERAL VISUAL INSPECTION.		
53-Z271-214-002-A00	REAR FUSELAGE I - ZONES 271 272 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z273-214-001-A00	REAR FUSELAGE I - ZONES 273 274 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z275-214-001-A00	REAR FUSELAGE I - ZONES 275 276 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z311-213-001-A00	REAR FUSELAGE II - ZONES 311 312 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z311-214-001-A00	REAR FUSELAGE II - ZONES 311 312 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
55-Z321-213-001-A00	VERTICAL STABILIZER AND RUDDERS - ZONES 321 322 323 - EXTERNAL GENERAL VISUAL INSPECTION.		
55-Z321-214-001-A00	VERTICAL STABILIZER AND RUDDERS - ZONES 321 322 323 337 - INTERNAL GENERAL VISUAL INSPECTION.		
55-Z324-213-001-A00	VERTICAL STABILIZER AND RUDDERS - ZONES 324 325 - EXTERNAL GENERAL VISUAL INSPECTION.		
55-Z324-214-001-A00	VERTICAL STABILIZER AND RUDDERS - ZONES 324 325 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
55-Z326-213-001-A00	VERTICAL STABILIZER AND RUDDERS - ZONES 326 327 - EXTERNAL GENERAL VISUAL INSPECTION.		
55-Z326-214-001-A00	VERTICAL STABILIZER AND RUDDERS - ZONES 326 327 - INTERNAL GENERAL VISUAL INSPECTION.		
55-Z333-213-001-A00	HORIZONTAL STABILIZER AND ELEVATOR - ZONES 333 334 331 332 - EXTERNAL GENERAL VISUAL INSPECTION.		
55-Z333-214-001-A00	HORIZONTAL STABILIZER AND ELEVATOR - ZONES 333 334 331 332 - INTERNAL GENERAL VISUAL INSPECTION.		
55-Z335-213-001-A00	HORIZONTAL STABILIZER AND ELEVATOR - ZONES 335 336 - EXTERNAL GENERAL VISUAL INSPECTION.		
55-Z335-214-001-A00	HORIZONTAL STABILIZER AND ELEVATOR - ZONES 335 336 - INTERNAL GENERAL VISUAL INSPECTION.		
56-10-01-720-001-A01	FUNCTIONALLY CHECK TORQUE OF WINDSHIELD ATTACHING BOLTS POST-MOD. SB145-56-0006.		
56-10-01-720-002-A00	FUNCTIONALLY CHECK WINDSHIELD ANTI-STATIC COATING FOR CONTINUITY.		

57-Z511-214-001-A00	WING LEADING EDGE - ZONES 511 611 512 612 513 613 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
57-Z531-213-001-A00	WING - ZONES 531 631 - EXTERNAL GENERAL VISUAL INSPECTION.		
57-Z531-214-001-A00	WING - ZONES 531 631 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
57-Z532-213-001-A00	WING - ZONES 532 632 - EXTERNAL GENERAL VISUAL INSPECTION.		
57-Z532-214-001-A00	WING - ZONES 532 632 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
57-Z541-213-001-A00	WING - ZONES 541 641 - EXTERNAL GENERAL VISUAL INSPECTION.		
57-Z541-214-001-A00	WING - ZONES 541 641 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
57-Z571-213-001-A00	WING TRAILING EDGE - ZONES 571 671 5711 6711 5712 6712 5713 6713 - EXTERNAL GENERAL VISUAL INSPECTION.		
57-Z571-214-001-A00	WING TRAILING EDGE - ZONES 571 671 5711 6711 5712 6712 5713 6713 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
57-Z572-213-001-A00	WING TRAILING EDGE - ZONES 572 672 5721 6721 5722 6722 - EXTERNAL GENERAL VISUAL INSPECTION.		
57-Z572-214-001-A00	WING TRAILING EDGE - ZONES 572 672 5721 6721 5722 6722 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
57-Z573-213-001-A00	WING TRAILING EDGE - ZONES 573 673 5731 6731 5732 6732 - EXTERNAL GENERAL VISUAL INSPECTION.		
57-Z573-214-001-A00	WING TRAILING EDGE - ZONES 573 673 5731 6731 5732 6732 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
76-12-00-710-001-A00	OPERATIONALLYC CHECK WOW INPUT SIGNAL TO FADEC.		
76-12-01-212-001-A00	INSPECT (VISUAL INSPECTION) RESOLVER ATTACHMENTS TO THE THRUST LEVERS.		
78-31-00-220-001-A00	INSPECT (DETAILED INSPECTION) THRUST REVERSER STRUCTURE.		
78-33-00-720-001-A00	FUNCTIONALLY CHECK THRUST REVERSER CONTROL LEVER MICROSWITCHES.		
78-Z416-213-001-A01	PLAIN EXHAUST NOZZLE - ZONES 416 426 - EXTERNAL GENERAL VISUAL INSPECTION.NOTE: FOR AIRCRAFT WITHOUT THRUST REVERSERS ONLY.		
78-Z416-214-001-A01	PLAIN EXHAUST NOZZLE - ZONES 416 426 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: FOR AIRCRAFT WITHOUT THRUST REVERSERS ONLY		
79-25-02-211-001-A00	VISUALLY CHECK FUEL COOLED ASSEMBLY (FCOC).		

79-27-00-211-001-A00	VISUALLY CHECK OIL PLUMBING.		
79-34-01-720-001-A00	FUNCTIONALLY CHECK INDICATING MAGNETIC PLUG ASSEMBLY.		
79-37-00-720-001-A00	FUNCTIONALLY CHECK OIL FILTER IMPEDING BYPASS INDICATING SYSTEM.		

3C
PACKAGE

15,000 FLIGHT HOURS / FLIGHT CYCLES or 90 MONTHS

AIRCRAFT MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

MRBR Task Number	Inspection Description	MECH	INSP
53-Z241-214-001-A00	CENTER FUSELAGE II - ZONES 241 242 - INTERNAL GENERAL VISUAL INSPECTION.		
53-Z251-214-001-A00	CENTER FUSELAGE III - ZONES 251 252 - INTERNAL GENERAL VISUAL INSPECTION.		

4C
PACKAGE

20,000 FLIGHT HOURS / FLIGHT CYCLES or 120 MONTHS

AIRCRAFT MANINTENANCE MANUAL
REVISION **NO. 42**
DATE: **JUNE 29, 2018**

FORMAS DE TRABAJO
MODELO: *EMB-145LR*
AIRCRAFT MAINTENANCE MANUAL

MRBR Task Number	Inspection Description	MECH	INSP
20-00-00-140-004-A00	CLEAN CENTER FUSELAGE IV UPPER SIDE SURROUNDING ELT UNIT (ZONES: 263 264).NOTE: EWIS		
20-00-00-140-009-A00	CLEAN NLG FWD ELECTRONIC COMPARTMENTS FWD PRESSURE BULKHEAD UPPER SIDE (ZONES: 113 114 213 214 215 216).NOTE: EWIS		
20-00-00-212-012-A00	INSPECT (GENERAL VISUAL) NLG ELECTRONIC COMPARTMENT - EWIS COMPONENTS OF WIRING BUNDLES (ZONES: 113 114).NOTE: EWIS		
20-00-00-220-009-A00	INSPECT (DETAILED INSPECTION) FWD ELECTRONIC COMPARTMENT - FWD PRESSURE BULKHEAD UPPER SIDE - EWIS COMPONENTS OF WIRING BUNDLES (ZONES: 213 214 215 216).NOTE: EWIS		
52-Z812-213-001-A00	ESCAPE HATCH - ZONES 812 822 - EXTERNAL GENERAL VISUAL INSPECTION.		
52-Z812-214-001-A00	ESCAPE HATCH - ZONES 812 822 - INTERNAL GENERAL VISUAL INSPECTION.		
53-Z225-213-001-A00	FORWARD FUSELAGE II - ZONES 225 226 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z225-214-001-A00	FORWARD FUSELAGE II - ZONES 225 226 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: PERFORM AT THE OPPORTUNITY OF CPCP TASK 53-12-00-220-C01-A00 ACCOMPLISHMENT.		
53-Z233-214-001-A00	CENTER FUSELAGE I - ZONES 233 234 - INTERNAL GENERAL VISUAL INSPECTION.		
53-Z241-213-001-A00	CENTER FUSELAGE II - ZONES 241 242 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z243-213-003-A00	CENTER FUSELAGE II - ZONES 243 244 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z243-214-001-A00	CENTER FUSELAGE II - ZONES 243 244 - INTERNAL GENERAL VISUAL INSPECTION.		
53-Z251-213-001-A00	CENTER FUSELAGE III - ZONES 251 252 - EXTERNAL GENERAL VISUAL INSPECTION		
53-Z253-213-001-A00	CENTER FUSELAGE III - ZONES 253 254 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z253-214-001-A00	CENTER FUSELAGE III - ZONES 253 254 - INTERNAL GENERAL VISUAL INSPECTION.		
53-Z261-213-001-A00	CENTER FUSELAGE IV - ZONES 261 262 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z263-213-002-A00	CENTER FUSELAGE IV - ZONES 263 264 - EXTERNAL GENERAL VISUAL INSPECTION.		
53-Z263-214-001-A00	CENTER FUSELAGE IV - ZONES 263 264 - INTERNAL GENERAL VISUAL INSPECTION.NOTE: EWIS		
53-Z273-213-002-A00	REAR FUSELAGE I - ZONES 273 274 - EXTERNAL GENERAL VISUAL INSPECTION.		