



DHC-6 TWIN OTTER

ALL SERIES

INSPECTION REQUIREMENTS

MANUAL



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Revision 20 - Nov. 30/18

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January 31, 2006



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February 21st, 2020

To: Distribution

Subject: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual
Erratum to Temporary Revision 225 Cover Page only

Erratum, Temporary Revision 225, dated January 30, 2020

Please note the reason for issue on the Cover Page of TR 225 erroneously said the inspection for the Power Distribution and Generator Control Box was revised to every 500 hours or annually. To prevent any ambiguity between the reason for issue and the inspection task in Basic Inspection 24 Item 5, the cover page has been revised to say every 500 hours and annually.

- 1 Remove and replace Temporary Revision (TR) 225 into PSM1-6-7, as directed in the placement instructions on the TR cover page.

Note: We recommend that this transmittal letter be kept for record purposes and inserted at the front of the manual.



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January 30th, 2020

To: Distribution

Subject: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual

Incorporate Temporary Revision 225, dated January 30, 2020

- 1 Incorporate Temporary Revision (TR) 225 into PSM1-6-7, as directed in the placement instructions on the TR cover page.
- 2 Update the Temporary Revisions Index in the front of the manual.

Note: We recommend that this transmittal letter be kept for record purposes and inserted at the front of the manual.



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December 10th, 2019

To: Distribution

Subject: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual

Incorporate Temporary Revision 224, dated December 10, 2019

- 1 Incorporate Temporary Revision (TR) 224 into PSM1-6-7, as directed in the placement instructions on the TR cover page.
- 2 Update the Temporary Revisions Index in the front of the manual.

Note: We recommend that this transmittal letter be kept for record purposes and inserted at the front of the manual.



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April 15th, 2019

To: Distribution

Subject: PSM1-6-7, DHC-6 All Series – Inspection Requirements Manual

Erratum to Revision 20 – dated November 30, 2018

When Revision 20 was distributed in November 30, 2018, Temporary Revision (TR) 217 was listed as incorporated on the Transmittal Letter. TR 217 was not incorporated at Rev 20 and is still a valid TR. To correct this error please follow these instructions:

1. Incorporate the attached TR 217 as directed in the placement instructions on the TR cover page.
2. On the Temporary Revision Index remove the Date Removed.

Please note:

We recommend that this transmittal letter be kept for record purposes and inserted at the front of the manual.



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September 27th, 2019

To: Distribution

Subject: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual

Incorporate Temporary Revision 223, dated March 26, 2019

- 1 Incorporate Temporary Revision (TR) 223 into PSM1-6-7, as directed in the placement instructions on the TR cover page.
- 2 Update the Temporary Revisions Index in the front of the manual.

Note: We recommend that this transmittal letter be kept for record purposes and inserted at the front of the manual.



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November 30th, 2018

To: Distribution

Subject: PSM 1-6-7, DHC-6 – All Series – Inspection Requirements Manual

Incorporate Revision 20, dated November 30, 2018

- 1 Revision 20 of PSM 1-6-7, Inspection Requirements Manual, is a complete re-issue, which incorporates all outstanding Temporary Revisions and numerous non-technical edits.
- 2 The following Temporary Revisions have been incorporated into Revision 20:

Part 1

BI 24	TRs 219 & 220
BI 25	TR 204
BI 27	TRs 215, 216 & 221
BI 28	TR 211
BI 31	TRs 206 & 217
BI 32	TR 200
BI 33	TR 203
BI 34	TR 198
BI 53	TR 222
BI 55	TRs 195 & 196

Part 2

SP 1	TRs 209, 212 & 213
SP 2	TRs 201 & 218
SP 2	TR 214

3. Remove and replace all the pages except the Record of Revisions and the Temporary Revisions Index.

Please Note: TRs 142, 147 & 162 are non-incorporated TRs and shall be retained in the manual.

4. Update the Temporary Revisions Index.
5. Record the insertion of this revision in the Record of Revisions at the front of the manual.

Note: We recommend that all transmittal letters be kept for record purposes and inserted at the front of the manual.



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June 28th, 2017

To: Distribution

Subject: PSM 1-6-7, DHC-6 – All Series – Inspection Requirements Manual

Incorporate Revision 19, dated June 28, 2017.

- 1 Remove and replace the Title page: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual.
- 2 Remove and replace List of Effective Pages (LOEP) at the front of the manual.
- 3 Using the List of Effective Pages, incorporate the revised pages in the manual. Remove and destroy superseded pages.
- 4 Revision 19 incorporates various non-technical edits and the following outstanding Temporary Revisions:

Part 1

Inspection Reqmts	TR 173
BI – 21	TR 189
BI – 24	TR 188
BI – 25	TR 176
BI – 28	TRs 178 & 185
BI – 31	TR 175
BI – 33	TRs 183 184 & 190
BI – 56	TR 177
BI – 71	TR 182

Part 2

SP1	TRs 179, 180 & 186
SP2	TR 187
SP3	TR 181

5. Please remove the TRs listed and update the Temporary Revision Index at the front of the manual.

Please note that TRs 142, 147 & 162 have not been incorporated in this revision.

- 6 Record the insertion of this revision in the Record of Revisions at the front of the manual.

Note: We recommend that all transmittal letters be kept for record purposes and inserted at the front of the manual.

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February 19th, 2016

To: Distribution

Subject: PSM 1-6-7, DHC-6 – All Series – Inspection Requirements Manual

Incorporate Revision 18, dated February 19, 2016.

- 1 Remove and replace the Title page: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual.
- 2 Remove and replace List of Effective Pages (LOEP) at the front of the manual.
- 3 Using the List of Effective Pages, incorporate the revised pages in the manual. Remove and destroy superseded pages.
- 4 Revision 18 incorporates various non-technical edits and the following outstanding Temporary Revisions:

Introduction TR 171

Part 1

Inspection Req'm'ts TR 166

BI – 22 TR 167

BI – 31 TR 168

BI – 32 TR 164

BI – 34 TR 169

BI – 52 TR 172

Part 2

SP2 TRs 165 & 170

5. Please remove the TRs listed and update the Temporary Revision Index at the front of the manual.

Please note that TRs 142, 147 & 162 have not been incorporated in this revision.

- 6 Record the insertion of this revision in the Record of Revisions at the front of the manual.

Note: We recommend that all transmittal letters be kept for record purposes and inserted at the front of the manual.



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August 21, 2015

To: Distribution

Subject: PSM 1-6-7, DHC-6 – All Series – Inspection Requirements Manual

Incorporate Revision 17, dated August 21, 2015.

- 1 Remove and replace the Title page: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual.
- 2 Remove and replace List of Effective Pages (LOEP) at the front of the manual.
- 3 Using the List of Effective Pages, incorporate the revised pages in the manual. Remove and destroy superseded pages.
- 4 Revision 17 incorporates numerous non-technical edits and the following outstanding Temporary Revisions:

Part 1

BI – 21	TR 157
BI – 23	TR 153
BI – 25	TR 160
BI – 28	TR 161
BI – 31	TRs 154 & 158
BI – 33	TR 163
BI – 56	TR 155

Part 2

SP2	TR 159
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- 5 Update the Record of Temporary Revisions.
- 6 Record the insertion of this revision in the Record of Revisions at the front of the manual.

Note: We recommend that all transmittal letters be kept for record purposes and inserted at the front of the manual.



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April 16th, 2015

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To: Distribution

Subject: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual

Incorporate Temporary Revisions 162 and 163, dated April 16, 2015

- 1 Incorporate Temporary Revisions 162 and 163 into PSM1-6-7, as directed in the placement instructions on the cover page of each TR.
- 2 Update the Log of Temporary Revisions in the front of the manual.

Note: We recommend that this transmittal letter be kept for record purposes and inserted at the front of the manual.



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March 31, 2014

To: Distribution

Subject: PSM 1-6-7, DHC-6 – All Series – Inspection Requirements Manual

Incorporate Revision 16, dated March 31, 2014.

1. Revision 16 of PSM 1-6-7, Inspection Requirements Manual, has been rewritten in its entirety mainly due to format reconstruction.
2. Revision 16 also incorporates numerous non-technical edits and the following outstanding Temporary Revisions:

Part 1

BI – 23	TRs 124 & 143
BI – 24	TRs 128 & 152
BI – 25	TRs 126, 131 & 151
BI – 27	TR 150
BI – 28	TR 149
BI – 31	TR 133
BI – 32	TR 117
BI – 34	TRs 127 & 140
BI – 57	TR 139
BI – 79	TR 125
BI – 80	TR 129

Part 2

Special Inspection Categories – TRs 134 & 146

SP1	TR 137
SP2	TR 132
SP3	TRs 130, 136 & 148

Please Note: in Part 2 – Special Inspection Requirements, a new Category SP4 – Special Conditions has been introduced to hold non incorporated TRs that are Serial Number specific.

3. Remove and replace all the pages contained in the binder, except the Record of Revisions and the Temporary Revisions Index.
4. Update the Record of Temporary Revisions.
5. Record the insertion of this revision in the Record of Revisions at the front of the manual.

Note: We recommend that all transmittal letters be kept for record purposes and inserted at the front of the manual.



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July 31, 2013

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To: Distribution

Subject: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual

Incorporate Temporary Revisions 146 & 147, dated July 31, 2013

- 1 Incorporate Temporary Revisions 146 & 147 into PSM 1-6-7 as directed in the placement instructions on the cover page.
Please Note: Temporary Revision (TR) 146 supersedes TR 135.
- 2 Update the Log of Temporary Revisions in the front of the manual.

Note: We recommend that this transmittal letter be kept for record purposes and inserted at the front of the manual.



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November 25, 2011

To: Distribution

Subject: PSM 1-6-7, DHC-6 – All Series – Inspection Requirements Manual

Incorporate Revision 15 dated November 25, 2011.

- 1 Remove and replace the Title page: PSM 1-6-7, DHC-6 Twin Otter – Inspection Requirements Manual.
- 2 Remove and replace List of Effective Pages (LOEP) at the front of the manual.
- 3 Using the List of Effective Pages, incorporate the revised pages in the manual. Remove and destroy superseded pages.
- 4 **Please Note:** Reversion Control Panel Switch operational test has been changed to an A Check.
- 5 Temporary Revisions 109 to 114, 120 and 121 have been incorporated in Revision 15. TRs 115 to 119 have not been issued.
- 6 Update the Record of Temporary Revisions.
- 7 Update the Record of Revisions.

Note: We recommend that all transmittal letters be kept for record purposes and inserted at the front of the manual.

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DHC-6 INSPECTION REQUIREMENTS MANUAL

Retain this record in the front of the manual. On receipt of revisions, insert revised pages in the manual and enter date inserted and initials against the appropriate Revision Number and Date.

Rev. No.	Revision Date	Insertion Date	By	Rev. No.	Revision Date	Insertion Date	By
1	15-Oct-74			17	21-Aug-15		
2	16-Aug-76			18	19-Feb-16		
3	22-Dec-76			19	28-Jun-17		
4	13-Jun-80			20	30-Nov-18	DEC 7, 2018	ATP/GI
5	14-May-82						
6	29-Apr-83						
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8	30-Jan-96						
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14	10-Dec-10						
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16	31-Mar-14						

RECORD OF REVISIONS

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RECORD OF REVISIONS (CON'T)

Rev. No.	Revision Date	Insertion Date	By	Rev. No.	Revision Date	Insertion Date	By

RECORD OF REVISIONS

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Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the relevant information in the columns below.

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109	3-JAN-11	25-NOV-11	Spec. Inst. pg.1 of 34	127	5/18/2012	4/10/2014	Basic Inspection-24 after page 16
110	21-FEB-11	25-NOV-11	BI-23 face BI-24 pg.1	128	9/12/2012	4/10/2014	Basic Inspection-24 after page 2
111	21-FEB-11	25-NOV-11	BI-27 after pg.4	129	9/12/2012	4/10/2014	Basic Inspection-80
112	21-FEB-11	25-NOV-11	BI-27 after pg.12	130	9/18/2012	4/10/2014	Special Inspection after page 18
113	21-FEB-11	25-NOV-11	BI-31 after pg.2	137	2/7/2013	4/10/2014	Special Inspection after page 8
114	21-FEB-11	25-NOV-11	BI-34 after pg.14	131	3/19/2013	4/10/2014	Basic Inspection facing page 3
120	20-JUN-11	25-NOV-11	BI-61 after pg.2	135	5/2/2013	8/8/2013	Special Inspection facing page 3
121	20-JUN-11	25-NOV-11	BI-34 facing pg.5	136	5/2/2013	4/10/2014	Special Inspection facing page 36
117	12/8/2011	4/10/2014	Basic Inspection-32 after page 6	132	5/15/2013	4/10/2014	Special Inspection facing page 17
118	12/8/2011	3/1/2013	Special Inspection facing page 9	133	5/15/2013	4/10/2014	Basic Inspection after page 2
119	12/8/2011	4/10/2014	Service Life Limits after page 18	134	5/15/2013	4/10/2014	Special Inspection before page 1
125	2/1/2012	4/10/2014	Basic Inspection-79 facing BI 80 page 1	139	7/8/2013	4/10/2014	Basic Inspection after page 4
124	3/27/2012	4/10/2014	Basic Inspection-23 facing page 5	140	7/8/2013	4/10/2014	Basic Inspection before page 13
				146	7/31/2013	4/10/2014	Special Inspection introduce SP4
126	5/18/2012	4/10/2014	Basic Inspection-24 facing page 4	147	7/31/2013		Special Inspection page 38

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122	8/8/2013	10/7/2013	Basic Inspection before page 1	162	APR 16, 2015		Basic Inspection 27 facing page 3 and 19
138	9/5/2013	12/24/2013	Basic Inspection facing BI-26	163	APR 16, 2015	AUG 26, 2015	Basic Inspection 33 facing page 7
143	9/5/2013	4/10/2014	Basic Inspection facing page 3	164	AUG 28, 2015	FEB 22, 2016	Basic Inspection 32 after page 4
148	8/28/2013	4/10/2014	Special Inspection after page 24	165	AUG 28, 2015	FEB 22, 2016	Special Inspection (SP2) after page 2
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151	11/8/2013	4/10/2014	Basic Inspection facing page BI-26	25 168	JAN 7, 2016	FEB 22, 2016	Basic Inspection - 31 after page 4
150	10/17/2013	4/10/2014	Basic Inspection after page 10	27 169	JAN 7, 2016	FEB 22, 2016	Basic Inspection - 34 after page 10
153	5/30/2014	AUG 26, 2015	Basic Inspection page 1	24 170	JAN 7, 2016	FEB 22, 2016	Special Inspection (SP2) after page 12
154	5/30/2014	AUG 26, 2015	Basic Inspection after page 8	31 171	JAN 25, 2016	FEB 22, 2016	Introduction before page 1
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157	8/8/2014	AUG 26, 2015	Basic Inspection facing page 5	21 173	MAR 8, 2016	JUN 30, 2017	Inspection Requirements after page 6
158	9/23/2014	AUG 26, 2015	Basic Inspection after page 4	31 175	MAY 24, 2016	JUN 30, 2017	Basic Inspection - 31 facing BI-32 page 1
159	9/23/2014	AUG 26, 2015	Special Inspection (SP2) after page 12				
142	6/14/2013		Service Life Limits after page 26	176	JUN 10, 2016	JUN 30, 2017	Basic Inspection - 25 facing BI-26 page 1
160	MAR 3, 2015	AUG 26, 2015	Basic Inspection facing BI-26 page 1	25 177	AUG 30, 2016	JUN 30, 2017	Basic Inspection - 56 after BI-55 page 12
161	APR 17, 2015	AUG 26, 2015	Basic Inspection facing page 28	28 178	NOV 1, 2016	JUN 30, 2017	Basic Inspection - 28 after page 4

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182	DEC 2, 2016	JUN 30, 2017	Basic Inspection after page 2	- 71 207	FEB 27, 2018	NOV 2, 2018	Basic Inspection - 53 facing page 5
183	DEC 14, 2016	JUN 30, 2017	Basic Inspection after page 7	- 33 208	FEB 27, 2018	APR 17, 2018	Special Inspection - SP-1 after page 4
184	DEC 14, 2016	JUN 30, 2017	Basic Inspection facing page 9	- 33 209	FEB 27, 2018	DEC 7, 2018	Special Inspection - SP-1 after page 8
185	DEC 23, 2016	JUN 30, 2017	Basic Inspection before page 1	- 28 210	FEB 27, 2018	APR 17, 2018	Special Inspection - SP-3 after page 12
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196	SEP 1, 2017	DEC 7, 2018	Basic Inspection facing page 7	- 55 212	MAR 28, 2018	DEC 7, 2018	Special Inspection - 1 after page 4
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201	MAY 18, 2018	Special Inspection -2 DEC 7, 2018	before page 3				
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221	SEP 28, 2018	Basic Inspection-27 DEC 7, 2018	facing page 17				
222	OCT 30, 2018	Basic Inspection-53 DEC 7, 2018	after page 4				
223	MAR 26, 2019	Basic Inspection-79	before page 1				
224	DEC 10, 2019	Basic Inspection-24	before page 1				
225	JAN 30, 2020	Basic Inspection-24	after page 2				

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LIST OF EFFECTIVE PAGES

This list shows the effective pages in the manual, with their latest revision date. An asterisk (*) indicates pages added or replaced at the latest revision. Technical changes to the content are indicated by a black vertical line next to the change or the paragraph that contains the change.

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INTRODUCTION

1. General

This manual and the EMMA program contain the inspection requirements recommended by Viking Air Limited, for the DHC-6 Twin Otter aircraft, Series 1, 100, 200, 300 and 400. These inspection requirements can be used as a basis for an inspection program for local regulatory authority approval.

Compliance with these requirements will ensure the aircraft's continued airworthiness and operational reliability throughout its entire life.

Note The manual does not contain any requirements for the upkeep of upholstery, furnishings and related parts, or general cleanliness of the aircraft. It is in the best interest of the owner to ensure also that the general condition is maintained at the highest possible standard from the standpoint of both esthetics and maximum life.

2. Structural Life Limits

Certain structural components are so important to the flight safety of the aircraft that they should be replaced by new components at certain stages of the aircraft's life to avoid any possibility of fatigue failure. Approved Service Life Limits for those components subject to the applicable airworthiness regulations (SFAR 23 in this case) are contained in a separate manual PSM 1-6-11. In Part 3 of this manual additional background information is provided for use in conjunction with PSM 1-6-11.

3. Main Differences, Aircraft Series

The main differences between Series 100/200, 300 and 400 Series aircraft are:

Series 100/200	Pratt & Whitney Canada PT6A-20 Hartzell Propeller HC-B3TN-3BY
Series 300	Pratt & Whitney Canada PT6A-27 Hartzell Propeller HC-B3TN-3DY
Series 400	Pratt & Whitney Canada PT6A-34 Hartzell Propeller HC-B3TN-3DY Honeywell Primus Apex® Integrated Avionics Suite Glass Cockpit DC Electrical System Fuel Capacitance Probes Composite Doors (All Doors except Airstair (Post Mod 6/2295))

Minor differences resulting from normal product improvements modifications incorporated on production Series 400 aircraft are, in many cases, available for retrofit on Series 100/200/300 aircraft.

4. Revisions

Revisions to the inspection requirements prescribed by this manual will be prepared and distributed to all active subscription holders on a continuous basis as and when further test and service data is analyzed and assessed. It is the manufacture's intent to provide the operator with realistic and effective inspection requirements to ensure optimum performance of the aircraft from the standpoint of airworthiness, operational reliability and maintenance cost.

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INSPECTION REQUIREMENTS

1. General

The inspection requirements contained in this manual have been designed to provide the operators with inspection programs which will maintain the aircraft in a continuous state of airworthiness. Pre-established reconditioning or overhaul time limits for complete aircraft have been eliminated, thus preventing lengthy out-of-service periods.

Part 3 of this manual contains supplementary information and procedures relating to recommended structural components service life limits. The actual limits are, however, specified in the separate Airframe Airworthiness Limitations Manual PSM 1-6-11.

2. Basis for Requirements

The inspection requirements detailed in this manual are based on the combined results of fatigue and systems reliability test performed at the manufacturer's facilities and service experience with the aircraft under varying operational and environmental conditions.

The requirements will be amended on a continuous basis as further test results and service experience dictate.

With respect to the main landing gear, it is important that the total time and cycles be tracked as this information is vital for future maintenance schedule adjustments based on service experience.

The prescribed frequencies at which the inspections are performed assumes an aircraft utilization of approximately 1200 hours annually with average state lengths of 50 minutes.

3. Scope

The purpose of this manual is to establish "What" and "When" to inspect and conditions to be sought. In general, the objective of the requirements is to direct the attention of maintenance personnel to components and areas where defects may result from normal usage. The requirements are not designed to lead to the detection of isolated discrepancies that may occur on a one time basis, nor discrepancies resulting from abuse or poor maintenance practices.

When performing the inspections prescribed by this manual, the inspection personnel must examine both the specified item and the components and parts in the surrounding area for irregularities or defects.

It is the operator's responsibility to comply with any additional inspections (one time or recurring) as recommended by the airframe, engine or component manufacturers, or as defined by airworthiness directives, operational rules, or other conditions of Airworthiness issued by the controlling airworthiness authority.

Note For particular inspection task, when establishing the inspection requirements for a particular aircraft, refer to the Statement of Conformities for the aircraft to determine the MOD applicability.

4. Contents of Manual

A. Basic Inspection Requirements - Part 1

These requirements are for normal operations for paved runways under moderate climatic conditions, and provide a series of visual inspection checks (Routine and A through D) which terminate at 6000 hours.

B. Special Inspections - Part 2

This part contains the inspection requirements which supplement the Basic Inspection Requirements, and provides coverage for special operating and environmental conditions, calendar timed inspections, heavy landing inspection, wing structural integrity check, hot end inspection, lightning strike inspection, volcanic ash inspection, and alternative landing gear requirements.

INSPECTION REQUIREMENTS

C. Structural Components Service Life Limits - Part 3

This part contains the manufacturer's background information on how the service life limits of structural components, contained in PSM 1-6-11, are determined. A procedure is included for the wing main spar Fail-Safe inspection, with some illustrations provided for crack detection on critical fittings which have been subjected to abnormal conditions.

D. Corrosion Prevention and Control Manual

The Corrosion Prevention and Control Manual, PSM 1-6-5, provides mandatory supplementary inspections that are required to maintain the integrity of an aging aircraft.

The relationship between the Inspections Requirements Manual, PSM 1-6-7 and the Corrosion Prevention and Control Manual, PSM 1-6-5, is that PSM 1-6-7 provides overall coverage of the inspections programs considered necessary to maintain the aircraft in a continuous state of airworthiness. PSM 1-6-5 provides supplementary structural inspections that may be required to maintain the integrity of structures of aircraft approaching their originally intended economic design life.

5. Supporting Reference Documents

Information on "How" to perform the tests, adjustments or calibrations and "How" to establish performance tolerances, wear limits, and other inspection criteria will be found in the following:

PSM 1-6-2	Maintenance Manual, DHC-6	Series 100/200
PSM 1-63-2	Maintenance Manual, DHC-6	Series 300
PSM 1-64-2	Maintenance Manual, DHC-6	Series 400
PSM 1-6-3	Structural Repair Manual, DHC-6	ALL Series
PSM 1-6-5	Corrosion Prevention and Control Manual	ALL Series
PSM 1-GEN-5	Corrosion Prevention and Control Manual	ALL Series
PSM 1-6-11	Airframe Airworthiness Limitations Manual, DHC-6	ALL Series
PT6A-20	Engine Maintenance Manual	Series 100/200
PT6A-27	Engine Maintenance Manual	Series 300
PT6A-34	Engine Maintenance Manual	Series 400
118-A	Propeller Handbook	ALL Series
139	Propeller Owner's Manual	ALL Series
DHC-6	Service Bulletins	ALL Series
DHC-6	Technical Advisory Bulletins	ALL Series

6. Definitions

Unless otherwise stated, all prescribed inspections are performed by visual means, which may require a lamp, mirror, and 5-10 power magnifying glass.

Other techniques, for example: X-ray and dye penetrant, may be used if there are reasons to suspect that a part has been subjected to abnormal loads.

In addition to the visual inspections, the schedule prescribes the following tests:

A. Operational Test

This test is used to ascertain that a system or component is in operable condition. It can be performed with the facilities installed in the aircraft.

B. Functional Test

This test is used to ascertain that a system or unit is functioning properly in all aspects in conformance with minimum acceptable design specifications. This test may require supplemental ground support or test equipment.

C. Bench Test

This requires removal of the item from the aircraft; a visual inspection for general condition, impending failure, need for lubrication, repair or replacement of parts and adjustment or calibration to proper specifications.

7. Inspection Programs

To facilitate effective utilization of the aircraft compatible with operational requirements the operator may choose between two standard inspection programs. These inspection programs contain the detailed requirements for performance of the scheduled aircraft inspections. The frequencies at which the inspections are performed are expressed in flying hours, calendar times and cycles, or flights, as applicable.

Both programs are described more fully in Para 8. and Para 9.

8. Inspection Programs (Standard)

This Inspection Program incorporates the Basic Inspection Requirements (Part 1) and Special Inspection Requirements (Part 2) as applicable. These requirements detail the routine and regular frequency inspections between 125 and 6000 hours. Testing of operating components to determine continued serviceability is performed at various periods up to 6000 hours; removal for bench testing or internal examination is the general requirement. The types of checks with related frequencies and scope are detailed as follows:

A. 'Routine' Check: Performed at Least Every Seven Days

This is a visual inspection for obvious damage and leaks, general security and system pressures. Some access doors and engine cowlings are to be opened for this inspection.

B. 'A' Check: Performed Every 125 Flying Hours

This visual check includes the requirements for removal of the engine fuel and oil filters.

C. 'B' Check: Performed Every 250 Flying Hours

This visual check is performed together with the 'A' check and includes requirements for main fuel filter inspection and detailed wheel and brake inspections.

D. 'C' Check: Performed Every 500 Flying Hours

This is a comprehensive, thorough and searching visual inspection of all items which are subject to adjustment, discrepancies, or failure. Included in these requirements are operational and functional tests. Some items are inspected at intervals that are multiples of 500 hours, example 1000, 1500, 2000, 3000 and 6000 hours. Under 'C' check x 500 heading are twelve columns numbered 1 to 12; each numbered inspection will be performed 500 hours after completion of the last numbered inspection. A detailed breakdown of the inspection cycle is as follows:

Flying Time (Hours)	Check	Flying Time (Hours)	Check
125	A Check	3125	A Check
250	A and B Checks	3250	A and B Checks
375	A Check	3375	A Check
500	A, B and C1 Checks	3500	A, B and C7 Checks
625	A Check	3625	A Check
750	A and B Checks	3750	A and B Checks
875	A Check	3875	A Check
1000	A, B and C2 Checks	4000	A, B and C8 Checks
1125	A Check	4125	A Check
1250	A and B Checks	4250	A and B Checks
1375	A Check	4375	A Check
1500	A, B and C3 Checks	4500	A, B and C9 Checks
1625	A Check	4675	A Check
1750	A and B Checks	4750	A and B Checks
1875	A Check	4875	A Check
2000	A, B and C4 Checks	5000	A, B and C10 Checks
2125	A Check	5125	A Check
2250	A and B Checks	5250	A and B Checks
2375	A Check	5375	A Check
2500	A, B and C5 Checks	5500	A, B and C11 Checks
2625	A Check	5625	A Check
2750	A and B Checks	5750	A and B Checks
2875	A Check	5875	A Check
3000	A, B and C6 Checks	6000	A, B and C12 Checks

E. 'D' Check: Performed Every 6000 Flying Hours

This is a meticulous inspection usually requiring disassembly of the component and/or a bench or calibration test.

F. Figure 1 shows a typical Basic Inspection page with explanation of the column headings and codes used.

9. Inspection Programs (EMMA Controlled)

This program consists of 48 equalized checks performed at 125 hour intervals. The total inspection effort prescribed by the Basic Inspection Requirements has been pre-scheduled so as to provide an approximately equal manhour requirement for each check. This prevents peak workloads with resulting extended downtime, thus providing maximum continuous aircraft availability.

INSPECTION REQUIREMENTS

D Check or C12 Check. Every 6000 hours _____

C Check. Every 3000 hours _____

C Check. Every 1500 hours _____

C Check. Every 500 hours _____

B Check. Every 250 hours _____

A Check. Every 125 hours _____

C CHECK X 500													
A	B	1	2	3	4	5	6	7	8	9	10	11	D 12
X													
	X												
		X	X	X	X	X	X	X	X	X	X	X	X
				X			X			X			X
		X	X	X	X	X	X	X	X	X	X	X	X
							X						X
		X	X	X	X	X	X	X	X	X	X	X	X
		X	X	X	X	X	X	X	X	X	X	X	X

Explanation of Basic Inspection Form
Figure 1

INSPECTION REQUIREMENTS

Each check contains inspection items for each of the five work areas to provide a basis for task allocation if inspection teams are used.

The program checks are allotted in the following manner:

Flying Time (Hours)	EMMA Check No.	Note	If the EMMA controlled Inspection Program is introduced during the Standard Inspection Program, certain additional items must be performed to bring the EMMA program into phase.
125	1		
250	2		
375	3	Note	If the EMMA controlled Inspection Program is introduced during the Standard Inspection Program, certain additional items must be performed to bring the EMMA program into phase.
through			
6000	48		

The program is available on special order as a package, designated EMMA (Equalized Maintenance for Maximum Availability) and comes complete with convenient 11 x 8 1/2 inch size work cards, work area reference diagrams, and forms for the recording of inspection work, discrepancies and replacements.

The recording forms are designed to provide the operator with a convenient and effective system by which to maintain continuing analysis and surveillance of his inspection and maintenance programs.

The inspection Program (EMMA) consists of the following documents:

Item	Part Number
Complete Package (EMMA)	PSM 1-6-7 (E)
Inspection Work Cards	PSM 1-6-7 (IC)
Area Diagram	PSM 1-6-7 (D1)
Access and Insp Panels Diagram	PSM 1-6-7 (D2)
Lubrication Diagram	PSM 1-6-7 (D3)
Servicing Diagram	PSM 1-6-7 (D4)
Torque Values Diagram	PSM 1-6-7 (D5)
Inspection Log	PSM 1-6-7 (F1)
Discrepancy Report	PSM 1-6-7 (F2)
Replacement Record	PSM 1-6-7 (F3)
Servicing Diagram (400 Series)	PSM 1-6-7 (D6)
Torque Diagram (400 Series)	PSM 1-6-7 (D7)

INSPECTION REQUIREMENTS

10. Low Utilization Maintenance Program

A. Recommended Low Utilization Maintenance Program (LUMP).

For aircraft operating less than 875 flight hours per year, it is recommended that the operator follow the EMMA program, with checks spaced at two-month (60 day) intervals (6 per year), with a maximum of 125 flight hours between any two checks (to compensate for peak season flying).

The calendar based EMMA, plus the applicable items in the Para 10.B Rules applicable to LUMP, listed below, become the Low Utilization Maintenance Program.

Using this format, even for operators flying less than 875 flight hours per year, the EMMA program would be completed at the maximum, every 8 years.

The implementation of the LUMP ensures the level of maintenance is comparable to aircraft operating at the nominal annual utilization rate and maintains using the limitations in the Inspection Requirement Manual.

B. Rules applicable to LUMP:

- 1) The PSM 1-6-7 Inspection Requirements Manual; the 'Routine Check' remains unchanged; to be performed at least every seven (7) days.
- 2) The PSM 1-6-7 Inspection Requirements Manual Part 2 'Special Inspection Requirements', apply as appropriate.
- 3) In PSM 1-6-7 and PSM 1-6-11, all programs/checks based on Calendar or Cycles are to be adhered to.
- 4) The requirements of the Corrosion Inspection Program must be adhered to verbatim; EMMA 'Aircraft Corrosion Card No. Corr' and 'Year'.
- 5) Limitations mandated by ADs are to be adhered to.
- 6) Long/Short-term storage requirements should be followed if applicable.
- 7) Additional tasks or frequency of tasks, as determined by the local operating conditions, should be performed.
- 8) The operator's local regulatory authority, prior to implementation, must approve all programs.

11. Other Than Assumed Utilization

For utilization other than that specified in Para 2. Basis for Requirements or Para 10. Low Utilization Maintenance Program (e.g. high utilization and/or high cycle/hour ration operations), consult with your Regulatory Authorities to obtain guidance on establishing an appropriate maintenance program.

12. High Intensity Radiated Fields (HIRF)

Inspection of this aircraft system or airframe area is intended to maintain protection features in the installation and airframe design that are essential to minimizing adverse effects from High Intensity Radiated Field (HIRF) and from the direct and indirect effects of lightning strike (IEL/DEL). If an alternate procedure is to be used for conducting the inspection, contact Viking Air Limited, or the local airworthiness authority, for approval prior to implementing the alternate procedure.

13. Permitted Tolerances

The basic inspection requirements per Part 1 may have a maximum 10% non-cumulative tolerance applied to the inspection interval. An inspection or maintenance interval may be extended up to 10%, except where noted. Thereafter, a subsequent inspection interval will need to be shortened by the same amount to re-establish the permissible tolerance. The opposite is also possible.

The permitted tolerances apply only to the Standard Inspection Program as follows:

- 1 'A' Check: ± 12.5 Flying Hours
- 2 'B' Check: ± 25.0 Flying Hours
- 3 'C' Check: ± 50.0 Flying Hours
- 4 'D' Check: ± 50.0 Flying Hours

Note The 'D' Check is considered to be a 12 'C' Check

The EMMA Controlled Inspection Program (CARD 1 to 47), as described in Para 9., the tolerance is ± 12.5 Flying Hours.

The Low Utilization Maintenance Program (LUMP), as described in Para 10., the tolerance is ± 12.5 Flying Hours. Also there is a calendar tolerance of ± 6 days (on 60 days), but a minimum of 6 inspections must occur within a year from use of calendar tolerance.

The permitted tolerances do **not** apply to:

- 1 'Routine' check
- 2 Calendar Time Limits (except for LUMP as described above)
- 3 Equipment Manufacturer's Instructions
- 4 Overhaul (including replacement or exchange)
- 5 Special Inspection Requirements as per Part 2
- 6 Inspections and Limits Mandated by an Airworthiness Directive
- 7 Inspections and Limits as per PSM 1-6-5
- 8 Inspections and Limits as per PSM 1-6-11
- 9 Inspections and Limits as per PSM 1-6-13

Example 1: Task 54-03a requires checking the condition, corrosion, and fasteners for security on the forward engine mount fittings. This occurs at every 'C' Check. An inspection interval can be extended to 550 flight hours. The subsequent inspection interval must be at 500 flight hours or less. If a subsequent inspection interval occurs at 450 flight hours, the tolerance is re-established for future use. That means a subsequent inspection interval can now occur again at 550 flight hours.

For example, the following inspections are possible:

Interval (Flight Hours)	Total (Flight Hours)	Check
500	500	C
+500	1000	C
+550	1550	C+10%
+500	2050	C
+500	2550	C
+450	3000	C-10%
+550	3550	C+10%
+500	4050	C
+450	4500	C-10%
+500	5000	C
and continued.		

Example 2: Task 54-03b requires inspecting the lower longeron aft of the forward fittings for condition, buckling, corrosion, and fasteners for security. The inspection does **not** have a permissible tolerance since it is mandated by an Airworthiness Directive.

Example 3: Task 57-05 requires examination of the wing strut and link attachment bolts. The inspection interval is a 6 'C' Check or at 2.5 years, whichever comes first. The calendar time limitation may **not** be extended. The first inspection may be extended by 50 flight hours to 3050 flight hours. The next inspection occurs at 6050 flight hours or earlier.

Example 4: Task 71-08 requires an inspection for condition, corrosion, and security of the engine mount; a 50 flight hour tolerance is permissible. Whereas Task 71-08a(2), which requires replacement of bolts at each engine change, does **not** have a permissible tolerance, since it is considered part of an overhaul.

If further clarity is required, consult with Viking Air Limited to obtain guidance.

14. Revisions

This manual and the EMMA inspection package will be updated by Temporary Revision if and when needed.

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PART 1

BASIC INSPECTION REQUIREMENTS

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 21 – Air Conditioning																
1. Heater Ejector	Condition and security. (Card 22–11)						X			X			X			X
2. Heater Silencer	Condition and security; installation for condition and security. (Card 22–12)						X			X			X			X
3.(1) Ram Air Control Valve	Operating mechanism for ease of operation and security; flexible cable, clamps and brackets for condition and security. (Card 22–10, 23–03)						X			X			X			X
3.(2) Ram Air Control Valve	Functional test. (Card FUN–E7)						X			X			X			X
4.(1) Cabin Air Control Valve	Operating mechanism for ease of operation and security; flexible cable, clamps and brackets for condition and security. (Card 22–10, 23–03)						X			X			X			X
4.(2) Cabin Air Control Valve	Functional test. (Card FUN–E8)						X			X			X			X
5. Duct Temperature Sensor	Security. (Card 29–10)									X						X
6. Outside Air Temperature Sensor	Security. (Card 29–04)									X						X
7. Duct Overheat Switch	Security. (Card 29–10)									X						X
8.(1) Cabin Temperature Sensor	Condition and security. (Card 25–05)						X			X			X			X

PART 1 BASIC INSPECTION - 21

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
8.(2)	Cabin Temperature Sensor	Operational test, sensor blower. (Power on). (Card FUN-E2)						X			X			X			X	
9.(1)	Heating System Hot Air Valves	Security. (Card 22-15)						X			X			X			X	
9.(2)	Heating System Hot Air Valves	Operational test, travel time from open to close. (Power on). (Card FUN-E3)						X			X			X			X	
10.	Automatic Temperature Controller	Condition and security; mounting brackets for security. (Card 32-06)									X						X	
11.(1)	Cabin Exhaust Outlet	Vent for condition and obstructions. (Card 11-16)				X	X	X	X	X	X	X	X	X	X	X	X	
11.(2)	Cabin Exhaust Outlet	Outlet scoop for condition and security. Clean as required. (Card 31-04)									X						X	
12.	Heating System Outlets	Condition and security. Clean as required. (Card 30-04)									X						X	
13.	Duct Assemblies																	
13.a.(1)	Duct Assemblies - Ram Air Inlet (Pre Mod 6/1070)	Free from obstruction. Clean as required. (Card RA-EXT-1)	X															
13.a.(2)	Duct Assemblies - Ram Air Inlet (Pre Mod 6/1070)	Screens for condition. Clean as required. (Card 22-01)						X			X			X			X	

PART 1 BASIC INSPECTION - 21

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
13.b.(1)	Duct Assemblies - Ram Air Inlet (Mod 6/1070)	Free from obstruction. Clean as required. (Card RA-EXT-1)	X														
13.b.(2)	Duct Assemblies - Ram Air Inlet (Mod 6/1070)	Scoop and duct for condition. Clean as required. (Card 22-01)						X			X			X		X	
13.c.	Duct Assemblies - Main Duct Fan	Security. (Card 22-13)						X			X			X		X	
13.d.	Duct Assemblies - Flight/Cabin Compartment Heating Ducts	Condition and evidence of overheat, connections for security. Ducts for condition and delamination, supporting structure for condition and security. (Card 22-14)						X			X			X		X	
13.e.	Duct Assemblies - Flight/Cabin Compartment Ventilating	Condition and security; louvers for proper operation. (Card 32-04, 30-05)									X					X	
13.f.	Duct Assemblies - Recirculated Air Flap Mechanism	Condition and security. (Card 29-11)									X					X	
14.	Bleed Air Systems																
14.a.	Bleed Air Systems - Bleed Air Pipes below cockpit floor	Condition and security. Clamps and brackets for condition and security. Insulation for condition. (Card 29-12)									X					X	
14.b.	Bleed Air Systems - Bleed Air Pipes in Cabin Ceiling area	Condition and security. Clamps and brackets for condition and security. Insulation for condition. (Card 32-22)									X					X	

PART 1 BASIC INSPECTION - 21

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
14.c.(1)	Bleed Air Systems - Bleed Air Shut Off Valve in Nacelle	Condition and security. (Card 42-08, 43-08)						X			X			X			X
14.c.(2)	Bleed Air Systems - Bleed Air Shut Off Valve in Nacelle	Operational test. (Power on). (Card FUN-D3)					X		X		X		X		X		X
15.	Wing De-Vore Bleed Air Ducts	Condition and security. Inspect for cracks. Note Refer to S/B No. 6/355 and De Vore S/B DAS1000SB instructions. (Card 06-06, 07-06)			X												
15.a.	Wing De-Vore Bleed Air Ducts (Pre Mod 6/1614)																
15.b.	Wing De-Vore Bleed Air Ducts (Mod 6/1614)	Condition and security, bellows (root rib end) for condition. (Card 27-08, 28-09)						X			X			X			X
16.	Electrical Wires and Connections	Condition and security, insulation for condition; bonding wire for condition. (Card 22-08, 22-16)						X			X			X			X
17.	Heating (Bleed Air) System	Functional test. (Power on). (Card FUN-G2)									X						X
18.(1)	Cooling and Demisting Fans (Pre Mod 6/2014) (SOO 6322)	Condition and security, mounting brackets for security. (Card 30-06)									X						X
18.(2)	Cooling and Demisting Fans (Pre Mod 6/2014) (SOO 6322)	Operational test. (Power on). (Card FUN-E1)						X			X			X			X

PART 1 BASIC INSPECTION - 21

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
19.	JB Air Conditioner System																	
19.a.	JB Air Conditioner System - Intakes and Exhaust Outlets (Pre Mod 6/2014)	Free from obstruction. Clean as required. (Card RA-EXT-2)	X															
19.b.	JB Air Conditioner System - Cabin Floor Return Air Grill Filter (Pre Mod 6/2014)	Condition and free from obstruction. (Card 04-02)			X													
19.c.	JB Air Conditioner System - Ducts (Pre Mod 6/2014)	Condition and security; freedom from obstruction. (Card 09-14)				X	X	X	X	X	X	X	X	X	X	X	X	
19.d.	JB Air Conditioner System - Compressor and Motor (Pre Mod 6/2014)	Condition, security and leakage. Check belts for tension. (Card 09-14)				X	X	X	X	X	X	X	X	X	X	X	X	
19.e.	JB Air Conditioner System - Evaporator and Fan (Pre Mod 6/2014)	Condition, security and leakage. Clean as required. (Card 09-14)				X	X	X	X	X	X	X	X	X	X	X	X	
19.f.	JB Air Conditioner System - Condenser and Fan (Pre Mod 6/2014)	Condition, security and leakage. Clean as required. (Card 09-14)				X	X	X	X	X	X	X	X	X	X	X	X	
19.g.	JB Air Conditioner System - Receiver Dryer (Pre Mod 6/2014)	Condition, security and leakage. Clean as required. (Card 09-14)				X	X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 21

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
19.h.	JB Air Conditioner System - Expansion Valve (Pre Mod 6/2014)	Condition, security and leakage. (Card 09–14)				X	X	X	X	X	X	X	X	X	X	X	
19.i.	JB Air Conditioner System - Pressure Switch (Pre Mod 6/2014)	Condition, security and leakage. (Card 09–14)				X	X	X	X	X	X	X	X	X	X	X	
19.j.	JB Air Conditioner System - Thermostat Switch (Pre Mod 6/2014)	Condition, security and leakage. (Card 09–14)				X	X	X	X	X	X	X	X	X	X	X	
19.k.	JB Air Conditioner System - Relay Panel (Pre Mod 6/2014)	Condition, security and leakage. Panel relay components for condition and security. (Card 09–14)				X	X	X	X	X	X	X	X	X	X	X	
19.l.	JB Air Conditioner System - Electrical Wiring and Connections (Pre Mod 6/2014)	Condition, security and leakage. Insulation for condition and clipping for security; connections for security. (Card 09–14)				X	X	X	X	X	X	X	X	X	X	X	
19.m.	JB Air Conditioner System - Pipelines and Connections (Pre Mod 6/2014)	Condition, security and leakage. Connections for security and insulation for condition. (Card 09–14)				X	X	X	X	X	X	X	X	X	X	X	
19.n.	JB Air Conditioner System - Air Conditioner System (Pre Mod 6/2014)	Operational test. (Power on). (Card FUN–D4)					X		X		X		X		X	X	

PART 1 BASIC INSPECTION - 21

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
20.(1)	Fwd Avionics Cooling Fans (Mod 6/2049)	Condition, security and free of obstruction; bonding wires for condition and security of attachment. Clean as required. (Card 15–19)					X		X		X		X		X		X
20.(2)	Fwd Avionics Cooling Fans (Mod 6/2049)	Function test. (Power on). (Card FUN–A6)		X													
21.(1)	DAU Cooling Fans (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 18–23c)					X		X		X		X		X		X
21.(2)	DAU Cooling Fans (Mod 6/2049)	Function test. (Power on). (Card FUN–A7)		X													
22.	Fwd Avionics Compartment Air Filter (Mod 6/2014)	Condition, security and free of obstruction. Clean as required. (Cards 15–19A, SP1–G8)					X		X		X		X		X		X
23.(1)	STA 111 Cabin Fans (SOO 6378)	Condition and security; standoff mounting brackets for security. (Card 11–25)				X	X	X	X	X	X	X	X	X	X	X	X
23.(2)	STA 111 Cabin Fans (SOO 6378)	Operational Test (Power on) (Card FUN–D9)					X		X		X		X		X		X
23.(3)	STA 111 Cabin Fans EMI Filter (SOO 6378)	Electrical EMI noise filter for condition, security and signs of overheating. Wiring for condition, overheating or arcing; ground post for tightness and corrosion. (Card 30–12)						X			X			X			X

PART 1 BASIC INSPECTION - 21

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
24.(1)	STA 332 Blower (SOO 6379)	Condition and security; mounting tray for security; outlet screen for debris. Clean as required. (Card 11–26)				X	X	X	X	X	X	X	X	X	X	X	X
24.(2)	STA 332 Blower (SOO 6379)	Operational Test (Power on) (Card FUN–D10)					X		X		X		X		X		X

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 22 – Auto Flight																
(Honeywell H14) (King Radio H14)																
1.(1) Computer	Condition and security. Clean as required. (Card 08–12)				X	X	X	X	X	X	X	X	X	X	X	X
1.(2) Computer	Mounting for condition and security. (Card 29–09)									X						X
2. Flight Controller	Condition and security. Clean as required. (Card 09–05)				X	X	X	X	X	X	X	X	X	X	X	X
3. Aileron Servo System (Flight Compartment)	Aileron servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable clamp. (Card 09–06)				X	X	X	X	X	X	X	X	X	X	X	X
3.a. Aileron Servo System - Aileron Servo	Condition and security of mounting. (Card 09–15)				X	X	X	X	X	X	X	X	X	X	X	X
3.a.(1) Aileron Servo System - Aileron Servo	Mounting and brackets for condition and security. (Card SP2–M2)						Every 2400 hours									
3.a.(2) Aileron Servo System - Aileron Servo	Remove servo for bench test and install serviceable unit. (Card CT–F–B1)															

Every 2400 hours

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
4. Rudder Servo System (Aft Fuselage)	Rudder servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable clamp. (Card 11-01)				X	X	X	X	X	X	X	X	X	X	X	X
4.a. Rudder Servo System - Rudder Servo	Condition and security of mounting. (Card 11-21)				X	X	X	X	X	X	X	X	X	X	X	X
4.a.(1) Rudder Servo System - Rudder Servo	Mounting brackets for condition and security. (Card SP2-M2)						Every 2400 hours									
4.a.(2) Rudder Servo System - Rudder Servo	Remove servo for bench test and install serviceable unit. (Cards CT-F-B1)															
5. Elevator Servo System (Aft Fuselage)	Elevator servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable clamp. (Card 11-02)				X	X	X	X	X	X	X	X	X	X	X	X
5.a. Elevator Servo System - Elevator Servo	Condition and security of mounting. (Card 11-22)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
5.a.(1)	Elevator Servo System - Elevator Servo	Mounting brackets for condition and security. (Card SP2-M2)						Every 2400 hours									
5.a.(2)	Elevator Servo System - Elevator Servo	Remove servo for bench test and install serviceable unit. (Card CT-F-B1)						Every 2400 hours									
6.	Disengage Switch	Condition and security. Clean as required. (Card 23-15)							X				X				X
7.	Water Trap Assembly	Condition and security; drain tube for condition and drain holes for obstruction. (Card 11-04)				X	X	X	X	X	X	X	X	X	X	X	X
8.	Solenoid Engage - Air Valve	Security. (Card 32-05)								X							X
9.	Pneumatic Filter	Remove element and install new element. Leak check (Engine running). (Card FUN-C11)				X	X	X	X	X	X	X	X	X	X	X	X
Optional Autopilot Components																	
10.	Altitude Hold Static Line	Condition and security. (Card 08-12)				X	X	X	X	X	X	X	X	X	X	X	X
11.	Heading Selector	Condition and security. Clean as required. (Card 08-12)				X	X	X	X	X	X	X	X	X	X	X	X
12.	VOR Dual Selector Relay	Condition and security. Clean as required. (Card 08-11)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
13.	Automatic Pitch Trim Servo System (Rear Fuselage)	Pitch trim servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drive for condition and security, freedom of operation. Clamps for security and no evidence of movement on main elevator trim cable clamp. (Card 11-05)				X	X	X	X	X	X	X	X	X	X	X	X
13.a.	Automatic Pitch Trim Servo System - Pitch Trim Servo	Condition and security of mounting; hood for condition and security. (Card 11-06)				X	X	X	X	X	X	X	X	X	X	X	X
13.a.(1)	Automatic Pitch Trim Servo System - Pitch Trim Servo	Mounting brackets for condition and security. (Cards 32-18, SP2-M2)						Every 2400 hours									
13.a.(2)	Automatic Pitch Trim Servo System - Pitch Trim Servo	Remove servo for bench test and install serviceable unit. (Card CT-F-B2)						Every 2400 hours									
13.b.(1)	Automatic Pitch Trim Servo System - Differential Pressure Switch	Security. Clean as required. (Card 11-03)				X	X	X	X	X	X	X	X	X	X	X	X
13.b.(2)	Automatic Pitch Trim Servo System - Differential Pressure Switch	Remove for bench test and install serviceable unit. (Card CT-F-B2)						Every 2400 hours									
14.	Pneumatic Pipes and Connections	Pipes for condition and connections for security. (From solenoid valve to all servo and pitch trim units). (Card 32-05)								X							X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
15.	Autopilot Electrical Wiring and Connectors	Wiring and connectors for condition and security; bonding for security. Clean as required. (Cards 09–17, 08–19, 11–11)				X	X	X	X	X	X	X	X	X	X	X	
16.(1)	H14 Autopilot System	Operational test. (Power on). (Card FUN–C2)				X	X	X	X	X	X	X	X	X	X	X	
16.(2)	H14 Autopilot System	Functional test. (Power on). (Card FUN–G4)								X						X	
Bendix M-4C Autopilot System																	
17.(1)	Bendix M-4C Autopilot System - Computer	Condition and security. Clean as required. (Card 08–12)				X	X	X	X	X	X	X	X	X	X	X	
17.(2)	Bendix M-4C Autopilot System - Computer	Mounting installation for condition and security. (Card 29–09)								X						X	
18.	Flight Controller	Condition and security. Clean as required. (Card 09–05)				X	X	X	X	X	X	X	X	X	X	X	
19.	Aileron Servo System (Flight Compartment)	Aileron servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable clamp. (Card 09–06)				X	X	X	X	X	X	X	X	X	X	X	
19.a.(1)	Aileron Servo System - Aileron Servo	Condition and security of mounting. (Card 09–15)				X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
19.a.(2)	Aileron Servo System - Aileron Servo	Mounting brackets for condition and security. (Card 30–11)									X						X
19.a.(3)	Aileron Servo System - Aileron Servo	Remove, clean as required and lubricate. Check motor and clutch brushes for wear; replace as necessary, check clutch torque and adjust, if required, every 500 hours. Install serviceable servo. (Card 09–16)				X	X	X	X	X	X	X	X	X	X	X	X
19.a.(4)	Aileron Servo System - Aileron Servo	Replace primary servo bearings, turn and undercut commutator ring. (Cards CT–E–B1, SP2–I1)							X				X				X
20.	Rudder Servo System (Rear Fuselage)	Rudder servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. Note Refer to A.D. 81-01-06 if applicable. (Card 11–01)				X	X	X	X	X	X	X	X	X	X	X	X
20.a.(1)	Rudder Servo System - Rudder Servo	Condition and security of mounting. (Card 11–21)				X	X	X	X	X	X	X	X	X	X	X	X
20.a.(2)	Rudder Servo System - Rudder Servo	Mounting brackets for condition and security. (Card 32–17)									X						X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
20.a.(3) Rudder Servo System - Rudder Servo	Remove; clean as required, and lubricate. Check motor and clutch brushes for wear; replace as necessary. Check clutch torque and adjust, if required, every 500 hours. Install serviceable servo. (Card 11-01A)				X	X	X	X	X	X	X	X	X	X	X	X
20.a.(4) Rudder Servo System - Rudder Servo	Replace primary servo bearings, turn and undercut commutator ring. (Cards CT-E-B1, SP2-I1)							X				X				X
21. Elevator Servo System (Rear Fuselage)	Elevator servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. (Card 11-02)				X	X	X	X	X	X	X	X	X	X	X	X
21.a.(1) Elevator Servo System - Elevator Servo	Condition and security of mounting. (Card 11-22)				X	X	X	X	X	X	X	X	X	X	X	X
21.a.(2) Elevator Servo System - Elevator Servo	Mounting brackets for condition and security. (Card 32-19)									X						X
21.a.(3) Elevator Servo System - Elevator Servo	Remove; clean as required, and lubricate. Check motor and clutch brushes for wear; replace as necessary. Check clutch torque and adjust, if required, every 500 hours. Install serviceable servo. (Card 11-02A)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
21.a.(4) Elevator Servo System - Elevator Servo	Replace primary servo bearings, turn and undercut commutator ring. (Cards CT-E-B1, SP2-I1)							X				X				X
22. Pitch Trim Servo System (Rear Fuselage)	Pitch trim servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main trim cable. (Card 11-05)				X	X	X	X	X	X	X	X	X	X	X	X
23.(1) Pitch Trim Servo	Remove pitch trim servo every 500 hours clean as required and lubricate. Check clutch value and adjust if necessary. Install serviceable unit and check cable retaining clip for condition and security. (Card 11-07)				X	X	X	X	X	X	X	X	X	X	X	X
23.(2) Pitch Trim Servo	Mounting brackets for condition and security. (Card 32-18)									X						X
24. Disengage Switches	Condition and clean as required. (Card 30-07)									X						X
25. Altitude Controller	Condition and security. Pipes and connections for security. Clean as required. (Card 08-12)				X	X	X	X	X	X	X	X	X	X	X	X
26. Slip/Skid Sensor	Condition and security. Clean as required. (Card 08-21)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
27. Turn and Slip Sensor	Condition and security. Clean as required. (Card 08–12)				X	X	X	X	X	X	X	X	X	X	X	X
28. Heading and Attitude Reference Unit	Condition and security. Clean as required. (Card 08–12)				X	X	X	X	X	X	X	X	X	X	X	X
29. Electrical Wiring and Connectors	Wiring and connectors for condition and security; bonding for security. Clean as required. (Cards 09–17, 08–19, 11–11)				X	X	X	X	X	X	X	X	X	X	X	X
30.(1) Bendix M4C/D Autopilot	Operational test. (Power on). (Card FUN–C2)				X	X	X	X	X	X	X	X	X	X	X	X
30.(2) Bendix M4C/D Autopilot	Functional test. (Power on). (Card FUN–G4)									X						X
Collins AP-106 Autopilot System																
31.(1) Collins AP-106 Autopilot System - Computer	Condition and security. Clean as required. (Card 08–12)				X	X	X	X	X	X	X	X	X	X	X	X
31.(2) Collins AP-106 Autopilot System - Computer	Mounting installation for condition and security. (Card 29–09)									X						X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
32.	Aileron Servo System (Flight Compartment)	Aileron servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. (Card 09–06)				X	X	X	X	X	X	X	X	X	X	X	
32.a.(1)	Aileron Servo System - Aileron Servo	Condition and security of mounting. (Card 09–15)				X	X	X	X	X	X	X	X	X	X	X	
32.a.(2)	Aileron Servo System - Aileron Servo	Mounting brackets for condition and security. (Card 30–11)								X						X	
32.a.(3)	Aileron Servo System - Aileron Servo	Remove and send servo units to a Collins authorized service center for inspection and test as per Collins SIL2-81 every 1000 flight hours. Install serviceable unit. (Card CT–B–B1)					X		X		X		X		X	X	
32.b.	Aileron Servo System - Aileron Servo Capstan	Perform on aircraft slip clutch inspection test as per Collins SIL1-94 every 1000 flight hours. (Card 16–17)					X		X		X		X		X	X	
33.	Elevator Servo System (Rear Fuselage)	Elevator servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. (Card 11–02)				X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
33.a.(1) Elevator Servo System - Elevator Servo	Condition and security of mounting. (Card 11–22)				X	X	X	X	X	X	X	X	X	X	X	X
33.a.(2) Elevator Servo System - Elevator Servo	Mounting brackets for condition and security. (Card 32–19)									X						X
33.a.(3) Elevator Servo System - Elevator Servo	Remove and send servo units to a Collins authorized service center for inspection and test as per Collins SIL2-81 every 1000 flight hours. Install serviceable unit. (Card CT–B–B1)					X		X		X		X		X		X
33.b. Elevator Servo System - Elevator Servo Capstan	Perform on aircraft slip clutch inspection test as per Collins SIL1-94 every 1000 flight hours. (Card 18–20)					X		X		X		X		X		X
34. Rudder Servo System (Rear Fuselage)	Rudder servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. (Card 11–01)				X	X	X	X	X	X	X	X	X	X	X	X
34.a.(1) Rudder Servo System - Rudder Servo	Condition and security of mounting. (Card 11–21)				X	X	X	X	X	X	X	X	X	X	X	X
34.a.(2) Rudder Servo System - Rudder Servo	Mounting brackets for condition and security. (Card 32–17)									X						X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
34.a.(3) Rudder Servo System - Rudder Servo	Remove and send servo units to a Collins authorized service center for inspection and test as per Collins SIL2-81 every 1000 flight hours. Install serviceable unit. (Card CT-B-B1)					X		X		X		X		X		X
34.b. Rudder Servo System - Rudder Servo Capstan	Perform on aircraft slip clutch inspection test as per Collins SIL1-94 every 1000 flight hours. (Card 18-20)					X		X		X		X		X		X
35. Pitch Trim Servo System (Rear Fuselage)	Pitch trim servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security. Pulleys and cable drums for condition and security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. (Card 11-05)				X	X	X	X	X	X	X	X	X	X	X	X
35.a.(1) Pitch Trim Servo System Pitch Trim Servo	Condition and security of mounting. (Card 11-06)				X	X	X	X	X	X	X	X	X	X	X	X
35.a.(2) Pitch Trim Servo System Pitch Trim Servo	Mounting brackets for condition and security. (Card 32-18)									X						X
35.a.(3) Pitch Trim Servo System Pitch Trim Servo	Perform on aircraft clutch torque inspection and adjust if necessary. (Card 18-21)					X		X		X		X		X		X
36. Altitude Controller	Condition and security. Pipes and connections for security. Clean as required. (Card 08-12)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D o r 12
					1	2	3	4	5	6	7	8	9	10	11		
37. Pitch/Turn Control	Condition and security. Clean as required. (Card 08–12)				X	X	X	X	X	X	X	X	X	X	X	X	
38. Turn and Slip Sensor	Condition and security. Clean as required. (Card 08–12)				X	X	X	X	X	X	X	X	X	X	X	X	
39.(1) Gain Programmer Airworthiness Directive F.A.A. 75-12-10	Condition and security; cover cooling holes free from obstruction. Note Refer to A.D., if applicable. (Card 08–20)				X	X	X	X	X	X	X	X	X	X	X	X	
39.(2) Gain Programmer	Mounting tray for condition and security. (Card 29–15)									X						X	
40.(1) I.A.S. Sensor Airworthiness Directive F.A.A. 75-12-10	Condition and security; pipes and connections for security. Note Refer to A.D., if applicable. (Card 08–20)				X	X	X	X	X	X	X	X	X	X	X	X	
40.(2) I.A.S. Sensor	Mounting brackets for condition and security. (Card 29–15)									X						X	
41. Autopilot Disengage Switch	Security and clean as required. (Card SP2–M1)						Every 400 hours										
Optional Autopilot Components																	
42. Flight Director Indicator	Condition and security; electrical connection for security. (Card 16–03h)					X		X		X		X		X		X	

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
43.	Radio Magnetic Indicator Airworthiness Directive F.A.A. 76-07-09	Condition and security, connector for security. Clean as required. Note Refer to Service Bulletin No. 6/349, and A.D., if applicable. (Card 16-03g)					X		X		X		X		X		X
43.a.	Directional Indicator	Condition and security; electrical connections for security. Clean as required. (Card 16-03b)					X		X		X		X		X		X
43.b.	Slaving Indicator	Condition and security. Clean as required. (Card 16-03i)					X		X		X		X		X		X
44.	Electrical Wiring and Connectors	Wiring and connectors for condition and security; bonding for condition. Clean as required. (Cards 09-17, 08-19, 11-11)				X	X	X	X	X	X	X	X	X	X	X	X
45.(1)	Collins AP-106 Autopilot System	Operational Test. (Power on). (Card FUN-C2)				X	X	X	X	X	X	X	X	X	X	X	X
45.(2)	Collins AP-106 Autopilot System	Functional Test. (Power on). (Card FUN-G4)								X							X
46.	Flight Controller	Condition and security. Clean as required. (Card 09-05)				X	X	X	X	X	X	X	X	X	X	X	X
AFCS (Mod 6/2303 & SOO 6221)																	
47.	Flight Director (Mod 6/2303)	Operational test. (Power on). (Card FUN-C2)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
48.	AFCS - Pilot and Co-Pilot, Go Around (G/A) and Touch Control Steering (TCS) Switch (Mod 6/2303)	Security and clean as required. (Card 09-19a)				X	X	X	X	X	X	X	X	X	X	X	
49.	AFCS - Pilot and Co-Pilot Disconnect (AP DISC) and Electric Manual Pitch Trim Switch (Mod SOO 6221)	Security and clean as required. (Card 09-19b)				X	X	X	X	X	X	X	X	X	X	X	
50.a.	AFCS - Function Test (Mod SOO 6221)	Function Test. (Card 09-19c)				X	X	X	X	X	X	X	X	X	X	X	
50.b.	AFCS - Operational (Routine) Test (Mod SOO 6221)	Operational test. (Power On). (Card RA-OPR-07)	X														
51.	SM3000 Aileron Servo System - Aileron Servo	Aileron servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. (Card 09-06)				X	X	X	X	X	X	X	X	X	X	X	
51.a.	SM3000 Aileron Servo System - Aileron Servo	Condition and security of mounting. (Card 09-15)				X	X	X	X	X	X	X	X	X	X	X	
51.b.	SM3000 Aileron Servo System - Electrical Wiring and Connections	Wiring and connectors for condition and security; bonding for security. Clean as required. (Card 09-17)				X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
51.c. SM3000 Aileron Servo System - Aileron Servo	Check bridle cable tensions and verify no slippage of clamps has occurred. (Card 16–23)					X		X		X		X		X		X	
51.d. SM3000 Aileron Servo System - Aileron Servo	Inspect grounding of unit wiring bundle shield braid to airframe structure (<7.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to inspection requirements, Page 7, Para 12 for details. (Card 16–22a)					X		X		X		X		X		X	
51.e. SM3000 Aileron Servo System - Aileron Servo	Inspect bonding of the mating surfaces between the servo mount and airframe structure (<2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to inspection requirements, Page 7, Para 12 for details. (Card 16–22b)					X		X		X		X		X		X	
51.f. SM3000 Aileron Servo System - Aileron Servo	Mounting brackets for condition and security. (Card 30–11)									X						X	
52. SM3000 Elevator Servo System - Elevator Servo	Elevator servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. (Card 11–02)				X	X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
52.a. SM3000 Elevator Servo System - Elevator Servo	Condition and security of mounting. (Card 11–22)				X	X	X	X	X	X	X	X	X	X	X	X	
52.b. SM3000 Elevator Servo System - Electrical Wiring and Connections	Wiring and connectors for condition and security; bonding for security. Clean as required. (Card 11–11)				X	X	X	X	X	X	X	X	X	X	X	X	
52.c. SM3000 Elevator Servo System - Elevator Servo	Check bridle cable tensions and verify no slippage of clamps has occurred. (Card 18–33)					X		X		X		X		X		X	
52.d. SM3000 Elevator Servo System - Elevator Servo	Inspect grounding of unit wiring bundle shield braid to airframe structure (<7.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to inspection requirements, Page 7, Para 12 for details. (Card 18–34a)					X		X		X		X		X		X	
52.e. SM3000 Elevator Servo System - Elevator Servo	Inspect bonding of the mating surfaces between the servo mount and the airframe structure (<2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to inspection requirements, Page 7, Para 12 for details. (Card 18–34b)					X		X		X		X		X		X	
52.f. SM3000 Elevator Servo System - Elevator Servo	Mounting brackets for condition and security. (Card 32–19)									X						X	

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
53.	SM3000 Rudder Servo System - Rudder Servo	Rudder servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. (Card 11-01)				X	X	X	X	X	X	X	X	X	X	X	X
53.a.	SM3000 Rudder Servo System - Rudder Servo	Condition and security of mounting. (Card 11-21)				X	X	X	X	X	X	X	X	X	X	X	X
53.b.	SM3000 Rudder Servo System - Electrical Wiring and Connections	Wiring and connectors for condition and security; bonding for security. Clean as required. (Card 11-11)				X	X	X	X	X	X	X	X	X	X	X	X
53.c.	SM3000 Rudder Servo System - Rudder Servo	Check bridle cable tensions and verify no slippage of clamps has occurred. (Card 18-35)					X		X		X		X		X		X
53.d	SM3000 Rudder Servo System - Rudder Servo	Inspect grounding of unit wiring bundle shield braid to airframe structure (<7.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to inspection requirements, Page 7, Para 12 for details. (Card 18-36a)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
53.e.	SM3000 Rudder Servo System - Rudder Servo	Inspect bonding of the mating surfaces between the servo mount and airframe structure (<2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to inspection requirements, Page 7, Para 12 for details. (Cards 18–36b)					X		X		X		X		X		X
53.f.	SM3000 Rudder Servo System - Rudder Servo	Mounting brackets for condition and security. (Card 32–17)								X							X
54.	KS 272A Pitch Trim Servo System - Pitch Trim Servo	Pitch Trim servo cable for fraying, kinks, flattening, proper attachment and security; turnbuckles for security, freedom of operation. Clamps for security and no evidence of movement on main flight control cable. (Card 11–05)				X	X	X	X	X	X	X	X	X	X	X	X
54.a.	KS 272A Pitch Trim Servo System - Pitch Trim Servo	Condition and security of mounting. (Card 11–06)				X	X	X	X	X	X	X	X	X	X	X	X
54.b.	KS 272A Pitch Trim Servo System - Electrical Wiring and Connections	Wiring and connectors for condition and security; bonding for security. Clean as required. (Card 11–11)				X	X	X	X	X	X	X	X	X	X	X	X
54.c.	KS 272A Pitch Trim Servo System	Operational test. (Power on). (Card FUN–C15)				X	X	X	X	X	X	X	X	X	X	X	X
54.d.	KS 272A Pitch Trim Servo System - Pitch Trim Switch	Security and clean as required. (Card 11–24)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
54.e. KS 272A Pitch Trim Servo System - Pitch Trim Capstan	Bench Test. (Card CT-B-B2)					X		X		X		X		X		X
54.f. KS 272A Pitch Trim Servo System - Pitch Trim Servo	Inspect grounding of unit wiring bundle shield braid to airframe structure (<20 milliohms). Note HIRF/IEL/DEL inspection. Refer to inspection requirements, Page 7, Para 12 for details. (Card 18–37a)					X		X		X		X		X		X
54.g. KS 272A Pitch Trim Servo System - Pitch Trim Servo	Inspect bonding of the mating surfaces between the servo mount and airframe structure (<2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to inspection requirements, Page 7, Para 12 for details. (Card 18–37b)					X		X		X		X		X		X
54.h. KS 272A Pitch Trim Servo System - Pitch Trim Servo	Check bridle cable tensions and verify no slippage of clamps has occurred. (Card 18–38)					X		X		X		X		X		X
54.i. KS 272A Pitch Trim Servo System - Pitch Trim Servo	Mounting brackets for condition and security. (Card 32–18)									X						X

PART 1 BASIC INSPECTION - 22

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 23 –Communications																	
1.	Audio System																
1.a.	Audio System - Flight Compartment Control Unit and Power Panels	Condition and security of mounting. (Card 09–08)				X	X	X	X	X	X	X	X	X	X	X	
1.b.	Audio System - Flight Compartment Speakers and Speaker Panel Assembly	Condition and security. (Card 09–08)				X	X	X	X	X	X	X	X	X	X	X	
1.c.	Audio System - Flight Compartment Pilot and Co-Pilot Head Sets	Condition and security. (Card 02–03)			X												
1.d.	Audio System - Passenger Address System (Pre Mod 6/2028)	Condition and security of mounting; microphone for condition; ceiling speakers for condition and security. (Card 11–12)				X	X	X	X	X	X	X	X	X	X	X	
1.e.	Audio System (Pre Mod 6/2028)	Operational test of interphone and audio integrating systems. (Card FUN–B4)			X												
VHF and VHF Standby:																	
2.	VHF and VHF Standby - Antennas (Pre Mod 6/2003)	Condition and security of mounting and adjacent structure, connections for security; fiberglass cover for cracks and deterioration; wire whip(s) for bending or misalignment. (Card 10–04)				X	X	X	X	X	X	X	X	X	X	X	
2.a.	Antennas - Control Units (Pre Mod SOO 6215) (Pre Mod 6/2049)	Condition and security of mounting. (Card 29–07)								X						X	

PART 1 BASIC INSPECTION - 23

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
2.b. Antennas - VHF/FM Unit	Condition and security of mounting; cables for condition and connector for security. (Card 23–14g)						X			X			X			X
2.c.(1) Antennas - VHF Upper Aft Antenna (Mod 6/2003)	Condition and security; control and indications for condition; wiring and connectors for security. Clean as required. (Card 10–4a)				X	X	X	X	X	X	X	X	X	X	X	X
2.c.(2) Antennas - VHF Upper Aft Antenna (Mod 6/2003)	Inspect bonding of the mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–19f)					X		X		X		X		X		X
2.d.(1) Antennas - VHF Fwd Antenna (Mod 6/2003)	Condition and security; control and indications for condition; wiring and connectors for security. Clean as required. (Card 10–4Bb)				X	X	X	X	X	X	X	X	X	X	X	X
2.d.(2) Antennas - VHF Fwd Antenna (Mod 6/2003)	Inspect bonding of the mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–19g)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 23

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
2.e.(1) Antennas - VHF Lower Aft Antenna (Mod SOO 6231) (Mod 6/2003)	Condition and security; control and indications for condition; wiring and connectors for security. Clean as required. (Card 10–4c)				X	X	X	X	X	X	X	X	X	X	X	X
2.e.(2) Antennas - VHF Lower Aft Antenna (Mod SOO 6231) (Mod 6/2003)	Inspect bonding of the mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–19h)					X		X		X		X		X		X
2.f.(1) Antennas - VHF FM Antenna (Mod SOO 6296)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 10–4D)				X	X	X	X	X	X	X	X	X	X	X	X
2.f.(2) Antennas - VHF FM Antenna (Mod SOO 6296)	Inspect bonding of the mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–19k)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 23

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
3.	HF System																
3.a.	HF System - Antennas (Pre Mod SOO 6215) (Pre Mod 6/2003)	Condition, masts for cracks and security; wire for proper tension and loose connections; cable covering for cracks and deterioration; tension unit at vertical stabilizer tip for cracks, corrosion and security. Lead-in sleeves for cracks and security. Insulators for condition; connections for security. Clean as required. (Cards 10-02, 10-03)				X	X	X	X	X	X	X	X	X	X	X	X
3.b.	HF System -Transceivers /Control Units (Pre Mod SOO 6215) (Pre Mod 6/2049)	Condition and security of mounting. (Card 29-07)								X							X
3.c.	HF System - Antenna Coupler (Pre Mod SOO 6215) (Pre Mod 6/2049)	Connections for security and mounting for security. Clean as required. (Card 18-15)					X		X		X		X		X		X
3.d.	HF System - HF Power Unit (Pre Mod SOO 6215) (Pre Mod 6/2049)	Condition and security of mounting, cables for condition and connectors for security. (Card 18-12a)					X		X		X		X		X		X
3.e.(1)	HF System - HF Control Head (PS440) (Mod SOO 6215) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 18-30a)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 23

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
3.e.(2) HF System - HF Control Head (PS440) (Mod SOO 6215) (Mod 6/2049)	Inspect grounding of wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–30b)					X		X		X		X		X		X
3.f.(1) HF System - HF Receiver/Exciter (Mod SOO 6215) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 18–30c)					X		X		X		X		X		X
3.f.(2) HF System - HF Receiver/Exciter (Mod SOO 6215) (Mod 6/2049)	Inspect bonding of the mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–30d)					X		X		X		X		X		X
3.g.(1) HF System - HF Receiver Amplifier (KPA 1052) (Mod SOO 6215) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 18–30e)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 23

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
3.g.(2) HF System - HF Receiver Amplifier (KPA 1052) (Mod SOO 6215) (Mod 6/2049)	Inspect bonding of the mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–30f)					X		X		X		X		X		X
3.h.(1) HF System - HF Coupler (KAC 1052) (Mod SOO 6215) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 18–30g)					X		X		X		X		X		X
3.h.(2) HF System - HF Coupler (KAC 1052) (Mod SOO 6215) (Mod 6/2049)	Inspect bonding of the mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–30h)					X		X		X		X		X		X
3.h.(3) HF System - HF Coupler (KAC 1052) (Mod SOO 6215) (Mod 6/2049)	Pressure test coupler. Note Refer to Maintenance Manual. (Cards 18–32, CAL 18–32)				Every Year											
3.i.(1) HF System - HF Antenna (Mod SOO 6215) (Mod 6/2049)	Condition, mast for cracks and security; wire for proper tension and loose connections; cable covering for cracks and deterioration; tension unit at vertical stabilizer tip for cracks. (Cards 10–02, 10–03)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 23

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
3.i.(2)	HF System - HF Antenna (Mod SOO 6215) (Mod 6/2049)	Inspect bonding of the antenna bonding strap from antenna coupler to antenna base.(3 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–30i)					X		X		X		X		X		X
4.	Communication Installation																
4.a.	Communication Installation - Cables, Connectors and Terminal Blocks	Cables for condition; connections for security; bonding wire for condition and security. Clean as required. (Card 29–08)								X							X
4.b.	Communication Installation - Equipment Shock Mounts	Cracks, corrosion and security. Vibration isolators for deterioration and condition; proper bonding wire for condition and security. (Card 22–05)						X			X			X			X
4.c.	Communication Installation - Static Discharge Wicks	Condition and security (minimum length one inch wick extension from sheath). (Cards 12–03, 13–01, 14–01)				X	X	X	X	X	X	X	X	X	X	X	X
4.d.	Communication Installation - Lightning Protection	Rod for condition and security. (Card 01–10)			X												
4.e.	Communication Installation - All Systems	Operational Test. (Card FUN–B2)			X												

PART 1 BASIC INSPECTION - 23

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
5.(1) Pilot/Co-Pilot Audio Panel (KMA 29) (Mod SOO 6209) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Cards 16–20a, 16–20c)					X		X		X		X		X		X
5.(2) Pilot/Co-Pilot Audio Panel (KMA 29) (Mod SOO 6209) (Mod 6/2049)	Inspect grounding of wiring bundle shield to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Cards 16–20b, 16–20d)					X		X		X		X		X		X
5.(3) Pilot/Co-Pilot Audio Panel (KMA 29) (Mod SOO 6209) (Mod 6/2049)	Audio panel emergency switch operational test. (Card 16–20e)					X		X		X		X		X		X
6.(1) Audio System Isolation Amplifier (NAT 247) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 15–26b)					X		X		X		X		X		X
6.(2) Audio System Isolation Amplifier (NAT 247) (Mod 6/2049)	Inspect bonding of the mating surfaces between the unit and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–26a)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 23

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
7. MMDR																
7.a.(1) MMDR #1 (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 15–25a)						X		X		X		X		X	X
7.a.(2) MMDR #1 (Mod 6/2049)	Inspect bonding of the mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). <u>Note</u> HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–25b)					X		X		X		X		X		X
7.b.(1) MMDR #2 (Mod SOO 6209) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 15–25c)					X		X		X		X		X		X
7.b.(2) MMDR #2 (Mod SOO 6209) (Mod 6/2049)	Inspect bonding of the mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). <u>Note</u> HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–25d)					X		X		X		X		X		X
8. Emergency Frequency Com Tuning Switch	Operational Test. (Card 15–27)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 23

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
9.(1) GPS/IRIDIUM/WiFi Antenna (SOO 6288) (SOO 6298)	Condition, security and corrosion; condition of external fillet seal; condition of coaxial cables and connectors and security of attachment of coaxial cables. (Card 10–9)				X	X	X	X	X	X	X	X	X	X	X	X
9.(2) GPS/IRIDIUM/WiFi Antenna (SOO 6288) (SOO 6298)	Inspect bonding of mating surfaces between the antenna baseplate and airframe (<3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–19l)					X		X		X		X		X		X
10.(1) SkyNode SAT COM Transceiver (SOO 6298)	Condition, security and corrosion; electrical wires and connectors for condition and security of attachment. (Card 15–28)					X		X		X		X		X		X
10.(2) SkyNode SAT COM Transceiver (SOO 6298)	Function test. (Power on). (Card FUN–D7)					X		X		X		X		X		X
11. SAT COM Panel/Dialer (RC6000/A) (SOO 6298)	Condition, security and corrosion; electrical wires and connectors for condition and security of attachment. (Card 16–18k)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 23



– Temporary Revision

PSM NO.: 1-6-7

AIRCRAFT: DHC-6

SERIES: ALL

PUBLICATION: Inspection Requirements Manual TEMPORARY REVISION NO.: 224

 Insert in Basic Inspection – 24 before Page 1

BASIC INSPECTION 24

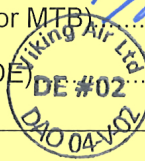
This Temporary Revision has been approved under the authority of the Design Approval Organization, DAO #04-V-02.

Date: 10 DEC 2019

Signed (for MTP)

Date: 10 DEC 2019

Signed (DE)



M.R. = M. Robertson VAP-002

V.R. = V. Robertson

REASON FOR ISSUE:

To add a CAUTION to the Main Battery deep cycle.

ACTION:

In Basic Inspection 24, ignore item 1.(2) and insert revised item 1.(2), as shown on Page 2 of this Temporary Revision.

— Continued overleaf —

RECORDING INSTRUCTIONS:

Record this Temporary Revision No. and the relevant information in the appropriate columns of the TEMPORARY REVISION INDEX provided at the front of the manual.

Basic Inspection 24 (TR 224)

Page 1 of 2

Dec 10/19

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 24 – Electrical Power																
1.(2) Battery (Main) Airworthiness Directive T.C. N-AME_078/22 F.A.A. 72-19-04	Check status of charge (measured discharge). Deep cycle Nickle Cadmium Battery as required. <u>CAUTION</u> DO NOT DEEP CYCLE A LEAD ACID BATTERY (SOOS 6091, 6371 OR MOD 6/2028). (Card CT–A–B1)		X													

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											D or 12	
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 24 – Electrical Power																	
1.(1) Battery (Main) Airworthiness Directive T.C. N-AME_078/22 F.A.A. 72-19-04	Condition and security; cables for security. Battery compartment for spillage and corrosion. Nickel cadmium battery for condition (S/B 6/301) and temperature sensor probes for security. Note Refer to Service Bulletin and Airworthiness Directive if applicable. (Card 04–06)			X													
1.(1) a. Battery (Main) (SOO 6371)	Condition and security; cables for security. Area around battery for spillage and corrosion. (Card 01–05)			X													
1.(2) Battery (Main) Airworthiness Directive T.C. N-AME_078/22 F.A.A. 72-19-04	Check status of charge (measured discharge). Deep cycle as required. (Card CT–A–B1)		X														
2. Vent System	Vent jar for condition and security, pad correctly saturated, hoses for condition and connections for security. (Card 04–06)			X													
3.(1) Battery (Auxiliary) (Pre Mod 6/2028)	Condition and security; cables for security, support structure for condition and security. (Card 04–07)			X													

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
3.(2) Battery (Auxiliary) (Pre Mod 6/2028)	Check status of charge (measured discharge). Deep cycle as required. (Card CT-A-B2)		X													
3.(3) Avionics Start Battery (Mod 6/2315)	Condition and security; cables for security, support structure for condition and security. (Card 01-11)			X												
3.(4) Avionics Start Battery (Mod 6/2315)	Capacity test. Replace as required. (Card CT-B-B3)					X		X		X		X		X		X
3.(5) Avionics Start Battery - Diodes CR141 thru CR146 (Mod 6/2315)	Check diodes. Replace as required. (Card 09-12A)				X	X	X	X	X	X	X	X	X	X	X	X
4.(1) Static Inverters (PC 15 or PC 15C models) (Pre Mod 6/2028) Airworthiness Directive T.C. CF-71-12 T.C. CF-75-06 or F.A.A. 75-24-15 F.A.A. 71-21-07	Condition and security; mounting installation for condition and security. Note Refer to Service Bulletin No. 6/263 and A.D. if applicable for Pre Mod 6/1388 aircraft, when operating with Filetronics type PC15 and PC15A models. (Card 11-08)				X	X	X	X	X	X	X	X	X	X	X	X
4.(2) Static Inverters (PC 15 or PC 15C models) (Pre Mod 6/2028)	Operational test. (Card FUN-G1)									X						X

PART 1 BASIC INSPECTION - 24

**– Temporary Revision****PSM NO.:** 1-6-7**AIRCRAFT:** DHC-6**SERIES:** ALL**PUBLICATION:** Inspection Requirements Manual **TEMPORARY REVISION NO.:** 225

Insert in Basic Inspection – 24 after Page 2**BASIC INSPECTION 24**

This Temporary Revision has been approved under the authority of the Design Approval Organization, DAO #04-V-02.

Date 30 JAN-2020Signed [Signature]**REASON FOR ISSUE:**

To revise the inspection for the Power Distribution and Generator Control Box to every 500 hours and annually.

ACTION:

In Basic Inspection 24, ignore existing Page 3 and insert revised page, as shown on Page 2 of this Temporary Revision

— Continued overleaf —**RECORDING INSTRUCTIONS:**

Record this Temporary Revision No. and the relevant information in the appropriate columns of the TEMPORARY REVISION INDEX provided at the front of the manual.

Basic Inspection 24 (TR 225)**Page 1 of 2****Jan 30/20**

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D o r 12	
					1	2	3	4	5	6	7	8	9	10	11			
					And Annually													
5.	Power Distribution and Generator Control Box	Box for condition and security; terminals, connectors and relays for condition and security, signs of overheat, arcing, torque of large terminal posts. Clean as required. Current Limiters (Mod 6/1651) for condition and serviceability. (Cards 11–23, CAL 11–23)				X	X	X	X	X	X	X	X	X	X	X	X	
5.a.(1)	Power Distribution and Generator Control Box - Reverse Current Relay (Pre Mod 6/1585) Airworthiness Directive T.C. CF-75-11 F.A.A. 75-26-07 T.C. CF-77-08 F.A.A. 78-01-05	Main relay contacts for condition. Note Refer to Service Bulletin No. 6/338 and 6/353, and A.D., if applicable. (Card CT–C–B1)					Every 1200 hours											
5.a.(2)	Power Distribution and Generator Control Box - Reverse Current Relay (Pre Mod 6/1585) Airworthiness Directive T.C. CF-75-11 F.A.A. 75-26-07 T.C. CF-77-08 F.A.A. 78-01-05	Remove for bench test and install serviceable unit. Note Refer to Service Bulletin No. 6/338, 6/353 and A.D., if applicable. (Card CT–F–B3)					Every 2400 hours											
5.b.(1)	Power Distribution and Generator Control Box - Reverse Current Relay (Post Mod 6/1585)	Main relay contacts for condition. Note Refer to Maintenance Manual (Card CT–D–B4)					Every 1500 hours											

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
5. Power Distribution and Generator Control Box	Box for condition and security; terminals, connectors and relays for condition and security, signs of overheating, arcing, torque of large terminal posts. Clean as required. Current Limiters (Mod 6/1651) for condition and serviceability. (Cards 11–23, CAL 11–23)									X							
						And Annually											
5.a.(1) Power Distribution and Generator Control Box - Reverse Current Relay (Pre Mod 6/1585) Airworthiness Directive T.C. CF-75-11 F.A.A. 75-26-07 T.C. CF-77-08 F.A.A. 78-01-05	Main relay contacts for condition. Note Refer to Service Bulletin No. 6/338 and 6/353, and A.D., if applicable. (Card CT–C–B1)					Every 1200 hours											
5.a.(2) Power Distribution and Generator Control Box - Reverse Current Relay (Pre Mod 6/1585) Airworthiness Directive T.C. CF-75-11 F.A.A. 75-26-07 T.C. CF-77-08 F.A.A. 78-01-05	Remove for bench test and install serviceable unit. Note Refer to Service Bulletin No. 6/338, 6/353 and A.D., if applicable. (Card CT–F–B3)					Every 2400 hours											
5.b.(1) Power Distribution and Generator Control Box - Reverse Current Relay (Post Mod 6/1585)	Main relay contacts for condition. Note Refer to Maintenance Manual (Card CT–D–B4)					Every 1500 hours											

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D o r 12
					1	2	3	4	5	6	7	8	9	10	11		
5.b.(2)	Power Distribution and Generator Control Box - Reverse Current Relay (Post Mod 6/1585)	Remove for bench test and install serviceable unit. Note Refer to Maintenance Manual (Card CT-G-B1)				Every 3000 hours											
5.c.	Power Distribution and Generator Control Box - Reverse Current Circuit Breaker (Pre Mod 6/1651)	Functional test (millivolt drop test). Note This test also to be done after circuit breaker has been tripped by a fault. (Card CT-D-B2)					X			X			X			X	
6.	Main Distribution Box	Box for condition and security; terminals, connectors and relays for condition and security. Clean as required. (Card 32-12)								X						X	
7.(1)	Overvoltage Relay (Pre Mod 6/1590 or 6/1636)	Condition and security. Clean as required. (Card 32-13)								X						X	
7.(2)	Overvoltage Relay (Pre Mod 6/1590 or 6/1636)	Functional test. (Card CT-D-B3)					X			X			X			X	
8.	Generator Field Control Relay (Mod 6/1590 and 6/1636)	Condition and security. Clean as required. (Card 32-11)								X						X	
9.(1)	Circuit Breaker Panel Airworthiness Directive F.A.A. 70-22-04	Condition and security. Note Refer to A.D. if applicable. (Cards 25-07, 23-09)					X			X			X			X	

PART 1 BASIC INSPECTION - 24

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												
					1	2	3	4	5	6	7	8	9	10	11	D or 12	
9.(2) Circuit Breaker Panel Airworthiness Directive F.A.A. 70-22-04	Pull out panels and check wiring connections for security. Clean as required. (Card 32-12)										X						X
10.(1) Voltmeter (Pre Mod 6/2028)	Condition and security. (Card 23-07j)							X			X			X			X
10.(2) Voltmeter (Pre Mod 6/2028)	Functional test (calibration). (Card CT-J-B6)																X
11.(1) Loadmeter (Pre Mod 6/2028)	Condition and security. (Card 23-07j)							X			X			X			X
11.(2) Loadmeter (Pre Mod 6/2028)	Functional test (calibration). (Card CT-J-B7)																X
12. External Power Receptacle	Condition and security. (Card 17-14)					X			X		X		X		X		X
12.(1) External Power Receptacle (SOO 6371)	Condition and security. Clean as required. (Card 15-32)					X			X		X		X		X		X
13. Grounding and Bonding	Condition and security. Clean as required. (Cards 15-02, 18-17)					X			X		X		X		X		X
14. Voltage Regulators	Condition and security. Mod 6/1590 mounting installation for condition. Pre Mod 6/1590 mounting installation for condition and security. Clean as required. (Card 18-19)					X			X		X		X		X		X
15. Wiring and Connectors	Condition and security. Clean as required. (Cards 22-08, 22-16, 23-08, 26-03)							X			X			X			X

PART 1 BASIC INSPECTION - 24

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
16. External Power and Battery Relays	Condition and security. Bus bars for condition. (Card 25–16)						X			X			X			X
16.(1) External Power and Battery Relays (SOO 6371)	Condition and security. Bus bars for condition. Clean as required. (Card 22–24)						X			X			X			X
17. Electrical Wiring (All aircraft systems when visible and accessible)	Wiring for condition and connectors for security. (Card 09–12)				X	X	X	X	X	X	X	X	X	X	X	X
18. Diodes CR108 & CR109 (Post Mod 6/2028)	Function test diodes, in accordance with PSM 1-64-2 Chapter 24-30-00. (Card FUN–H1)															X
19. Power Feeder Cables (SOO 6371)	Condition and security of cables at STA 111 cabin floor cut-out, in accordance with PSM 1-64-2 Chapter 24-30-00. (Card 11–27)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 24

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 25 – Equipment/Furnishings																	
1. Pilot's and Co-Pilot's Seats	Seat structure and seat pan for condition and security. Freedom of movement. (Card 09–01a)				X	X	X	X	X	X	X	X	X	X	X	X	
1.a. Pilot's and Co-Pilot's Seats - Seat Rails	Condition and security of stops. (Card 09–01b)				X	X	X	X	X	X	X	X	X	X	X	X	
1.b. Pilot's and Co-Pilot's Seats - Shock Cords	Condition and security. (Card 09–01c)				X	X	X	X	X	X	X	X	X	X	X	X	
1.c. Pilot's and Co-Pilot's Seats - Safety Harness	Condition and security. Quick release for proper operation. Clean as required. (Card 09–01d)				X	X	X	X	X	X	X	X	X	X	X	X	
1.d. Pilot's and Co-Pilot's Seats - Inertia Reel	Condition and security. Proper operation. (Card 09–01e)				X	X	X	X	X	X	X	X	X	X	X	X	
1.e. Portable ELT Mounting Provision (SOO 6270)	Condition and security. Proper operation and retention. Install safety wire as required. (Card 09–01f)				X	X	X	X	X	X	X	X	X	X	X	X	
2. Toilet Unit Assembly (Cabin area)	Cabin toilet unit and surrounding structure for condition and security, evidence of corrosion. (Card 25–02)						X			X			X			X	
2.a. Toilet Unit Assembly (Rear baggage compartment)	Cabin toilet unit and surrounding structure for condition and security, evidence of corrosion. (Card 25–02)						X			X			X			X	

PART 1 BASIC INSPECTION - 25

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
3. First Aid Kit	Required content, proper stowage and security. (Card 25–09)						X			X			X			X
4. Cabin Seat Rails Airworthiness Directive T.C. CF-73-12 F.A.A. 74-08-11	Floor and side rails for condition and security. Note Refer to Service Bulletin No. 6/302 and A.D., if applicable. (Card 11–14)				X	X	X	X	X	X	X	X	X	X	X	X
5. Cabin Seats	Seats and seat belts for condition and security; seat belt buckles for proper operation; utility seat stowage for proper operation and retention; under seat baggage restraint bars for condition and security if installed. (Card RA–INT–05)	X														
5.a. Utility Seats (Pre Mod 6/1828) Airworthiness Directive T.C. CF-83-25 F.A.A. 84-07-07 F.A.A. 87-03-12	Condition and security of seat leg into floor rail. Note Refer to Service Bulletin No. 6/447 and A.D., if applicable. (Repetitive inspections every 100 hours). (Card RA–INT–07)	X														
5.b. Cargo Nets (SOO 6274) (SOO 6389)	Cargo nets for condition and security, if installed. (Card RA–INT–05A)	X														
6. Camera Equipment (SOO 6045)	Operator's seat and equipment for damage and security. (Card 25–10)						X			X			X			X

PART 1 BASIC INSPECTION - 25

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
7. Emergency Locator Transmitter (ELT) Airworthiness Directive T.C. CF-78-01 T.C. CF-81-29 F.A.A. 74-20-10 F.A.A. 79-05-02 F.A.A. 79-18-05	Condition. Replace or recharge batteries when 50% of battery useful life has expired. <u>Note</u> Refer to date marking on equipment and specific manufacturer's instructions and Local Regulatory Authority approval. (Card SP2-H1)																
7.a.(1) Emergency Locator Transmitter (ELT) (Mod 6/2049)	Inspect bonding of the mating surfaces between the ELT backshell and airframe (< 2.5 milliohms). <u>Note</u> HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18-24a)					X		X		X		X		X		X	
7.a.(2) Emergency Locator Transmitter (ELT) (Mod 6/2049)	Inspect bonding of the mating surfaces between the ELT antenna and airframe (< 3.0 milliohms). <u>Note</u> HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18-24b)					X		X		X		X		X		X	
8. Slimline Commissary (SOO 6175)	Condition and security of attachment. (Card 11-15)				X	X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 25

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
9. Life Jackets	Remove, inspect and install serviceable life jackets. <u>Note</u> Refer to manufacturer's instructions and Local Regulatory Authority approval. (Card SP2–H2)															
10. Life Rafts	Remove, inspect and install serviceable life raft. <u>Note</u> Refer to manufacturer's instructions and Local Regulatory Authority approval. (Card SP2–H2)															
11. Portable Fire Extinguishers	Condition and evidence of leakage; security in stowed position. <u>Note</u> Refer to manufacturer's instructions and Local Regulatory Authority approval. (Card RA–INT–06)	X														

PART 1 BASIC INSPECTION - 25

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
11.a. Portable Fire Extinguishers	Remove and weigh Model 28H water/glycol and Model 28H and 384 (BCF) hand fire extinguishers. Install serviceable unit every 3 months. <u>Note</u> Refer to Maintenance Manual. On BCF models check that nozzle cap is not seized. Partly or discharged containers must be replaced. (Card SP2-J1)					Every 3 months										
11.b. Portable Fire Extinguishers	Remove and weigh Model 2-10 Halon 1211 (BCF) or H3R Aviation 1211 Model A1600 hand fire extinguisher. Refer to Maintenance Manual (Partly full or discharged containers must be replaced). Install serviceable unit every 6 months. <u>Note</u> When check weighing make sure weight of extinguisher is within 4 oz's of weight stamped on label. (Card SP2-J2)					Every 6 months										
11.c. Portable Fire Extinguishers	Discharge, refill and pressurize water/glycol Model 28H hand fire extinguisher every 2 years. Refer to Maintenance Manual. Install Serviceable unit. (Card SP2-J4)					Every 2 years										

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
11.d. Portable Fire Extinguishers	Remove and overhaul BCF Model 28H (BCF) hand fire extinguisher every 6000 flight hours or 5 years, whichever occurs first. (Card SP2-J7)					Every 6000 flight hours or 5 years, whichever occurs first										
12.a. 14 Volt Outlet (Mod 6/2028) (SOO 6272) (SOO 6281) (SOO 6282)	Condition and security; bonding wires for condition and security of attachment. (Card 22-23a)						X			X			X			X
12.b. 28 Volt Outlet (SOO 6283)	Condition and security; bonding wires for condition and security of attachment. (Card 22-23b)						X			X			X			X
13. Parachute Anchor Line Install (SOO 6291)	Inspect Anchor Line for security of attachment to end fittings and aircraft structure, and for corrosion, wear and broken wire. Replace if damaged. (Card 4-9)			X												
14. Stretcher Rack Installation (SOO 6208)	Stretcher frame for condition and corrosion; stretcher fabric, seams and patient restraint webbings for condition, damage and security; zippers and restraint buckles for damage, corrosion and proper operation. Support assemblies for general wear, damage and corrosion; all welds for cracks; seat track fittings, keeper hinges, and pull action latches for security and proper operation. (Card RA-INT-10)	X														

PART 1 BASIC INSPECTION - 25

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
15.	Axe and Axe Stowage - Flight Compartment (SOO 6376)	Security of stowed axe. (Card RA-INT-11)	X														
15.a.	Axe and Axe Stowage - Flight Compartment (SOO 6376)	Axe handle retention strap and elastic webbing for damage or deterioration (loss of elastic properties). Replace on condition. (Card 09-20a)					X		X		X		X		X	X	
15.b.	Axe and Axe Stowage - Flight Compartment (SOO 6376)	Condition and security of axe stowage structure. Condition and security of axe cutting edge and pike to axe handle. (Card 09-20b)						X		X			X			X	

PART 1 BASIC INSPECTION - 25

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 26 – Fire Protection																	
1. Fire Detection																	
1.a.(1) Detecting Thermal Units	Condition and security. (Cards 38–06, 39–06)			X													
1.a.(2) Detecting Thermal Units	Remove for bench test and install serviceable unit. (Card CT–J–B1)															X	
2. Engine Fire Extinguishing	Check continuity of engine fire extinguisher system and test squib assembly in accordance with Maintenance Manual every 6 months. (Card SP2–J3)					Every Six Months											
2.a. Extinguisher Bottle	Condition and security including correct pressure. (Cards 06–01, 07–01)			X													
2.b. System Pipes and Electrical Wiring	Pipes for condition and security; electrical wiring for condition and connectors for security. (Cards 06–01, 07–01)			X													
2.c. Extinguisher Bottle	Remove for hydrostatic test every 5 years or 6000 flight hours, whichever occurs first, and install serviceable unit. (Card SP2–J6)					Every 6000 flight hours or five years whichever occurs first									X		

PART 1 BASIC INSPECTION - 26

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
2.d. Extinguisher Bottle Squib	Remove and replace. <u>Note</u> The combined shelf life and service life of the squib cartridge is six years from date of manufacture. Maximum service life is four years. (Card SP2-J5)					Every four years										
2.e. Indicator Discs	Evidence of extinguisher discharge. (Card RA-EXT-03)	X														
3. Engine Wiring and Connectors	Wiring and connections for condition and security; clips for security. Clean as required. (Card 44-08, 45-08)						X			X			X		X	

PART 1 BASIC INSPECTION - 26

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												
					1	2	3	4	5	6	7	8	9	10	11	D or 12	
Chapter 27 – Flight Controls																	
1.(1) Control Column (Mod 6/1433)	Condition, security, full and freedom of movement, brackets for condition and security. (Card 16–08)					X		X		X		X		X		X	
1.(2) Control Column (Pre Mod 6/1433) Airworthiness Directive T.C. CF-72-06 F.A.A. 69-05-01 F.A.A. 69-08-12	Condition, security, full and freedom of movement, brackets for condition and security. Examine surface around torque tube to column welds for corrosion and cracks. Note Refer to Service Bulletin No.'s 6/180, 6/181, and A.D. CF-72-06, 69-05-01 AND 69-08-12, if applicable, and to next flight if aircraft is subjected to tail high velocity gust winds. (Card SP2–C1)					Every 100 hours											
1.a. Control Column - Centering Strut	Condition, proper operation and security. (Card 16–08)					X		X		X		X		X		X	
1.b. Control Column - Chain and Sprockets	Remove covers and check for evidence of binding; chain alignment with control wheel sprockets; sprockets for condition and security; sprocket teeth for wear. Lubricate. Install covers. (Card 16–08)					X		X		X		X		X		X	
1.c. Control Column - Column Floor Boot	Condition and security. (Card 09–03)					X	X	X	X	X	X	X	X	X	X	X	

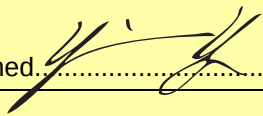
PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
2. Rudder Torque Tube and Quadrants	Condition and security; linkage and push rod installations for security. (Card 15–10)					X		X		X		X		X		X	
2.a. Rudder Torque Tube and Quadrants - Gust Lock Control Airworthiness Directive T.C. CF-90-01	Condition and proper operation; brackets and connecting rods for cracks, buckling and security. Note Refer to Service Bulletin No. 6/508 and A.D., if applicable. (Card 15–11)					X		X		X		X		X		X	
					or Every 2 years whichever occurs first												
3.(1) Rudder Pedal Installation	Support assembly, push rods levers and linkages for condition and security; pedals for full and free movement, condition and security. (Card 16–10)					X		X		X		X		X		X	
3.(2) Rudder Pedal Installation	Remove clevis pin and upper bolts from rudder pedal push rod ends and wheel brake rod ends; inspect pins, bearing and rod ends for wear. Install clevis pins and upper bolts. (Card 30–01)									X						X	

**– Temporary Revision****PSM NO.:** 1-6-7**AIRCRAFT:** DHC-6**SERIES:** ALL**PUBLICATION:** Inspection Requirements Manual **TEMPORARY REVISION NO.:**162

Insert pages 1 and 2 of this TR in Basic Inspection – 27, facing page 3**Insert pages 3 and 4 of this TR in Basic Inspection – 27, after page 19****BASIC INSPECTION 27**

This Temporary Revision has been approved under the authority of the Design Approval Organization, DAO #04-V-02.

Date 10 APR 2015Signed  Y. YAN DE #08**REASON FOR ISSUE:**

To include inspection for rudder pedal cracking and Figure 2 to show typical cracking on the rudder pedals.

ACTION:

In Basic Inspection 27, ignore existing page 2 and insert revised page, as shown on page 2 of this Temporary Revision.

In Basic Inspection 27, insert Figure 2 after page 19, as shown on page 3 of this Temporary Revision.

— Continued overleaf —**RECORDING INSTRUCTIONS:**

Record this Temporary Revision No. and the relevant information in the appropriate columns of the TEMPORARY REVISION INDEX provided at the front of the manual.

Basic Inspection 27 (TR 162)**Page 1 of 4****Apr 16/15**

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
2. Rudder Torque Tube and Quadrants	Condition and security; linkage and push rod installations for security. (Card 15–10)					X		X		X		X		X		X	
2.a. Rudder Torque Tube and Quadrants - Gust Lock Control Airworthiness Directive T.C. CF-90-01	Condition and proper operation; brackets and connecting rods for cracks, buckling and security. Note Refer to Service Bulletin No. 6/508 and A.D., if applicable. (Card 15–11)					X		X		X		X		X		X	
					or Every 2 years whichever occurs first												
3.(1) Rudder Pedal Installation	Support assembly, push rods levers and linkages for condition and security; pedals for full and free movement, condition and security; pedals for cracking as shown in Figure 2. Replace if cracked. (Card 16–10)					X		X		X		X		X		X	
3.(2) Rudder Pedal Installation	Remove clevis pin and upper bolts from rudder pedal push rod ends and wheel brake rod ends; inspect pins, bearing and rod ends for wear. Install clevis pins and upper bolts. (Card 30–01)									X						X	

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
4.(1) Rudder, Elevator and Aileron Control Cables	Cables (from beneath flight compartment floor to wings and empennage) for fraying corrosion, flattening, proper attachment and security; pulleys for condition and freedom of movement; pulley brackets and guides for condition and security; turnbuckles for security. Detailed visual inspection of cable terminals for signs of corrosion pits or cracks. <u>Note</u> 1. Refer to Service Bulletin No. 6/523, if applicable. <u>Note</u> 2. Ensure adequate clearance with adjacent electrical conduits, structure and other systems, making allowance for vibratory motion of cable when under tension. <u>Note</u> 3. In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s). (Cards 15-15, 18-06, 19-01, 20-11, 21-10, CAL 18-6)				X		X		X		X		X		X		
																or Every 12 months whichever occurs first.	
4.(2) Rudder, Elevator and Aileron Control Cables	Replace control cables. (Landplanes operated outside a marine or saline environment only) (Card SP2-C9)															Every 60 months	

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
4.(3) Rudder, Elevator and Aileron Control Cables	Replace elevator and rudder control cables. (Floatplanes and/or landplanes operated in a marine or saline environment) <u>Note</u> Aileron control cables are 60 months. (Card SP1–E5)						Every 12 months										

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
4.(4) Rudder, Elevator and Aileron Control Cables	Check cable tension. Note 1. Inspect cables for fraying, corrosion, flattening, security and deterioration of protective coatings. Special attention on either side of pulley clusters at Stations 267.00, 332.00 and 376.00 for corrosion. Apply external lubricant to carbon steel non-jacketed cables in accordance with Maintenance Manual. Do not lubricate stainless steel or jacketed cables. Note 2. It is important to operate controls through full range during inspection so that cables move away from pulleys and all portions of cables are exposed for inspection. Note 3. Remove all access panels that are required to get free and clear view of area being inspected. Install all access panels. (Cards 18–22, CAL 18–22)					X		X		X		X		X		X	
					or Every 12 months whichever occurs first.												

or Every 12 months
whichever occurs first.

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
4.(4) Rudder, Elevator and Aileron Control Cables	<u>Note</u> 4. Stainless Steel control cables are available in lieu of Carbon Steel Cables. Refer to Maintenance Manual and Structural Repair Manual and Structural Repair Manual for specific tasks when using stainless steel in lieu of carbon steel cables.																
5.(1) Rudder and Elevator Trim Tab Controls (Flight Compartment to Empennage)	Cables for full and free movement; fraying, kinks, flattening, proper attachment and security; turnbuckles for security, pulleys for freedom of operation; pulley brackets for condition and security. Detailed visual inspection of cables terminals for signs of corrosion pits or cracks. (Cards 16–12, 18–18, 19–01)					X		X		X		X		X		X	
5.(2) Rudder and Elevator Trim Tab Controls (Flight Compartment to Empennage)	Check cable tension. (Cards 18–22, CAL 18–22)					X		X		X		X		X		X	
						or Every 12 months											X
5.a. Trim Pulley Brackets and Cables	Trim cables for condition, fraying, corrosion, flattening, proper attachment and security. Nylon cable jacket for condition, cracking and necking down in diameter. Pulleys (bulkhead and elevator torque tube) for condition and freedom of movement, pulley brackets for condition and security. Lubricate pulley bracket bushings at elevator torque tube. (Card 12–02)				X	X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
6.	Rudder and Elevator Trim Tab Drive Mechanisms																
6.a.	Rudder and Elevator Trim Tab Drive Mechanisms - Screw Jacks	Condition of cable drum grooves, smooth operation and security. Lubricate. (Card 12-01)				X	X	X	X	X	X	X	X	X	X	X	
6.b.	Rudder and Elevator Trim Tab Drive Mechanisms - Pushrod	Condition and security of attachment. (Card 19-05(b))					X		X		X		X		X	X	
7.	Rudder Gear Tab Mechanism																
7.a.(1)	Rudder Gear Tab Mechanism - Rudder Gearbox	Condition and security of mounting plate installation and cover; tab pushrod for security and evidence of irregular operation during rudder movement. (Card 19-05(a))					X		X		X		X		X	X	
7.a.(2)	Rudder Gear Tab Mechanism - Rudder Gearbox	Gearbox for play. (Card FUN-G8)								X						X	
7.b.	Rudder Gear Tab Mechanism - Gearbox Linkage	Condition and security. (Card 19-05(b))					X		X		X		X		X	X	
8.	Aileron System																
8.a.	Aileron Trim Actuator Unit	Condition, smooth operation and security; electrical wiring and connections for security (Power On). Clean as required. (Card 20-04)					X		X		X		X		X	X	

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
8.b. Aileron Trim - Linkages	Condition and security. (Card 20–04)					X		X		X		X		X		X
8.c. Aileron Trim - Position Transmitter	Security of mounting and brackets; wiring and connections for security. Clean as required. (Card 20–04)					X		X		X		X		X		X
8.d.(1) Aileron Trim - Position Indicator (Pre Mod 6/2047)	Condition and security; wiring and connectors for security. (Card 16–05)					X		X		X		X		X		X
8.d.(2) Aileron Trim - Position Indicator (Pre Mod 6/2047)	Function test (Power On). (Card FUN–C10)				X	X	X	X	X	X	X	X	X	X	X	X
8.e. Aileron Trim - Position Indication (Mod 6/2047)	Display indication function test, neutral and full range of travel. (Card FUN–C12)				X	X	X	X	X	X	X	X	X	X	X	X
8.f. Aileron Position (Mod 6/2047)	Voltage check. (Card 20–20)					X		X		X		X		X		X
8.g. Aileron Position Transmitter (Mod 6/2047)	Condition and security; cables for security; support structure for condition and security. (Card 20–10)					X		X		X		X		X		X
9. Flap System 9.a.(1) Flap System - Flap Actuator	Condition and security of mounting and leakage. (Card 04–01)			X												

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
9.a.(2) Flap System - Flap Actuator	Remove for bench (pressure) test. Install serviceable unit. (Card CT-J-B4)															X	
9.b.(1) Flap System - Selector Valve	Condition and security of mounting and leakage; selector pulleys properly secured to spindle. (Card 04-01)			X													
9.b.(2) Flap System - Selector Valve	Remove for bench (pressure) test. Install serviceable unit. (Card CT-J-B5)															X	
9.c.(1) Flap System - Flap Selector and Follow-up Cables	Cables (flight compartment to fuselage flap actuator drive mechanism) for condition, corrosion, fraying, flattening and security of attachment. Turnbuckles for security; pulleys for condition and freedom of operation. Detailed visual inspection of cable terminals for signs of corrosion pits or cracks. (Card 11-09)				X	X	X	X	X	X	X	X	X	X	X	X	
9.c.(2) Flap System - Flap Selector and Follow-up Cables	Check cable tension. (Cards 18-22, CAL 18-22)					X		X		X		X		X		X	
						or Every 12 months											
9.d. Flap System - Selector Lever	Condition, proper detent action movement and security. Lubricate. (Card 23-02)						X			X			X			X	
9.e. Flap System - Drip Trays	Condition and security; fluid content; remove, dry out and install pads as required. (Card 04-01)			X													

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
9.f. Flap System - Indicator Cable and Spring (Pre Mod 6/2023) (Flight Compartment)	Cable and spring for condition, corrosion, fraying, flattening and security of attachment; spring for condition, tension, security; indicator for smooth operation; dracon cable cord at window frame small pulley locations for conditions. (Card 16–14)					X		X		X		X		X		X
9.g. Flap System - Position Transmitter (Mod 6/2047)	Security of mounting and brackets; wiring and connections for security. Clean as required. (Card 20–10)					X		X		X		X		X		X
9.h. Flap System - Position Indication (Mod 6/2047)	Display indication function test, neutral and full range of travel. (Card FUN–C12)				X	X	X	X	X	X	X	X	X	X	X	X
10. Flap/Elevator Interconnect System 10.a. Flap/Elevator Interconnect System - Interconnect Ball Screw Jack	Condition, freedom of operation and security. Lubricate. (Card 11–10)				X	X	X	X	X	X	X	X	X	X	X	X
10.b. Flap/Elevator Interconnect System - Interconnect Tab Screw Jack	Condition, freedom of operation and security. Lubricate. (Card 12–08)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
10.c.(1) Flap/Elevator Interconnect System - Interconnect Trim Cables	Condition, corrosion, fraying, flattening and security of attachment. Turnbuckles for security; pulleys for condition, security and freedom of operation. Detailed visual inspection of cable terminals for signs of corrosion pits or cracks. (Cards 18-03, 19-01)					X		X		X		X		X		X	
10.c.(2) Flap/Elevator Interconnect System - Interconnect Trim Cables	Check cable tension. (Cards 18-22, CAL 18-22)					X		X		X		X		X		X	
						or Every 12 months										X	
11. Flight Control Quadrants (Flight Compartment)	Condition, corrosion and security; bearings for condition and security. Condition of stops. Clean as required. (Card 15-09)					X		X		X		X		X		X	

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
11.a. Flight Control Quadrants - Elevator Quadrant (Aft Fuselage) Airworthiness Directive T.C. CF-79-02 T.C. CF-72-06 F.A.A. 79-14-01 F.A.A. 89-24-06	Condition and freedom of movement; loose torque tube attach bolts, mounting bracket for condition, cracks, and security. <u>Note</u> 1. Refer to Service Bulletin No. 6/379 and A.D. CF-79-02 and FAA 79-14-01. <u>Note</u> 2. Visually inspect elevator quadrant for indication of distortion every 400 flight hours (Refer to SB 6/511 and A.D.s CF-72-06 and FAA 89-24-06). Note that FAA requires repetitive inspections every 200 flight hours. (Card 12-04) <u>WARNING</u> INSPECT WITHIN 25 FLIGHT HOURS IF PARKED AIRCRAFT SUBJECTED TO GROUND WINDS WITH MEAN VELOCITY OF 35 MPH OR GREATER. MEAN WIND SPEEDS OF 35 MPH WILL GENERATE WIND GUSTS UP TO 65 MPH.				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
11.b. Flight Control Quadrants - Overhead Console (Flap) Quadrants (Pre Mod 6/1895) Polycarbonate/Melaine (Flight Compartment) Airworthiness Directive T.C. CF-73-06 F.A.A. 73-19-06 F.A.A. 93-10-08	Quadrants for condition, cracks and security; cable attachment for security; smooth movement and complete travel of operation. Note Refer to Service Bulletin No. 6/298, 6/519 and A.D., if applicable, for crack inspection intervals. (Card SP2-C2)					Every 100 hours											
11.c. Flight Control Quadrants - Overhead Console (Flap) Quadrants (Mod 6/1895) Aluminum (Flight Compartment)	Quadrants for condition and security; cable attachment for security; smooth and freedom of movement. (Card 16-16)					X		X		X		X		X		X	
11.d. Flight Control Quadrants - Aileron Flight Control Cable Quadrants in Cabin Roof	Condition and security, bearings for condition, cable guides for security. Clean as required. (Card 18-07)					X		X		X		X		X		X	
12. Elevator Control Lever and Connecting Rod	Condition, full and free movement, security, attaching brackets for cracks and distortion. (Card 15-14)					X		X		X		X		X		X	

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
13. Flight Control Rods with following Fail Safe Mods 6/1703, 6/1718, 6/1721, 6/1734 and 6/1735 (2024T81 material with fail safe sleeves installed) Airworthiness Directive T.C. CF-80-03 F.A.A. 80-13-11	Condition, corrosion and security; bearings for corrosion, security and clean as required; draught excluder boots (where applicable) for splitting, deterioration and security. On rods with magneformed (swaged) ends pay particular attention to inspection of the swaged area for condition. Worn or tight rotating bearings must be replaced on all rods immediately. Refer to Figure 1. Note Refer to Service Bulletin No. 6/390 and 6/502, and A.D. if applicable, for inspection interval. (Card SP2–C5)					Every 800 hours or 1 year whichever occurs first											
13.a. Flight Control Rods Pre Mods 6/1486, 6/1488 and 6/1489 material (2024T3 material with fail safe sleeves installed) (Pre Mods 6/1703, 6/1721, 6/1734 and 6/1735) Airworthiness Directive T.C. CF 80-03 F.A.A. 80-13-11	Condition, corrosion and security; bearings for corrosion, security and clean as required; draught excluder boots (where applicable) for splitting, deterioration and security. On rods with magneformed (swaged) ends pay particular attention to inspection of the swaged area for condition. Worn or tight rotating bearings must be replaced on all rods immediately. Refer to Figure 1. Note Refer to Service Bulletin No. 6/390 and 6/502, and A.D. if applicable for inspection interval. (Card SP2–C3)					Every 400 hours or 6 months whichever occurs first											

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
13.b. Flap Control Mod 6/1487 Rods with Mods 6/1710, 6/1714 (2024T81 material with sleeves) Airworthiness Directive T.C. CF-79-22 F.A.A. 80-03-08	Condition, corrosion and security; bearings for corrosion, security and clean as required; draught excluder boots (where applicable) for splitting, deterioration and security. On rods with magneformed (swaged) ends pay particular attention to inspection of the swaged area for condition. Worn or tight rotating bearings must be replaced on all rods immediately. Refer to Figure 1. <u>Note</u> Refer to Service Bulletin No. 6/388 and 6/381, and A.D. if applicable, for inspection interval. (Card SP2–C4)																

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
13.c. Flight and Flap Control Rods to Mods 6/1781 Fuse/Wing 6/1785 Elevator 6/1791 Aileron 6/1792 Elevator 6/2109 Aileron 6/1802 Rudder 6061 material with Magneformed Fail Safe Sleeves Airworthiness Directive T.C. CF-80-03 T.C. CF-79-22 F.A.A. 80-03-08	Condition, corrosion and security; bearings for corrosion, security and clean as required; draught excluder boots (where applicable) for splitting, deterioration and security. On rods with magneformed (swaged) ends pay particular attention to inspection of the swaged area for condition. Worn or tight rotating bearings must be replaced on all rods immediately. Refer to Figure 1. For Post Mod 6061 material rods do not remove the paint and primer from the rod ends to carry out the visual inspection. Deterioration of the inb'd foreflap pushrod draught excluder requires replacement of the draught excluder. Worn or tight rotating bearings must be replaced on all rods immediately. Note 1. Refer to Service Bulletin No. 6/502. Note 2. For aileron control rods C6CW1080-1 machined from 7075 alloy, follow same inspection intervals as for 6061 material (refer to Service Bulletin No. 6/390, Table 2). (Card SP2-C7)					Every 2400 hours or 2 years whichever occurs first											
14. Wing Root Rib/Flap Pushrod Roller Assembly (Mod 6/1707)	Condition, wear and security; proper clearance between rod surface and roller; freedom of operation. (Cards 20-14a, 21-13a)					X		X		X		X		X		X	

PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
14.a. Wing Root Rib/Flap Pushrod Roller Assembly	Lubricate inside surface of spacer and bolt. (Cards 20–14b, 21–13b,CAL 20–14b, CAL 21–13b)					X		X		X		X		X		X	
						Or Every 12 months whichever occurs first											
15. Stall Warning System					X	X	X	X	X	X	X	X	X	X	X	X	
15.a.(1) Stall Light and Horn (Pre Mod 6/2028)	Stall light and horn for condition and security. (Cards 09–09, 09–10)				X	X	X	X	X	X	X	X	X	X	X	X	
15.a.(2) Stall Light and Horn (Pre Mod 6/2028)	Function test. (Power on). (Card FUN–B9)			X													
15.b.(1) Stall Light (Mod 6/2028)	Stall light for condition and security. (Card 09–09A)				X	X	X	X	X	X	X	X	X	X	X	X	
15.b.(2) Stall Light (Mod 6/2028)	Function test. (Power on). (Card FUN-B9)			X													
15.c.(1) Lift Detector Vanes (Wing)	Vanes for condition, free movement and security. (Card RA–EXT–05)	X															
15.c.(2) Lift Detector Vanes (Wing)	Freedom of movement, condition, corrosion and security. Function test. (Power on). (Card FUN–B1)			X													
15.d. Cam and Limit Switch Mechanism	(Fuselage flap drive mechanism) Cam and limit switch for condition and security. (Card 18–04)					X		X		X		X		X		X	

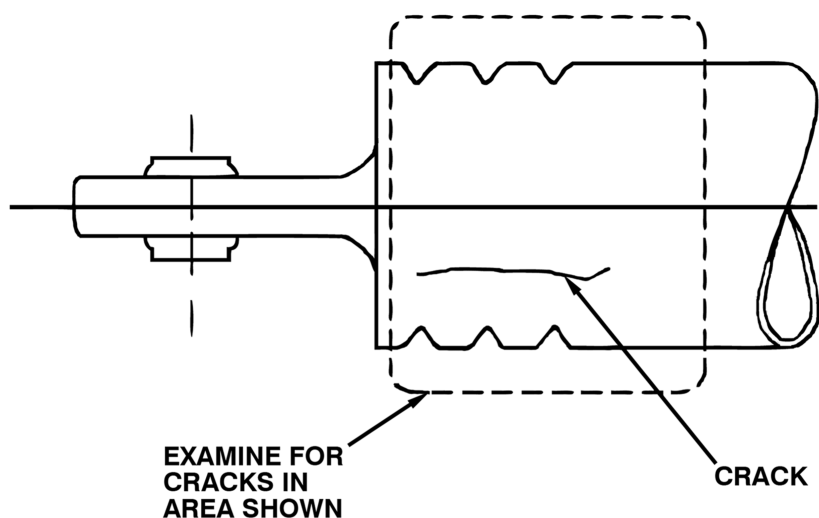
PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
16.(1) Flight Control System	Operational test with trim tabs for full and freedom of movement and wing flaps in normal and emergency mode condition. (Cards FUN-B8, FUN-B5)			X												
16.(2) Flight Control System	Check control surfaces alignment with external rigging marks; for rudder, check dimension "L" (Card FUN-G5)									X						X
16.(3) Flight Control System	Check all trim and gear tabs for free play. (Card FUN-G6)									X						X
17. 17.a. Rudder System Rudder Position Transmitter (Mod 6/2047)	Condition and security; cables for security, support structure for security and condition. (Card 20-10)					X		X		X		X		X		X
17.b. Rudder Trim Tab Position Transmitter (Mod 6/2047)	Condition and security; cables for security, support structure for security and condition. (Card 20-10)					X		X		X		X		X		X
17.c. Rudder Trim Tab Position Indication (Mod 6/2047)	Display indication function test, neutral and full range of travel. (Card FUN-C12)				X	X	X	X	X	X	X	X	X	X	X	X
17.d. Alignment of Mechanical Rudder Trim Pointer and EFIS Rudder Trim Display (Mod 6/2047)	Operational test. (Card FUN-C13)				X	X	X	X	X	X	X	X	X	X	X	X

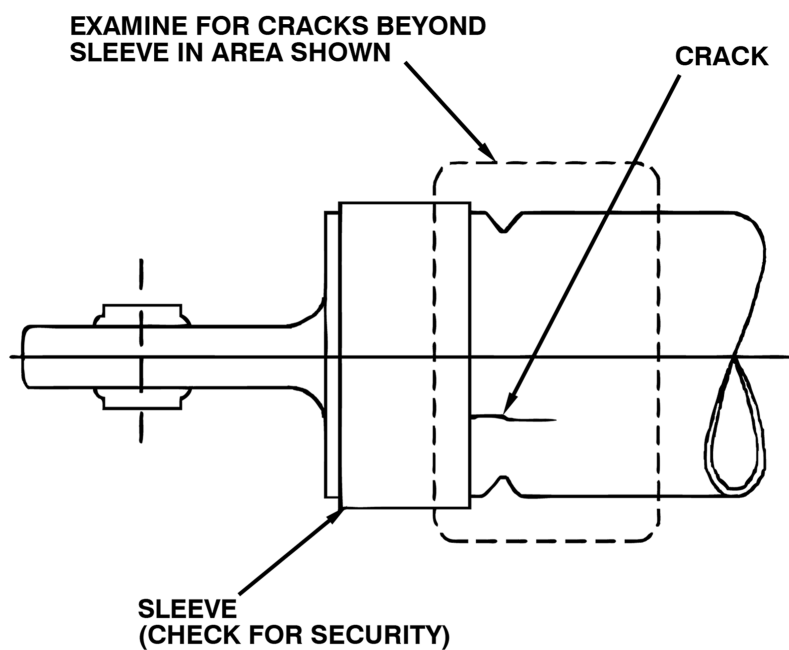
PART 1 BASIC INSPECTION - 27

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
17.e. Rudder Position (Mod 6/2047)	Voltage check. (Card 20–20)					X		X		X		X		X		X
18. Elevator System 18.a. Elevator Position Transmitter (Mod 6/2047)	Condition and security; cables for security support structure for security and condition. (Card 20–10)					X		X		X		X		X		X
18.b. Elevator Trim Tab Position Transmitter (Mod 6/2047)	Condition and security; cables for security, support structure for security and condition. (Card 20–10)					X		X		X		X		X		X
18.c. Elevator Trim Tab Position Indication (Mod 6/2047)	Display indication function test, neutral and full range of travel. (Card FUN–C12)				X	X	X	X	X	X	X	X	X	X	X	X
18.d. Alignment of Mechanical Pitch Trim Pointer and EFIS Pitch Trim Display (Mod 6/2047)	Operational test. (Card FUN–C14)				X	X	X	X	X	X	X	X	X	X	X	X
18.e. Elevator Position (Mod 6/2047)	Voltage check. (Card 20–20)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 27



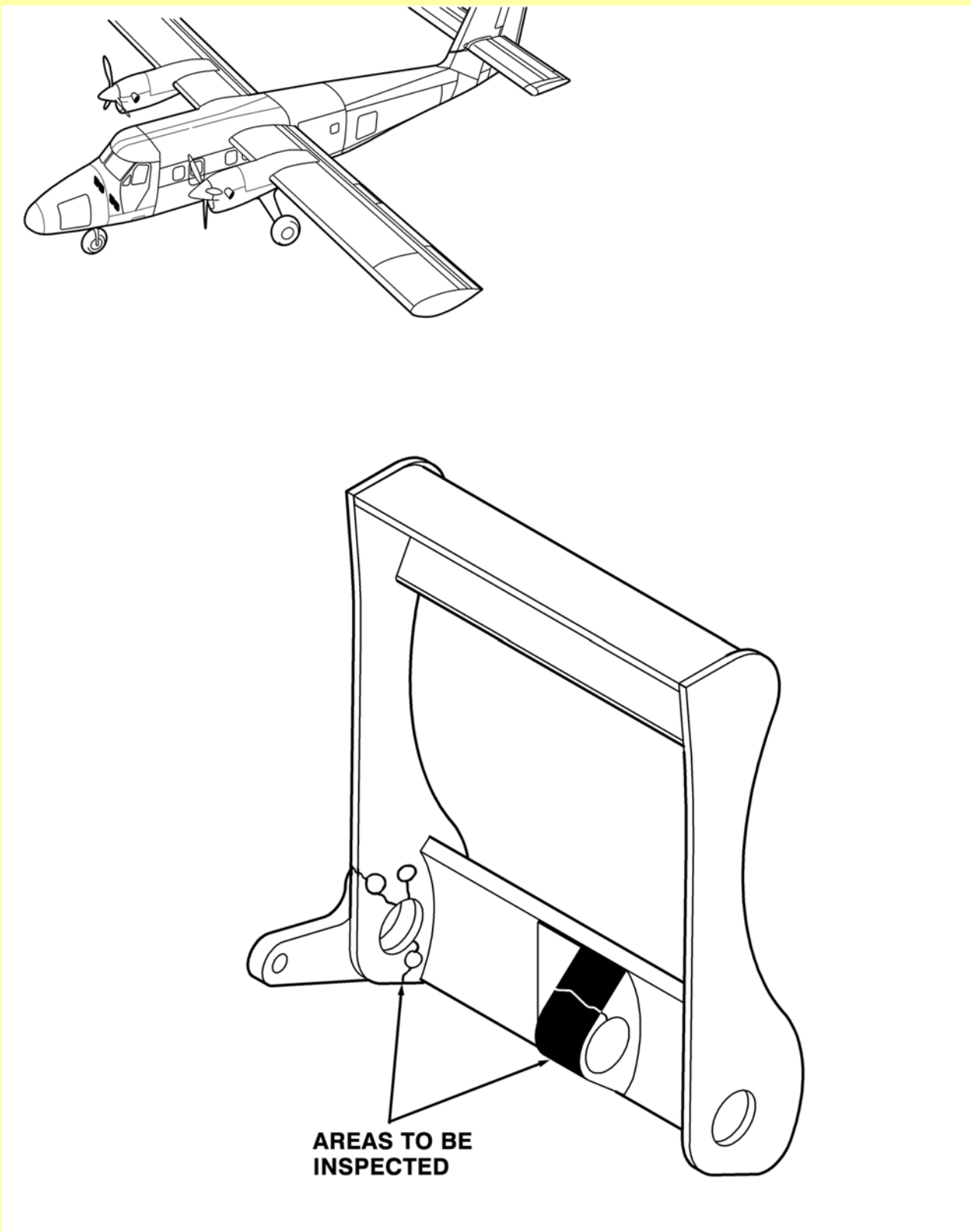
TYPICAL TUBE WITHOUT SLEEVE



TYPICAL TUBE WITH SLEEVE

Inspection of Flight Control Rods with Magneformed (Swaged) Ends
Figure 1

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Rudder Pedal Typical Cracking
Figure 2

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 28 – Fuel																	
1. Fuel System	Water contamination in fuel system at water drain and fuel strainer drain points. (Card RA–EXT–09)	X															
2.(1) Piping	Evidence of fuel leaks on underside of fuselage; drain valves for leakage. Vent outlets for obstructions. (Cards RA–EXT–10, RA–EXT–11)	X															
2.(2) Piping	Pipes for condition, connections and hoses for condition, security and leakage. Check for corrosion in fuel gallery area. (Card 17–03)					X		X		X		X		X		X	
2.(3) Fuel Manifold (Mod 6/2389)	Bonding clamp sealant and terminal lug sealant for condition and integrity, peeling, cracking or evidence of corrosion. Inspect bonding jumpers for condition, security, integrity and corrosion. If damaged, replace component; re-apply sealant. (Cards 17–06, Cal 17–06)					X		X		X		X		X		X	
2.(4) Fuel Manifold (Mod 6/2389)	Inspect the Fuel Manifolds under bonding clamp sealant for corrosion. Remove sealant, bonding clamps and jumpers. Inspect tube for corrosion and pitting. Replace clamps, bonding jumpers and hardware with new; reseal clamps grounding hardware and terminal lugs. (Cards SP2 B.2,)					Every 6000 flight hours or 5 years, whichever occurs first											

PART 1 BASIC INSPECTION - 28

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
3.(1) Booster Pumps	Condition, security, corrosion and cleanliness. Wiring for condition, signs of overheat or arcing. Radio noise filters (Pre Mod 6/2267) for security, condition and corrosion. Electrical connectors for condition and deterioration of sealant. (Card 17-02)					X		X		X		X		X		X
3.(2) Booster Pumps	Operational test. (Evidence of rough running (Power on)). (Card FUN-B6)			X												
3.(3) Booster Pumps	Electrical EMI noise filters (Mod 6/2267) for condition, security, signs of overheat. Wiring for condition, signs of overheat or arcing, ground posts for tightness and corrosion, protective boots for condition. (Card 17-02A)					X		X		X		X		X		X
3.(4) Booster Pumps	Bleed resistors (Mod 6/2267) for condition, security, signs of overheat. Resistance check, and condition of electrical terminations. (Card 17-02B)					X		X		X		X		X		X
4. Ejectors	Security. (Card 17-01)					X		X		X		X		X		X
5. Fuel Strainer 5.a.(1) Fuel Strainer - Element (Pre Mod 6/2006)	Remove (Pre Mod 6/1229) 74 micron element, clean and install. Replace (Mod 6/1229) 10 micron element as required. (Cards 06-02, 07-02)			X												

PART 1 BASIC INSPECTION - 28

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
5.a.(2)	Fuel Strainer - Element (Pre Mod 6/2006)	Note After replacement of fuel tank, if excessive foreign matter is found in fuel strainer after 50 flight hours, drain and flush system and inspect motive line check valve strainers for foreign matter. If excessive recheck in next 20 flight hours. (Card SP2-B2)																
5.a.(3)	Fuel Strainer - Element (Pre Mod 6/2006)	Leak check under pressure. (System operation). (Card FUN-B7)																
5.b.	Fuel Strainer Body	Condition and security of attachment bolts; drain valve for security. (Cards 06-02, 07-02)			X													
5.c.(1)	Fuel Filter (Mod 6/2006)	Remove 10 micron element as required. (Cards 06-02, 07-02)			X													
5.c.(2)	Fuel Filter	Note After replacement of fuel tank, if excessive foreign matter is found in fuel strainer after 50 flight hours, drain and flush system and inspect motive line check valve strainers for foreign matter. If excessive recheck in next 20 flight hours. (Card SP2-B2)																
6.(1)	Fuel System - Emergency Shut-off Valve	Security and leakage. (Cards 13-06, 14-06)				X	X	X	X	X	X	X	X	X	X	X		

PART 1 BASIC INSPECTION - 28

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											D or 12
					1	2	3	4	5	6	7	8	9	10	11	
6.(2) Fuel System - Emergency Shut-off Valve	Operational test. Return switch to NORMAL after test. (Power on). (Card FUN-A1)		X													
7.(1) Fuel System - Crossfeed Valve	Corrosion, security and evidence of leakage. (Card 17-01)					X		X		X		X		X		X
7.(2) Fuel System - Crossfeed Valve	Operational test. (Card FUN-A2)		X													
7.a.(1) Fuel System - Position Indicator (SOO 6035) (Pre Mod 6/2009)	Security. (Card 23-07i)						X			X			X			X
7.a.(2) Fuel System - Position Indicator (SOO 6035) (Pre Mod 6/2009)	Operational test. (Card FUN-A2)		X													
8. Fuel Quantity Indicating System	Functional test (calibration check). (Power on). (Card FUN-G12)									X						X
8.a. Fuel Quantity Indicating System - Indicators (Pre Mod 6/2009)	Condition and security. (Card 23-07k)							X				X				X
8.b. Fuel Quantity Indicating System - Capacitance Tank Units	Corrosion, security and leakage. (Card 24-10)						X			X			X			X

PART 1 BASIC INSPECTION - 28

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
8.c. Fuel Quantity Indicating System - Fuel Conditioner Unit (Mod 6/2046)	Security, wiring and connections. (Card 24–09)						X			X			X			X	
9. Fuel Transfer Motive Line Check Valves	Remove and inspect strainers for contamination. Clean as required and install serviceable unit. Leak check (Power on). Note Drain fuel before removing strainers. (Card 10–01, FUN-C4)				X	X	X	X	X	X	X	X	X	X	X	X	
10. Fuel Cells	Security and leakage. (Card 25–15)						X			X			X			X	
10.a. Cell Vent Neck and Vent Line	Condition and leakage. Remove heater ducts for access. Install heater ducts. (Card 25–15)						X			X			X			X	
10.b. Fuel Filler Caps	Caps for security and proper fit; seal for condition. Clean as required. (Card RA–EXT–22)	X															
10.c. Filler Necks to Fuel Cell	Condition, security and proper attachment. Clean as required. (Card RA–EXT–22)	X															
10.d. Sump Plates Airworthiness Directive T.C. CF-71-07 F.A.A. 71-16-01	Condition, corrosion and leakage. Clean as required. Note Refer to Service Bulletin No. 6/269 and A.D. if applicable. (Card 17–03)					X		X		X		X		X		X	

PART 1 BASIC INSPECTION - 28

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
10.e.	Wing Fuel Vent Outlet Airworthiness Directive T.C. CF-83-32	Condition and free from obstruction. <u>Note</u> Refer to Service Bulletin No. 6/211 and A.D. if applicable. (Cards 40–05, 41–05)				X	X	X	X	X	X	X	X	X	X	X	
11.	Fuel Low Pressure Switches	Condition and leakage. (Card 17–08)					X		X		X		X		X	X	
12.	Forward and Aft Low Level Warning System	Functional test. Adjust tank levels to obtain indication. (Power on). (Card FUN–G7)								X						X	

PART 1 BASIC INSPECTION - 28

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
13. Electrical Wiring and Connectors	Wiring and connectors for condition and security, bonding leads for fraying, broken wires, loose connections and corrosion. Coaxial wiring and connectors for condition and security. Clean as required. For Mod 6/2390, do a detailed visual inspection of the environmental wrap for condition, integrity (split, tear, deterioration or removal etc.). If deterioration is evident, remove the environmental wrap and inspect underlying components for general condition, corrosion, wiring, terminations, shield terminations. Replace damaged components and install new environmental wrap (refer to PSM1-64-2, Chapter 20-50-03). For Mod 6/2395, do a detailed visual inspection of the backshell and backshell sealant for deterioration in the seal cavities. If deterioration is evident, clean and reseal the backshell. Replace if deterioration severe. (Cards 17-04, 17-12)					X		X		X		X		X		X
14. Wing Tank Fuel System (SOO 6095, 6247)																
14.a. Wing Tank	Fuel for water content; drain valves for security. Evidence of fuel leaks from wing tank areas. Vent outlets for obstructions. (Card RA-EXT-12)	X														

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
14.b.(1) Wing Tank Fuel	Drain fuel and check samples for contamination. Remove fuel filler (Mod 6/1398), if fitted, clean as required and install. Leak check. Note If contamination is evident, remove panel at top of tank and inspect interior of tank. Drain and flush as necessary, and clean strainer at end of fuel outlet pipe. When installing panel, seal in accordance with Maintenance Manual. (Cards 06-03, 07-03)			X												
14.b.(2) Wing Tank Fuel	Open access panel on top of wing tank, inspect interior for corrosion and strainer for condition. Clean as required. When installing panel seal in accordance with Maintenance Manual. (Card 34-07, 35-07)									X						X
15. Wing Tank Components (SOO 6095, 6247)	Note Where applicable, check bonding jumpers for condition and attachment.															
15.a. Wing Tank Components - Fuel Pressure Pump	Condition, security and leakage. (Cards 20-02, 21-02)					X		X		X		X		X		X
15.b. Wing Tank Components - Fuel Pressure Switch	Condition, security and leakage. (Cards 20-02, 21-02)					X		X		X		X		X		X
15.c. Wing Tank Components - Tank Fuel Float (Pre Mod 6/2046)	Condition, security and leakage. (Cards 20-02, 21-02)					X		X		X		X		X		X

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
15.d.	Wing Tank Components - Fuel Transfer Valve	Condition, security and leakage. (Cards 20–02, 21–02)					X		X		X		X		X		X
15.e.	Wing Tank Components - Refuel Shut-off Valve	Condition, security and leakage. (Cards 20–02, 21–02)					X		X		X		X		X		X
15.f.	Wing Tank Components - Fuel Level Control Valve	Condition, security and leakage. (Cards 20–02, 21–02)					X		X		X		X		X		X
15.g.	Wing Tank Components - Pipes and Connections	Condition, security and leakage. (Cards 20–02, 21–02)					X		X		X		X		X		X
15.h.	Wing Tank Components - Electrical Wiring and Connectors	Condition and security. Clean as required (Cards 20–02, 21–02)					X		X		X		X		X		X
15.i.	Wing Tank Fuel System	Operational test. (Power on). (Card FUN–D5)					X		X		X		X		X		X
15.j.	Wing Tank Components - Capacitance Tank Unit (Mod 6/2046) (SOO 6247)	For corrosion, security, wiring, connections and leakage. (Cards 34–12, 35–12)									X						X
16.	Wing Fuel Quantity Indicating System (SOO 6095, 6247)	Functional test (calibration check). (Power on). (Card FUN–G11)									X						X
17.	Wing Tank Filler Caps and Necks (SOO 6095, 6247)	Filler caps for condition and security, seals for deterioration; filler necks for condition and security. (Cards 27–05, 28–06)						X			X			X			X

PART 1 BASIC INSPECTION - 28

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 29 – Hydraulic Power																
1. 1.a.(1)	Power Package Power Package - Reservoir	Hydraulic reservoir filler neck for condition and contamination; fluid leakage, dip stick seal for deterioration. End of vent clear of power package tray. (Cards 01–02, 01–03)			X											
1.a.(2)	Power Package - Reservoir	Fluid for correct level. (Card RA–EXT–14)	X													
1.b.(1)	Power Package - Accumulators	System and wheel brake precharge pressure. Note Depressurize system by operating flaps and brakes before checking pressures. (Card RA–EXT–13)	X													
1.b.(2)	Power Package - Accumulators	Security and leakage. (Card 15–07)					X		X		X		X		X	X
1.b.(3)	Power Package - Accumulators	Remove for bench test (non-destructive tests). Install serviceable unit. (Card CT–J–B2)														X
1.c.	Power Package - Air Charging Valves and Indicators	Condition and security. Clean as required. (Card 08–03)				X	X	X	X	X	X	X	X	X	X	X
1.d.(1)	Power Package - Pump (Electric Motor Driven)	Security and leakage. (Card 08–05)				X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 29

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
1.d.(2)	Power Package - Pump (Electric Motor Driven)	Remove for bench test. Install serviceable unit. (Card CT-J-B3)															X
1.e.	Power Package - System Pressure Relief Valve	Security and leakage. (Card 15-06)					X		X		X		X		X		X
1.f.(1)	Power Package - Pressure Switch	Security and leakage. (Card 08-07)				X	X	X	X	X	X	X	X	X	X	X	X
1.f.(2)	Power Package - Pressure Switch	Operational test. (Power on). (Card FUN-F1)							X				X				X
1.g.	Power Package - Filter Unit	Remove filter element and replace with new element. Leak check. (Cards 08-02, FUN-C8a)				X	X	X	X	X	X	X	X	X	X	X	X
1.h.	Power Package - Power Package Tray	Drain holes clear of obstruction. Clean as required. (Card 08-06)				X	X	X	X	X	X	X	X	X	X	X	X
2.	Pressure System																
2.a.	Pressure Indicators (Pre Mod 6/2002)	Hydraulic and brake system indicators for condition, security and leakage. (Card 23-07l)						X			X			X			X
2.b.	Pressure Sensors (Mod 6/2002)	Hydraulic and brake system sensors for condition, security and leakage. (Card 23-07m)						X			X			X			X
3.(1)	Emergency Hand Pump	Handle for security in stowed position. (Card RA-INT-04)	X														
3.(2)	Emergency Hand Pump	Security and leakage. (Card 08-04)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 29

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
4.	Flap System Thermal Relief Valve	Security and leakage. (Card 18–05)					X		X		X		X		X		X
5.	Brake System Pressure Relief Valve	Security and leakage. (Card 15–06)					X		X		X		X		X		X
6.	Hydraulic Package Pipes and Connections	Condition. Connection for security. (Card 08–18)				X	X	X	X	X	X	X	X	X	X	X	X
7.	Main Leg Hydraulic Brake Pipes	Condition, leakage, loose clamps and connections for security, flexible hoses for condition, leakage and connections for security. (Card 17–16)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 29

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 30 – Ice and Rain Protection																
1. Heated Windshield System (Mods SOO 6007/6187)																
1.a. Windshields	Condition, discoloration, delamination and security. (Card RA–INT–03)	X														
1.b. Element Wiring	Condition and security. (Card 16–02)					X		X		X		X		X		X
1.c. Temperature Controllers	Condition and security; connectors for security. (Card 25–03)						X			X			X			X
1.d. Windshield Heat Relay Box	Condition and security; connectors for security. (Card 25–04)						X			X			X			X
1.e. Windshield System	Operational test. (Power on). (Card FUN–C9)				X	X	X	X	X	X	X	X	X	X	X	X
2. Propeller De-icing System (Mod SOO 6005) (Mod SOO 6202) (Mod SOO 6237)																
2.a.(1) Propeller De-icing System - Blade Boots	Condition and security. (Card RE–02)	X														
2.a.(2) Propeller De-icing System - Blade Boots	Boots for cuts, tears, burns, deterioration and proper and adhesion. (Cards 38–02, 39–02)			X												

PART 1 BASIC INSPECTION - 30

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
2.b.	Propeller De-icing System - Brush Block Assembly	Condition and security. (Cards 38–03, 39–03)			X												
2.c.	Propeller De-icing System - Terminal Wiring	Remove spinner and inspect electrical harness for security of connections. Install spinner. (Cards 42–06, 43–06)						X			X			X		X	
2.d.	Propeller De-icing System - Back Spin Plate and Slip Ring	Condition and security. (Cards 38–03, 39–03)			X												
2.e.(1)	Propeller De-icing System - Timer	Condition and security; connector for security. (Card 32–07)									X					X	
2.e.(2)	Propeller De-icing System - Timer	Functional test. (Power on). (Card FUN–G13)									X					X	
2.f.	Propeller De-icing System - Control Box	Condition and security; connector for security. (Card 32–07)									X					X	
2.g.	Propeller De-icing System	Operational test. (Power on). (Card FUN–E6)						X			X			X		X	
3.	Airframe De-icing System (Mod SOO 6004)	Condition. (Card RA–EXT–06)	X														
3.a.(1)	Airframe De-icing System - Wing and Horizontal Stabilizer De-icing Boots																

PART 1 BASIC INSPECTION - 30

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
3.a.(2)	Airframe De-icing System - Wing and Horizontal Stabilizer De-icing Boots	Boots for cuts, tears, deterioration and proper adhesion. (Cards 12-05, 13-05, 14-05)				X	X	X	X	X	X	X	X	X	X	X	
3.b.	Airframe De-icing System - Wing Bonded Stall Bar	Condition and proper adhesion. (Card RE-10)	X														
3.c.	Airframe De-icing System - Water Separators	Drain holes and/or drain lines for obstruction and security. (Cards 11-20, 13-02, 14-02)				X	X	X	X	X	X	X	X	X	X	X	
3.d.	Airframe De-icing System - Water Separator Filters	Condition and replace as necessary. Note Replace more frequently in areas of high industrial air pollution and high humidity. (Cards 11-20, 13-02, 14-02)				X	X	X	X	X	X	X	X	X	X	X	
3.e.	Airframe De-icing System - Timer	Condition and security; connector for security. (Card 18-02)					X		X		X		X		X	X	
3.f.	Airframe De-icing System - Distributor Valves	Security and leakage. (Cards 18-13b, 20-08a, 21-07a)					X		X		X		X		X	X	
3.g.	Airframe De-icing System - Distributor Valve Heater Jackets	Jacket for security. Electrical connections for corrosion and security. (Cards 18-13c, 20-08b, 21-07b)					X		X		X		X		X	X	
3.h.	Airframe De-icing System - Horizontal Stabilizer Pressure Indicating Switches	Pressure switches for security. Electrical connections for security. (Card 18-13d)					X		X		X		X		X	X	

PART 1 BASIC INSPECTION - 30

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
3.i.	Airframe De-icing System - Pressure Indicating Lights (Pre Mod 6/2028)	Condition and security; connector for security. (Card 16–15)					X		X		X		X		X		X
3.j.	Airframe De-icing System - Pipes and Connections	Pipes for condition, chafing, loose clamps and connections for security, flexible hoses for deterioration, chafing and security. (Card 18–13e, 20–08c, 21–07c)					X		X		X		X		X		X
3.k.	Airframe De-icing System - Ejector	Condition and security, clear of obstruction. Clean as required. (Card 18–13a)					X		X		X		X		X		X
3.l.	Airframe De-icing System - Pressure and Vacuum Indicators	Condition, leakage and security. (Card 16–06)					X		X		X		X		X		X
3.m.	Airframe De-icing System	Operational test. (Card FUN–E4)						X			X			X			X
4.	Windshield Wiper System (Mods SOO 6009, 6157, 6/1607 and 6/2088)	Condition and security; drive arms for tension; tie rods for wear, distortion and security. (Card 08–10)					X	X	X	X	X	X	X	X	X	X	X
4.a.	Windshield Wiper System - Blades																
4.b.	Windshield Wiper System - Convertors	Condition and freedom of movement. (Card 22–06)							X		X			X			X

PART 1 BASIC INSPECTION - 30

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
4.c.	Windshield Wiper System - Flexible Drives	Condition, security and freedom of operation. Evidence of water ingress. (Card 22–06)						X			X			X			X
4.d.	Windshield Wiper System - Motor	Security of attachment. (Card 22–06)						X			X			X			X
4.e.	Windshield Wiper System - Wiring and Connectors	Condition and security of connectors. (Card 22–06)						X			X			X			X
4.f.	Windshield Wiper System	Operational test. (Power on). <u>CAUTION</u> DO NOT OPERATE WIPERS ON DRY WINDSHIELD SURFACE. (Card FUN–C7)				X	X	X	X	X	X	X	X	X	X	X	X
5.	Windshield Washing System Airworthiness Directive T.C. CF-82-20 F.A.A. 82-26-06	Washer system vent for obstructions. Fluid tank for condition, security and leakage. Pump and fluid lines for condition, leakage and security. <u>Note</u> Refer to Service Bulletin No. 6/422 and A.D., if applicable. (Cards 08–08, 09–02)				X	X	X	X	X	X	X	X	X	X	X	X
6.	Engine Air Intake Anti-icing System	Boot for deterioration, proper adhesion and evidence of burning. (Cards 40–01, 41–01)				X	X	X	X	X	X	X	X	X	X	X	X
6.a.	Engine Air Intake Anti-icing System - Intake Boot (Mod SOO 6062)																

PART 1 BASIC INSPECTION - 30

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
6.b. Engine Air Intake Anti-icing System - Wiring and Connectors (Mod SOO 6062)	Condition and security of connections. (Cards 40-01, 41-01)				X	X	X	X	X	X	X	X	X	X	X	X
6.c. Engine Air Intake Anti-icing System (Mod SOO 6062)	Operational test. (Power on). (Card FUN-E5)						X			X			X			X

PART 1 BASIC INSPECTION - 30

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 31 – Instruments																	
1. Instrument Panels	Condition and security; bonding wires for condition and security. (Card 23–01)						X			X			X			X	
2. Vibration Isolators	Security. (Card 30–03)									X						X	
3.(1) Primary Flight Display Units (KDU 1080 or KDU-1080-2) Pilot/Co-pilot (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18a)					X		X		X		X		X		X	
3.(2) Primary Flight Display Units (KDU 1080 or KDU-1080-2) Pilot/Co-pilot (Mod 6/2049)	Inspect grounding of unit wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19a)					X		X		X		X		X		X	
3.a.(1) Primary Flight Display Controller (KMC 2210) Pilot/Co-pilot (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18b)					X		X		X		X		X		X	

PART 1 BASIC INSPECTION - 31

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
3.a.(2)	Primary Flight Display Controller (KMC 2210) Pilot/Co-pilot (Mod 6/2049)	Inspect grounding of unit wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19b)					X		X		X		X		X		X
4.(1)	Multi Function Display Units (KDU 1080) Upper/Lower (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18c)					X		X		X		X		X		X
4.(2)	Multi Function Display Units (KDU 1080) Upper/Lower (Mod 6/2049)	Inspect grounding of unit wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19c)					X		X		X		X		X		X
4.a.(1)	Multi Function Display Controller (KMC 2220) Pilot (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18d)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 31

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
4.a.(2) Multi Function Display Controller (KMC 2220) (Mod 6/2049)	Inspect grounding of unit wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19d)					X		X		X		X		X		X
5.(1) Flight Controller (KMC 9200) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18e)					X		X		X		X		X		X
5.(2) Flight Controller (KMC 9200) (Mod 6/2049)	Inspect grounding of unit wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19e)					X		X		X		X		X		X
6.(1) Reversion Control Panel for Displays (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18f)					X		X		X		X		X		X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
6.(2) Reversion Control Panel for Displays (Mod 6/2049)	Inspect grounding of unit wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19f)					X		X		X		X		X		X
6.(3) Reversion Control Panel for Displays (Mod 6/2049)	Reversion control panel switch operational test. (Card FUN–A8)		X													
7.(1) ESIS - Display (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18g)					X		X		X		X		X		X
7.(2) ESIS - Display (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Inspect grounding of unit wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19g)					X		X		X		X		X		X
7.a.(1) ESIS - Battery (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18h)					X		X		X		X		X		X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
7.a.(2) ESIS - Battery (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Inspect grounding of unit wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19h)					X		X		X		X		X		X	
7.a.(3) ESIS - Battery (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Periodic battery check. (Card SP2–N1)					Every 1000 hours or 3 months whichever occurs first											
7.a.(4) ESIS - Battery (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Battery capacity test. (Card SP2–N2)					Every 3000 hours or 12 months whichever occurs first											
7.b.(1) ESIS - Magnetometer (Mod 6/2049) (Mod SOO 6209)	Condition and security; bonding wires for condition and security of attachment. (Card 20–19a)					X		X		X		X		X		X	
7.b.(2) ESIS - Magnetometer (Mod 6/2049) (Mod SOO 6209)	Inspect bonding of the mating surfaces between the magnetometer mounting feet and the airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 20–19b)					X		X		X		X		X		X	

PART 1 BASIC INSPECTION - 31

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
7.c.	ESIS (Mod 6/2049) (Mod SOO 6209)	Altimeter System Test (Card SP2–N8)					Every 24 months or in accordance with Local Regulatory Authority											
7.d.	ESIS	Operational test. (Card RA–OPR-6)	X															
7.e.	ESIS	Calibration check. (Card SP2–N7)					Every 12 months or in accordance with Local Regulatory Authority											
8.(1)	Modular Avionics Unit MAU 1 (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18i)					X		X		X		X		X	X		
8.(2)	Modular Avionics Unit MAU 1 (Mod 6/2049)	Inspect bonding of the mating surfaces between the MAU mounting tray and the airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19i)					X		X		X		X		X	X		
8.(3)	Modular Avionics Unit MAU 1 (Mod 6/2049)	Verify ferrite beads are installed on the LAN wires inside the backshells of all the NIC's (bead P/N is a Ferronics 21–727–B). (Card 16–19k)					X		X		X		X		X	X		
8.(4)	Modular Avionics Unit MAU 1 (Mod 6/2049)	Visually inspect the mesh covering the air intake for dust and debris. Clean as required. (Cards 16–19l, SP1–G9)					X		X		X		X		X	X		

PART 1 BASIC INSPECTION - 31

**– Temporary Revision****PSM NO.:** 1-6-7**AIRCRAFT:** DHC-6**SERIES:** ALL**PUBLICATION:** Inspection Requirements Manual **TEMPORARY REVISION NO.:**217

Insert in Basic Inspection – 31 after Page 6**THIS TEMPORARY REVISION SUPERSEDES TR 197****BASIC INSPECTION 31**

This Temporary Revision has been approved under the authority of the Design Approval Organization, DAO #04-V-02.

Date.....26 MARCH 2018.....Signed.....CR RL DE06.....**REASON FOR ISSUE:**

- 1.To the change the EMMA cross reference number for the ESIS Altimeter System Test.
- 2.To add Cockpit Voice Recorder (CVR) Function Test.
- 3.To update Cockpit Voice Recorder (CVR) intelligibility test, and Flight Data Recorder (FDR) correlation checks.

ACTION:

In BI-31, ignore the existing Pages 6 to 9; Remove and destroy Temporary Revision 19 and insert revised pages, as shown on Pages 2 to 5 of this Temporary Revision.

— Continued overleaf —

RECORDING INSTRUCTIONS:

Record this Temporary Revision No. and the relevant information in the appropriate columns of the TEMPORARY REVISION INDEX provided at the front of the manual.

Basic Inspection 31 (TR 217)**Page 1 of 6****Mar. 26/18**

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
7.c.	ESIS (Mod 6/2049) (Mod SOO 6209)	Altimeter System Test (Card SP2–N9)					Every 24 months or in accordance with Local Regulatory Authority											
7.d.	ESIS	Operational test. (Card RA–OPR-6)	X															
7.e.	ESIS	Calibration check. (Card SP2–N7)					Every 12 months or in accordance with Local Regulatory Authority											
8.(1)	Modular Avionics Unit MAU 1 (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18i)					X		X		X		X		X	X		
8.(2)	Modular Avionics Unit MAU 1 (Mod 6/2049)	Inspect bonding of the mating surfaces between the MAU mounting tray and the airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19i)					X		X		X		X		X	X		
8.(3)	Modular Avionics Unit MAU 1 (Mod 6/2049)	Verify ferrite beads are installed on the LAN wires inside the backshells of all the NIC's (bead P/N is a Ferronics 21–727–B). (Card 16–19k)					X		X		X		X		X	X		
8.(4)	Modular Avionics Unit MAU 1 (Mod 6/2049)	Visually inspect the mesh covering the air intake for dust and debris. Clean as required. (Cards 16–19l, SP1–G9)					X		X		X		X		X	X		

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
8.a.(1) MAU Power Supplies (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18j)					X		X		X		X		X		X	
8.a.(2) MAU Power Supplies (Mod 6/2049)	Inspect bonding of the mating surfaces between the MAU power supply mounting tray and the airframe structure (2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19j)					X		X		X		X		X		X	
9.(1) Cockpit Voice Recorder (CVR) (Mod 6/2049) (Mod SOO 6384)	Condition and security; bonding wires for condition and security of attachment. (Card 18–8a)					X		X		X		X		X		X	
9.(2) Cockpit Voice Recorder (CVR) (Mod 6/2049) (Mod SOO 6384)	Inspect bonding of the mating surfaces between the CVR unit and the airframe structure (2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–8b)					X		X		X		X		X		X	
9.(3) Cockpit Voice Recorder (CVR) (Mod 6/2049) (Mod SOO 6384)	ULB periodic system check. (Card SP2–N3)					Every 3000 hours or 12 months whichever occurs first											

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											D or 12
					1	2	3	4	5	6	7	8	9	10	11	
9.(4) Cockpit Voice Recorder (CVR) (Mod 6/2049) (Mod SOO 6384)	Intelligibility test. (Card SP2–N5)				As required by Local Regulatory Authority; however, not to exceed 5000 hours or 5 years, whichever occurs first Transport Canada Civil Aviation requirements every 3000 hours or 12 months, whichever occurs first											
9.(5) Cockpit Voice Recorder (CVR) (Mod 6/2049) (Mod SOO 6384)	Function test. (Card SP2–N8)					Every 12 months										
10.(1) Flight Data Recorder (FDR) (Mod 6/2049) (Post Mod 6/2332) (Mod SOO 6385)	Condition and security; bonding wires for condition and security of attachment. (Card 18–9a)					X		X		X		X		X		X
10.(2) Flight Data Recorder (FDR) (Mod 6/2049) (Post Mod 6/2332) (Mod SOO 6385)	Inspect bonding of the mating surfaces between the unit and the airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–9b)					X		X		X		X		X		X
10.(3) Flight Data Recorder (FDR) (Mod 6/2049) (Post Mod 6/2332) (Mod SOO 6385)	ULB periodic system check. (Card SP2–N4)					Every 3000 hours or 12 months whichever occurs first										

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
10.(4) Flight Data Recorder (FDR) (Mod 6/2049) (Post Mod 6/2332) (Mod SOO 6385)	Correlation check. (Card SP2–N6)		As required by Local Regulatory Authority; however, not to exceed 5000 hours or 5 years, whichever occurs first Transport Canada Civil Aviation requirements every 3000 hours or 12 months, whichever occurs first														
11.(1) Data Acquisition Unit (DAU 1 & DAU 2) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 18–23a)					X		X		X		X		X		X	
11.(2) Data Acquisition Unit (DAU 1 & DAU 2) (Mod 6/2049)	Inspect bonding of the mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–23b)					X		X		X		X		X		X	
12.(1) Master Warning and Caution Indication and Control (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 18–31)					X		X		X		X		X		X	
12.(2) Master Warning and Caution Indication and Control (Mod 6/2028)	Function test. (Power on). (Card FUN–B10)			X													
13.(1) ECTM/FOQA (IONode 100) (SOO 6288)	Condition, security and corrosion; electrical wires and connectors for security of attachment. (Card 15–29)					X		X		X		X		X		X	

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
8.a.(1) MAU Power Supplies (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 16–18j)					X		X		X		X		X		X	
8.a.(2) MAU Power Supplies (Mod 6/2049)	Inspect bonding of the mating surfaces between the MAU power supply mounting tray and the airframe structure (2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–19j)					X		X		X		X		X		X	
9.(1) Cockpit Voice Recorder (CVR) (Mod 6/2049) (Mod SOO 6384)	Condition and security; bonding wires for condition and security of attachment. (Card 18–8a)					X		X		X		X		X		X	
9.(2) Cockpit Voice Recorder (CVR) (Mod 6/2049) (Mod SOO 6384)	Inspect bonding of the mating surfaces between the CVR unit and the airframe structure (2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–8b)					X		X		X		X		X		X	
9.(3) Cockpit Voice Recorder (CVR) (Mod 6/2049) (Mod SOO 6384)	ULB periodic system check. (Card SP2–N3)					Every 3000 hours or 12 months whichever occurs first											

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
9.(4)	Cockpit Voice Recorder (CVR) (Mod 6/2049) (Mod SOO 6384)	Intelligibility test. (Card SP2–N5)					Every 3000 hours or 12 months whichever occurs first											
10.(1)	Flight Data Recorder (FDR) (Mod 6/2049) (Post Mod 6/2332) (Mod SOO 6385)	Condition and security; bonding wires for condition and security of attachment. (Card 18–9a)					X		X		X		X		X		X	
10.(2)	Flight Data Recorder (FDR) (Mod 6/2049) (Post Mod 6/2332) (Mod SOO 6385)	Inspect bonding of the mating surfaces between the unit and the airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–9b)					X		X		X		X		X		X	
10.(3)	Flight Data Recorder (FDR) (Mod 6/2049) (Post Mod 6/2332) (Mod SOO 6385)	ULB periodic system check. (Card SP2–N4)					Every 3000 hours or 12 months whichever occurs first											
10.(4)	Flight Data Recorder (FDR) (Mod 6/2049) (Post Mod 6/2332) (Mod SOO 6385)	Correlation check. (Card SP2–N6)					Every 3000 hours or 12 months whichever occurs first											
11.(1)	Data Acquisition Unit (DAU 1 & DAU 2) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 18–23a)					X		X		X		X		X		X	

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
11.(2) Data Acquisition Unit (DAU 1 & DAU 2) (Mod 6/2049)	Inspect bonding of the mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–23b)					X		X		X		X		X		X	
12.(1) Master Warning and Caution Indication and Control (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 18–31)					X		X		X		X		X		X	
12.(2) Master Warning and Caution Indication and Control (Mod 6/2028)	Function test. (Power on). (Card FUN–B10)			X													
13.(1) ECTM/FOQA (IONode 100) (SOO 6288)	Condition, security and corrosion; electrical wires and connectors for security of attachment. (Card 15–29)					X		X		X		X		X		X	
13.(2) ECTM/FOQA (IONode 100) (SOO 6288)	Function test. (Power on). (Card FUN–D6)					X		X		X		X		X		X	
14. (1) Quick Access Recorder (SOO 6356)	Condition, security and corrosion; electrical wires and connectors for security of attachment. (Card 18–39)					X		X		X		X		X		X	

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
14. (2) Quick Access Recorder (SOO 6356)	Function test. (Power on). (Card FUN-D8)					X		X		X		X		X		X	
15. (1) RIB Video Module (SOO 6212)	Condition, security and corrosion; electrical wires and connectors for security of attachment. (Card 15-30)					X		X		X		X		X		X	
15. (2) RIB Video Module (SOO 6212)	Inspect bonding of the mating surfaces between the unit and airframe (<2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15-31a)					X		X		X		X		X		X	
15. (3) RIB Video Module (SOO 6212)	Inspect bonding of the mating surfaces between unit wiring backshells and airframe (< 5.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15-31b)					X		X		X		X		X		X	
15. (4) RIB Video Module (SOO 6212)	Function test. (Power on). (Card FUN-D11)					X		X		X		X		X		X	

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 32 – Landing Gear																	
1. Tires (All)	Cuts, wear, deterioration and inflation. Correct inflation pressures required for Standard configuration tires or operating with Intermediate flotation gear Mod SOO 6048. Wheels Tire Models Nose (Goodrich) (Goodyear) (Dunlop) (Michelin) Main (Goodrich) (Dunlop) (Michelin) (Card RA-EXT-18)	X															
2.(1) Nose Gear	Condition and leakage; clean exposed surface of shock strut piston with clean cloth. (Card RA-EXT-19)	X															
2.(2) Nose Gear	Correct extension as given on data plate. Fork retaining nut secured properly. (Card 01-07)			X													
2.(3) Nose Gear	Thorough clean and inspect for condition, security and leakage; service as necessary. (Card 08-01)				X	X	X	X	X	X	X	X	X	X	X	X	
3.(1) Steering Actuator	Condition and leakage; hydraulic pipes and input swivel lever for condition, connections for security and leakage. (Card 01-04)			X													
3.(2) Steering Actuator	Remove external filter, clean and install. (Cards 08-01, FUN-C8d)				X	X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 32

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
3.(3) Steering Actuator	Remove for bench (pressure) test. Install serviceable unit. (Card CT-H-B1)					Every 4800 hours											
4. Steering Cables and Pulleys 4.a. Steering Cables and Pulleys (Pre Mod 6/1800) (where visible) Airworthiness Directive T.C. CF-84-03	Cables for condition, corrosion, kinks, flattening, proper attachment and security. Pulleys for condition, free movement of operation and security. Turnbuckles for security. Detailed visual inspection of cable terminals for signs of corrosion pits or cracks. Note Refer to Service Bulletin No. 6/453 and A.D., if applicable. (Card 01-04)																
4.b. Steering Cables and Pulleys (Pre Mod 6/1800) (Remove Control Column Cover) Airworthiness Directive T.C. CF-84-03	Cables for condition, corrosion, kinks, flattening, proper attachment and security. Pulleys for condition, free movement of operation and security. Turnbuckles for security. Detailed visual inspection of cable terminals for signs of corrosion pits or cracks. Install control column cover. Note Refer to Service Bulletin No. 6/453 and A.D., if applicable. (Card SP2-C3.1)					Every 400 hours or 6 months whichever occurs first											

PART 1 BASIC INSPECTION - 32

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												
						1	2	3	4	5	6	7	8	9	10	11	D or 12	
4.c.	Steering Cables and Pulleys (Mod 6/1800) (Fwd of Station 60 and beneath Cockpit floor)	Cables for condition, corrosion, kinks, flattening, proper attachment and security. Pulleys for condition, free movement of operation and security. Detailed visual inspection of cable terminals for signs of corrosion pits or cracks. (Card 15–08)					X		X		X		X		X		X	
4.d.	Steering Cables and Pulleys (Mod 6/1800) (Remove Control Column Cover)	Cables for condition, corrosion, kinks, flattening, proper attachment and security. Pulleys for condition, free movement of operation and security. Turnbuckles for security. Detailed visual inspection of cable terminals for signs of corrosion pits or cracks. Install control column cover. (Card 16–09)					X		X		X		X		X		X	
5.	Steering Actuator Linkage	Condition, corrosion and security; fouling of linkage on shock strut cylinder body. (Card 01–08)			X													
6.	Steering Lever	Binding and security. (Card 16–09)					X		X		X		X		X		X	
7.	Nose Wheel Steering System	Cable tension. (Card 15–16)					X		X		X		X		X		X	
7.a.	Nose Wheel Steering System	Functional test. (Power on). (Card FUN–J1)					Every 2400 hours											
8.	Nose Landing Gear	Wear, condition, corrosion and security; pip-pin chain for security. (Card 22–18)						X		X			X				X	
8.a.	Nose Landing Gear - Torque Arms, and Pip-pin																	

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												
						1	2	3	4	5	6	7	8	9	10	11	D or 12	
8.b.	Nose Landing Gear - Attachment Fittings	Corrosion and cracks; pre-load torque marks for proper alignment. (Card 22–19)						X			X			X			X	
8.c.	Nose Landing Gear - Torque Arms (Mod 6/1377)	Lubricate. (Card 08–01)				X	X	X	X	X	X	X	X	X	X	X	X	
9.(1).	Nose Wheel Assembly - Wheel	Condition. (Card RA–EXT–20)	X															
9.(2).	Nose Wheel Assembly - Wheel	Remove and clean as required; inspect for abrasions, cracks, chipped rims, bearings for condition, bushing for wear and seal for deterioration. Install wheel assembly. (Card 01–09)			X													
9.(3).	Nose Wheel Assembly - Wheel	Remove wheel and remove tire from wheel; inspect for visible cracks or chipping on rims. Lubricate bearings as required. Install serviceable tire and wheel. (Card 15–04)					X		X		X		X		X		X	
9.(4).	Nose Wheel Assembly - Wheel	Bearings: Signs of wear, corrosion, fretting and blueing; lubricate in accordance with Maintenance Manual. (Card 01–09b)			X													
9.(5).	Nose Wheel Assembly - Wheel	Dye penetrant check. (Card SP2–A1)					Refer to Special Inspection Requirements											
10. 10.a.	Main Wheel Brakes Main Wheel Brakes - Brake Housing	Cylinders and associated lines for condition, leakage and evidence of overheating. (Card 03–01d)			X													

PART 1 BASIC INSPECTION - 32

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
10.b.	Main Wheel Brakes - Brake Discs	Scoring, and evidence of overheating. (Card 03–01e)			X													
10.c.	Main Wheel Brakes - Brake Linings	Wear within limits. Note (Post Mod 6/2002) Refer to Maintenance Manual, PSM 1-64-2. (Post Mod 6/2317) Refer to Maintenance Manuals, PSM 1-6-2, 1-63S-2 or 1-63-2. Note (Pre Mods 6/2002 and 6/2317) If indicators pins are flush with ends of adjustment nuts (brake pressure off), check that brake lining wear is within limits. Refer to Maintenance Manual, PSM 1-6-2, 1-63S-2 or 1-63-2. (Card 03–01f)			X													
10.d.	Main Wheel Brakes - Brake Disc Guide Pad (When installed)	Condition and security. (Card 03–01e)			X													
11.(1)	Main Wheels	Condition. (Card RA–EXT–20)	X															
11.(2)	Main Wheels	Remove and clean as required; inspect for abrasions, cracks, chipped rims; brake drive rings for condition and signs of wear (Pre Mods 6/2002 and 6/2317), bearings, bush and seals for condition. Lubricate bearing. Install serviceable wheel and tire. (Cards 03–01a, 03–01b, 03–01c)			X													

PART 1 BASIC INSPECTION - 32

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
11.(3) Main Wheels	Remove wheels and remove tires from wheels; inspect for visible cracks or chipping on rims. Install tire and wheel. (Card 17–11)					X		X		X		X		X		X
11.(4) Main Wheels	Dye penetrant check. (Card SP2–A1)					Refer to Special Inspection Requirements										
12. 12.a. Brake System Brake System - Pedal Linkage	Springs, levers and linkage for condition, wear and security. (Card 09–04)				X	X	X	X	X	X	X	X	X	X	X	X
12.b. Brake System - Brake Valves	Remove console covers; inspect for security and leakage. Clean as required. Install console covers. (Card 16–11)					X		X		X		X		X		X
12.c. Brake System	Functional test. (Power on). (Card FUN–E9)						X			X			X			X
13. Parking Brake	Rods and linkage for signs of wear and security. Lubricate cams. (Card 16–11)					X		X		X		X		X		X
14.(1) Main Gear Fairings	Cracks, delamination and security; seals for tears, deterioration and security. (Card 17–09)					X		X		X		X		X		X
14.(2) Main Gear Fairings	Remove center fairings and check fairings supporting structure for cracks, corrosion, buckling and loose anchor nuts. Install center fairings. (Card 17–09)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 32

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
14.(3) Main Gear Fairings	Roller blind assembly for adequate spring tension; blind for fraying, tears and security; rollers for free running and security. (Card 17-09)					X		X		X		X		X		X	
14.(4) Main Gear Leg	Remove fairings and inspect welds for cracks at tubes, lugs, pivot fittings and brake flange axle housing. Note Refer to PSM 1-6-7, Part 3, Figure 8 for leg weld locations. (Card 17-09A)					X		X		X		X		X		X	
15.(1) Shock Absorbing Blocks	Condition, free for oil or grease, deterioration, splitting on surface adjacent to bolt holes and displacement of blocks. Discard blocks that have sustained permanent set due to displacement beyond edge of scuff plate. Note Displacement within boundaries of scuff plate edge is allowable and not detrimental to aircraft safety. Inspect for bubbles close to vertical surface of block by smearing surface with water and using strong light viewed from opposite side of block. For bubble criteria refer to Maintenance Manual. (Card 17-10)					X		X		X		X		X		X	

PART 1 BASIC INSPECTION - 32

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
15.(2)	Shock Absorbing Blocks	Permanent set and gaps between compression blocks and separator plates, upper to lower plate pre load bolt dimensions required for Pre Mod and Mod 6/1469 standard compression blocks. Rebound block and plate for condition, separation and corrosion. Refer to Maintenance Manual. (Card 24-03)						X			X			X			X
16.	Stay Struts	Cracks, corrosion and security. (Card 24-04)						X			X			X			X
17.(1)	DELETED																
17.(2)	DELETED																
18.	Main Gear Attachment Fittings	Upper and lower fittings for condition and security. (Card 17-15)					X		X		X		X		X		X
19.(1)	Tail Bumper	Condition and security. (Card RA-EXT-21)	X														
19.(2)	Tail Bumper	Tail axle and attachments for security; shock absorber pad for deterioration and security of bonding. (Card 33-07)									X						X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 33 – Lights																
1.	Flight Compartment															
1.a.	Flight Compartment - Pilot/Co-pilot Flight and Instrument Panel Lights (Pre Mod 6/2028)	Condition and security. (Card 16–01)					X		X		X		X		X	X
1.b.	Flight Compartment - Caution Lights (Pre Mod 6/2028)	Condition and security. (Card 16–15)					X		X		X		X		X	X
1.c.	Flight Compartment - Dome Light (Pre Mod 6/2028)	Condition and security. (Card 16–15)					X		X		X		X		X	X
1.d.	Flight Compartment - Co-pilot Dimming Control Rheostat (Pre Mod 6/2028) Airworthiness Directive T.C. CF-81-05	Condition and cable routing clear rheostat body. <u>Note</u> Refer to Service Bulletin No. 6/401 and A.D., if applicable. (Card 16–13)					X		X		X		X		X	X
1.e.(1)	Flight Compartment - Instrument Panel Light - Panel Overlay Lights, Compass Light (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15–17a)					X		X		X		X		X	X
1.e.(2)	Flight Compartment - Instrument Panel Light - Panel Overlay Lights, Compass Light (Mod 6/2028)	Function test. (Power on). (Card RA–OPR–03)	X													

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
1.f.(1) Flight Compartment - Instrument Panel Light - Trim Panel Static Valve Post Lights, Flap Selector Lights (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15–17a)					X		X		X		X		X		X
1.f.(2) Flight Compartment - Instrument Panel Light - Trim Panel Static Valve Post Lights, Flap Selector Lights (Mod 6/2028)	Function test. (Power on). (Card RA–OPR–03)	X														
1.g.(1) Flight Compartment - Flood Lights - Aisle Light, Eye Reference Lights, Avionics CB Post Lights, Instrument Panel Visor Lights (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15–17b)					X		X		X		X		X		X
1.g.(2) Flight Compartment - Flood Lights - Aisle Light, Eye Reference Lights, Avionics CB Post Lights, Instrument Panel Visor Lights (Mod 6/2028)	Test. (Power on). (Card RA–OPR–04)	X														
1.h.(1) Flight Compartment - Dome Lights (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15–17c)					X		X		X		X		X		X

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
1.h.(2)	Flight Compartment - Dome Lights (Mod 6/2028)	Function test. (Power on). (Card RA–OPR–05)	X														
1.i.(1)	Flight Compartment - Map Lights (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15–17d)					X		X		X		X		X	X	
1.i.(2)	Flight Compartment - Map Lights (Mod 6/2028)	Function test. (Power on). (Card RA–OPR–05)	X														
1.j.(1)	Flight Compartment - Caution Lights Dimming (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15–17e)					X		X		X		X		X	X	
1.j.(2)	Flight Compartment - Caution Lights Dimming (Mod 6/2028)	Function test. (Power on). (Card RA–OPR–05)	X														
2.	Aircraft Exterior																
2.a.(1)	Aircraft Exterior - Position Lights (Pre Mod 6/2028)	Condition and security. (Cards 19–04, 20–01, 21–01)					X		X		X		X		X	X	
2.a.(2)	Aircraft Exterior - Position Lights (Pre Mod 6/2028)	Operational test. (Power on). (Card RA–OPR–02)	X														
2.b.(1)	Aircraft Exterior - Anti-collision Lights (Pre Mod 6/2028) Airworthiness Directive F.A.A. 67-33-01	Condition and security. (Card 19–04)					X		X		X		X		X	X	

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
2.b.(2)	Aircraft Exterior - Anti-collision Lights (Pre Mod 6/2028) Airworthiness Directive F.A.A. 67-33-01	Condition, security and restricted operation. Note Refer to Service Bulletin No. 6/57 and A.D. for aircraft 001 to 070, if applicable. (Card 19-04)					X		X		X		X		X		X
2.b.(3)	Aircraft Exterior - Anti-collision Lights (Pre Mod 6/2028) Airworthiness Directive F.A.A. 67-33-01	Condition and brush wear. (Cards 24-08, 26-04)						X			X			X			X
2.b.(4)	Aircraft Exterior - Anti-collision Lights (Pre Mod 6/2028) Airworthiness Directive F.A.A. 67-33-01	Operational test. (Power on). (Card RA-OPR-02)	X														
2.c.(1)	Aircraft Exterior - Landing Lights (Pre Mod 6/2028)	Condition and security; clean lens as required. (Cards 20-07, 21-06)					X		X		X		X		X		X
2.c.(2)	Aircraft Exterior - Landing Lights (Pre Mod 6/2028)	Operational test. (Power on). (Card RA-OPR-02)	X														
2.d.(1)	Aircraft Exterior - Strobe Lights (Mod 6/1513) (Pre Mod 6/2028)	Condition and security. (Cards 19-04, 20-01, 21-01)					X		X		X		X		X		X

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
2.d.(2)	Aircraft Exterior - Strobe Lights (Mod 6/1513) (Pre Mod 6/2028)	Flasher unit for condition, connector for security. (Card 25-01)						X			X			X			X	
2.d.(3)	Aircraft Exterior - Strobe Lights (Mod 6/1513) (Pre Mod 6/2028)	Power supply for security. (Cards 27-02, 28-02)						X			X			X			X	
2.e.	Aircraft Exterior - Wing Strobe Lights (Pre Mod 6/1513) (Pre Mod 6/2028) Airworthiness Directive T.C. CF-76-21 F.A.A. 76-13-06	Wing tip rib installation for condition. Note Refer to Service Bulletin No. 6/318 and A.D., if applicable. (Cards 20-01, 21-01)					X		X		X		X		X		X	
2.f.(1)	Aircraft Exterior - Position and Strobe Lights (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15-17f)					X		X		X		X		X		X	
2.f.(2)	Aircraft Exterior - Position and Strobe Lights (Mod 6/2028)	Operational test. (Power on). (Card RA-OPR-02)	X															
2.f.(3)	Aircraft Exterior - Position and Strobe Lights (Mod 6/2028) (Pre Mod 6/2447)	Power supply for security. (Cards 27-02, 28-02)						X			X			X			X	

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
2.g.(1)	Aircraft Exterior - Beacon Lights (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15–17g)					X		X		X		X		X		X
2.g.(2)	Aircraft Exterior - Beacon Lights (Mod 6/2028)	Operational test. (Power on). (Card RA–OPR–02)	X														
2.h.(1)	Aircraft Exterior - Landing Lights (Mod 6/2028) (Mod 6/2285) (Mod 6/2407)	Condition and security; bonding wires for condition and security of attachment. Clean lens as required. (Card 15–17h)					X		X		X		X		X		X
2.h.(2)	Aircraft Exterior - Landing Lights (Mod 6/2028) (Mod 6/2285) (Mod 6/2407)	Operational test. (Power on). (Card RA–OPR–02)	X														
2.i.(1)	Aircraft Exterior - Wing Inspection Lights (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15–17i)					X		X		X		X		X		X
2.i.(2)	Aircraft Exterior - Wing Inspection Lights (Mod 6/2028)	Operational test. (Power on). (Card RA–OPR–03)	X														
3. 3.a.	Cabin Interior Cabin Interior - Cabin Lights (Pre Mod 6/2028)	Condition and security. (Card 25–06)						X			X			X			X
3.b.	Cabin Interior - Passenger Warning Lights	Condition and security. (Card 25–06)						X			X			X			X

PART 1 BASIC INSPECTION - 33

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
3.c.(1)	Cabin Interior - Boarding Light (Mod 6/2028)	Condition and security; bonding wires for condition and security of attachment. (Card 15–18a)					X		X		X		X		X		X
3.c.(2)	Cabin Interior - Boarding Light (Mod 6/2028)	Operational test. (Power on). (Card RA–OPR–02)	X														
3.d.(1)	Cabin Interior - Cabin Lights (Mod 6/2028) (Mod 6/2427)	Condition and security; bonding wires for condition and security of attachment. (Card 15–18b)					X		X		X		X		X		X
3.d.(2)	Cabin Interior - Cabin Lights (Mod 6/2028) (Mod 6/2427)	Operational test. (Power on). (Card RA–OPR–02)	X														
4.(1)	Noseleg Taxi Light	Condition and security of attachment; security of connector. (Card 08–09)				X	X	X	X	X	X	X	X	X	X	X	X
4.(2)	Noseleg Taxi Light	Operational test. (Power on). (Card RA–OPR–03)	X														
5.	Fwd and Aft Baggage Compartment Lights	Condition and security; connector for security. (Cards 22–03, 25–12)						X			X			X			X
6.(1)	Door Unlock Warning System	Security; limit switches and actuator mechanisms for condition and security. Operate each door separately. (Card 22–04)						X			X			X			X

PART 1 BASIC INSPECTION - 33

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
6.(2)	Door Unlock Warning System	Functional test. Include limit switch. (Power on). (Card FUN–C3)				X	X	X	X	X	X	X	X	X	X	X	
7. 7.a.(1)	Optional Lighting Optional Lighting - Wing Inspection Lights (Mod SOO 6006) (Mod 6/2421)	Condition and security. Clean as required. (Cards 27–04, 28–04)						X			X			X		X	
7.a.(2)	Optional Lighting - Wing Inspection Lights (Mod SOO 6006) (Mod 6/2421)	Operational test. (Power on). (Card RA–OPR–03)	X														
7.b.(1)	Optional Lighting - Cabin Emergency Lights (Mod SOO 6098)	Condition and security. Condition of Batteries. (Card 25–08)						X			X			X		X	
7.b.(2)	Optional Lighting - Cabin Emergency Lights (Mod SOO 6098)	Operational test. (Power on). (Card FUN–C6)				X	X	X	X	X	X	X	X	X	X	X	
7.c.(1)	Optional Lighting - Cabin Emergency Lights (Mod SOO 6179)	Condition; security of connectors. Condition of Batteries. (Card 25–08)						X			X			X		X	
7.c.(2)	Optional Lighting - Cabin Emergency Lights (Mod SOO 6179)	Operational test. (Power on). (Card FUN–C6)				X	X	X	X	X	X	X	X	X	X	X	
7.d.(1)	Optional Lighting - Cabin Emergency Lighting System (Mod SOO 6205)	Condition; security of connectors. Condition of Batteries. (Card 25–08)						X			X			X		X	

PART 1 BASIC INSPECTION - 33

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
7.d.(2) Optional Lighting - Cabin Emergency Lighting System (Mod SOO 6205)	Operational test. (Power on). (Card FUN–C6)				X	X	X	X	X	X	X	X	X	X	X	X	
8. Flt. and Cabin Area Electrical Wiring and Connections	Condition; security of connectors. Clean as required. (Card 25–13)						X			X			X			X	

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 34 – Navigation																
1. ADF No. 1 and No. 2 1.a. ADF No. 1 and No. 2 - Control Units (Pre Mod 6/2049)	Condition and security of mounting; cables and connectors for security. Clean as required. (Card 23–14a)						X			X			X			X
1.b. ADF No. 1 and No. 2 - Power Units	Condition; security of mounting, connections and terminal blocks. Clean as required. (Card 22–22a)						X			X			X			X
1.c. ADF No. 1 and No. 2 - Loop Antennas (Pre Mod 6/2003)	Covers for condition; moisture ingress and security; connectors and insulators for security. Clean as required. (Card 17–13b)					X		X		X		X		X		X
1.d. ADF No. 1 and No. 2 - ADF Flexible Drives	Outer casing for condition and security. Rotate crank and make sure of free rotation of drive cable. (Card 23–05)						X			X			X			X
1.e. ADF No. 1 and No. 2 - Sense Antennas	Masts for cracks and security; connectors and insulators for security; wires for correct tension and loose connections; covering for cracks and deterioration. Clean as required. (Card 10–05)				X	X	X	X	X	X	X	X	X	X	X	X
1.f. ADF No. 1 and No. 2 - Indicator	Condition and security; cables and connectors for security. Clean as required. (Card 16–03k)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 34

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
2.	VOR No. 1 and No. 2																
2.a.	VOR No. 1 and No. 2 - Control Units (Pre Mod 6/2049)	Condition and security of mounting; cables and connectors for security. Clean as required. (Card 23–14b)						X			X			X		X	
2.b.	VOR No. 1 and No. 2 - Antenna	Evidence of leakage at structure and loose connections; VOR antenna disconnect for security. Clean as required. (Cards 17–13a, 18–16)					X		X		X		X		X	X	
2.c.	VOR No. 2 Power Divider	Condition and security; mounting bracket for security. (Card 22–22b)						X			X			X		X	
2.d.	VOR No. 1 and No. 2 - Antenna (Mod 6/2003)	Inspect bonding of the mating surfaces between the VOR No. 1 and No. 2 antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–19a)					X		X		X		X		X	X	
3.	Glide Slope																
3.a.	Glide Slope - Receivers (Pre Mod 6/2049)	Condition; security of mounting; cables and connectors for security. Clean as required. (Card 23–14c)						X			X			X		X	

PART 1 BASIC INSPECTION - 34

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
3.b. Glide Slope - Antenna	Condition; loose connections and security of mounting. (Card 08–14a)				X	X	X	X	X	X	X	X	X	X	X	X
3.c. Glide Slope - Antenna (Mod 6/2003)	Inspect bonding of the mating surfaces between the glide slope antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–19b)					X		X		X		X		X		X
4. Marker Beacon																
4.a. Marker Beacon - Receivers (Pre Mod 6/2049)	Condition and security of mounting; cables and connectors for security. Clean as required. (Card 22–22c)						X			X			X			X
4.b. Marker Beacon - Indicator Lights (Pre Mod 6/2003)	Condition and security; cables and connectors for security. (Card 23–14d)						X			X			X			X
4.c. Marker Beacon - Antenna	Loose connections, entry of moisture and security. (Card 17–13c)					X		X		X		X		X		X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
4.d. Marker Beacon - Antenna (Mod 6/2003)	Inspect bonding of the mating surfaces between the marker beacon antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–19c)					X		X		X		X		X		X
5. VHF COMM and/or NAV Combinations 5.a. VOR and Glide Slope Controls Airworthiness (Pre Mod 6/2049) Airworthiness Directive F.A.A. 80-18-05	Condition and security; cables and connectors for security. Clean as required. Note Refer to A.D., if applicable. (Cards 23–14b, 23–14c)						X		X		X		X			X
5.b. NAV/COMM Antenna	Evidence of leakage at structure, loose connections, cracks and deformity. (Card 08–14b)				X	X	X	X	X	X	X	X	X	X	X	X
5.c. VOR/ILS NAV Receiver (Pre Mod 6/2003) Airworthiness Directive F.A.A. 86-25-01	Condition and security of mounting; cables and connectors for security. Clean as required. Note Refer to A.D., if applicable. (Card 23–14e)						X		X			X				X
5.d. Power Supply Unit (Pre Mod 6/2049)	Condition and security of mounting, cables for condition and connectors for security. Clean as required. (Card 22–22d)						X		X			X				X

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
6.	Weather Radar																
6.a.	Weather Radar - Transmitter and Receiver	Condition and security of mounting; cables and connectors for security. Clean as required. (Card 08-22)				X	X	X	X	X	X	X	X	X	X	X	X
6.b.	Weather Radar - Antenna (Pre Mod 6/2003)	Condition and security; cables and connectors for security. Clean as required. (Card 08-14c)				X	X	X	X	X	X	X	X	X	X	X	X
6.c.	Weather Radar - Radar Indicator (Pre Mod 6/2049)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 23-14f)						X			X			X			X
6.d.	Weather Radar System	Operational test. (Power on). (Card FUN-B3)			X												
6.e.	Weather Radar Transmitter and Receiver (RDR 2000) (Mod 6/2049)	Inspect bonding of mating surfaces between the unit base and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17-19d)					X		X		X		X		X		X
7.	Nav Systems																
7.a.	Nav Systems - All Systems	Operational test. (Power on). (Card FUN-B2)			X												

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
7.b.	Nav Systems - Equipment Shock Mounts	Condition, corrosion and security; vibration isolators for condition. (Card 22-05)						X			X			X			X
7.c.	Nav Systems - Bonding Wires	Condition and security of attachments. (Card 15-02)					X		X		X		X		X		X
8.	Navigational Instruments	Condition; wiring and connectors for condition and security. Clean as required. (Card 16-03a)					X		X		X		X		X		X
8.a.(1)	Navigational Instruments - Turn and Slip Indicator (Pre Mod 6/2049)																
8.a.(2)	Navigational Instruments - Turn and Slip Indicator (Pre Mod 6/2049)																
8.b.(1)	Navigational Instruments - Directional Gyro (Pre Mod 6/2049)	Condition; wiring and connectors for condition and security; caging mechanism for proper operation. Clean as required. (Card 16-03b)					X		X		X		X		X		X
8.b.(2)	Navigational Instruments - Directional Gyro (Pre Mod 6/2049)	Remove for bench test. Install serviceable unit. (AIM directional gyros only). (Card CT-G-B3)								X							X
8.c.(1)	Navigational Instruments - Airspeed Indicator (Pre Mod 6/2049)	Condition and security; hoses for condition. Clean as required. (Card 16-03c)					X		X		X		X		X		X

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
8.c.(2)	Navigational Instruments - Airspeed Indicator (Pre Mod 6/2049)	Remove for bench test. Install serviceable unit. (Card CT-G-B4)								X							X	
8.d.(1)	Navigational Instruments - Attitude Indicator (Pre Mod 6/2049)	Condition; connections for security; wiring and connectors for condition and security. Caging mechanism for proper operation. Clean as required. (Card 16-03d)					X		X		X		X		X		X	
8.d.(2)	Navigational Instruments - Attitude Indicator (Pre Mod 6/2049)	Remove for bench test. Install serviceable unit. (Card CT-G-B5)								X							X	
8.e.	Navigational Instruments - Vertical Speed Indicator (Pre Mod 6/2049)	Condition; connections for security; hoses for condition. Clean as required. (Card 16-03e)					X		X		X		X		X		X	
8.f.(1)	Navigational Instruments - Altimeter (Pre Mod 6/2049) Airworthiness Directive C.T. CF-75-12	Condition; connections for security; hoses for condition. Note Refer to A.D., if applicable. (Card 16-03f)					X		X		X		X		X		X	
8.f.(2)	Navigational Instruments - Altimeter (Pre Mod 6/2049) Airworthiness Directive C.T. CF-75-12	Remove for bench test. Install serviceable unit. (Card CT-G-B7)								X							X	
or Every 2.5 years whichever occurs first																		

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												
						1	2	3	4	5	6	7	8	9	10	11	D or 12	
8.g.(1)	Navigational Instruments - Standby Compass	Condition and security. Clean as required. (Card 16-04a)					X		X		X		X		X		X	
8.g.(2)	Navigational Instruments - Standby Compass	Compass swing. (Cards SP2-L1, 16-04b, CAL 16-4b)					Every 12 months or in accordance with Local Regulatory Authority											
8.h.	Navigational Instruments - Air Temperature Gauge (Pre Mod 6/2049)	Condition and security. (Card 23-06)						X			X			X			X	
8.i.	Navigational Instruments - Flux Detector (Pre Mod 6/2049)	Condition and security; cables and connectors for security, mounting brackets for security. Clean as required. (Card 28-05)						X			X			X			X	
8.j.	Navigational Instruments - Radio Magnetic Indicator (Pre Mod 6/2049)	Condition and security; cables and connectors for security. (Card 16-03g)					X		X		X		X		X		X	
8.k.	Navigational Instruments - Annunciator (Pre Mod 6/2049)	Condition; connectors for security. (Card 16-03g)					X		X		X		X		X		X	
8.l.	Navigational Instruments - Radio Altimeter (Pre Mod 6/2049)	Condition and security of mounting; cables for condition and connector for security. (Card 18-12c)						X			X			X			X	

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
8.m. Navigational Instruments - DME Unit (Pre Mod 6/2049)	Condition and security of mounting; cables for condition and connector for security. (Card 18-12b)						X			X			X				X
9.(1) Pitot Heads	Condition and obstruction. (Card RA-EXT-15)	X															
9.(2) Pitot Heads	Operational test. (Power on). (Card RA-OPR-01)	X															
9.(3) Pitot Heads	Security and corrosion. (Card 08-13)				X	X	X	X	X	X	X	X	X	X	X	X	X
10. Static Vents	Condition and obstruction. (Card RA-EXT-15)	X															
11. Selector Valve	Security and smooth operation. (Card 23-12)						X			X			X				X
12.(1) Pitot Static Installation	Condition; connectors for security. (Card 23-12)						X			X			X				X
12.(2) Pitot Static Installation	Moisture; drain moisture traps at following locations: a. Adjacent to pitot mast. b. Below static valve on center pylon. c. Autopilot computer static line. (Card 09-13)				X	X	X	X	X	X	X	X	X	X	X	X	X
12.(3) Pitot Static Installation	Functional test (leak test) pitot static line. (Card FUN-G3)								X								X
					or Every 2.5 years whichever occurs first												

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
13. Pitot Heads Electrical Wiring and Connections	Wiring for condition and connections for security. (Card 09–18)				X	X	X	X	X	X	X	X	X	X	X	X
14. C14 Gyro Magnetic Compass (Pre Mod 6/2049)	Condition and security. Clean as required. (Card 22–22e)						X			X			X			X
14.a. C14 Gyro Magnetic Compass Control Head Unit (Pre Mod 6/2049)	Condition and security. Clean as required. (Card 16–03j)					X		X		X		X		X		X
15.(1) Transponder (KXP 2290 or KXP 2290A)	Condition and security; bonding wires for condition and security of attachment. (Card 16–21a)					X		X		X		X		X		X
15.(2) Transponder (KXP 2290 or KXP 2290A)	Operational test. (Power on). (Card 16–21b)					X		X		X		X		X		X
15.(3) Transponder (KXP 2290 or KXP 2290A)	Inspect bonding of mating surfaces between the mounting tray and the nearest airframe ground (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–21c)					X		X		X		X		X		X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
15.(4) Transponder (KXP 2290 or KXP 2290A)	Inspect grounding of unit wiring bundle shield braid to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–21f)					X		X		X		X		X		X
15.(5) Transponder System (KXP 2290A) (Post Mod 6/2354 with SOO 6347)	Function Test Transponder System ADS-B Out Conformity. (Card SP2–L4)															
						Every 24 months or in accordance with Local Regulatory Authority										
15.(6) Transponder (KXP 2290 or KXP 2290A)	Function Test. (Card SP2–L5)															
						Every 24 months or in accordance with Local Regulatory Authority										
15.(7) Transponder (KXP 2290 or KXP 2290A)	Transponder Air Data Input Verification. (Card SP2–L6)															
						Every 24 months or in accordance with Local Regulatory Authority										
15.a.(1) Lower Transponder Antennas No. 1 and No. 2 (Mod 6/2003) (Mod SOO 6388, 6381)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14d)				X	X	X	X	X	X	X	X	X	X	X	X

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
15.a.(2) Lower Transponder Antennas No. 1 and No. 2 (Mod 6/2003) (Mod SOO 6388, 6381)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–21d)					X		X		X		X		X		X
15.b.(1) Upper Transponder Antennas No. 1 and No. 2 (Mod 6/2003) (Mod SOO 6388, 6381)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14e)				X	X	X	X	X	X	X	X	X	X	X	X
15.b.(2) Upper Transponder Antennas No. 1 and No. 2 (Mod 6/2003) (Mod SOO 6388, 6381)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 16–21e)					X		X		X		X		X		X
16.(1) GPS No. 1 (KGS 200) (Mod 6/2049, Post Mod 6/2304) (Mod SOO 6388)	Condition and security; bonding wires for condition and security of attachment. (Card 15–20a)					X		X		X		X		X		X

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
16.(2)	GPS No. 1 (KGS 200) (Mod 6/2049) (Post Mod 6/2304) (Mod SOO 6388)	Operational test. (Power on). (Card 15–20b)					X		X		X		X		X		X
16.(3)	GPS No. 1 (KGS 200) (Mod 6/2049) (Post Mod 6/2304) (Mod SOO 6388)	Inspect bonding of mating surfaces between the GPS unit and the airframe (2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–20c)					X		X		X		X		X		X
16.a.(1)	GPS No. 2 (KGS 200) (Mod 6/2049) (Post Mod 6/2304) (Mod SOO 6380)	Condition and security; bonding wires for condition and security of attachment. (Card 15–20d)					X		X		X		X		X		X
16.a.(2)	GPS No. 2 (KGS 200) (Mod 6/2049) (Post Mod 6/2304) (Mod SOO 6380)	Operational test. (Power on). (Card 15–20e)					X		X		X		X		X		X

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
16.a.(3) GPS No. 2 (KGS 200) (Mod 6/2049) (Post Mod 6/2304) (Mod SOO 6380)	Inspect bonding of mating surfaces between the GPS unit and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–20f)					X		X		X		X		X		X
16.b.(1) GPS Antenna No. 1 (Mod 6/2003) (Mod SOO 6388)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14f)				X	X	X	X	X	X	X	X	X	X	X	X
16.b.(2) GPS Antenna No. 1 (Mod 6/2003) (Mod SOO 6388)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–20g)					X		X		X		X		X		X
16.c.(1) GPS Antenna No. 2 (Mod 6/2003) (Mod SOO 6380)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14g)				X	X	X	X	X	X	X	X	X	X	X	X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
16.c.(2) GPS Antenna No. 2 (Mod 6/2003) (Mod SOO 6380)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–20h)					X		X		X		X		X		X
17.(1) DME Transceiver Unit No. 1 (KN 63) (Mod 6/2049) (Mod SOO 6388)	Condition and security; bonding wires for condition and security of attachment. (Card 18–28a)					X		X		X		X		X		X
17.(2) DME Transceiver Unit No. 1 (KN 63) (Mod 6/2049) (Mod SOO 6388)	Operational test. (Power on). (Card 18–28b)					X		X		X		X		X		X
17.(3) DME Transceiver Unit No. 1 (KN 63) (Mod 6/2049) (Mod SOO 6388)	Inspect bonding of mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–28c)					X		X		X		X		X		X
17.a.(1) DME Transceiver Unit No. 2 (KN 63) (Mod 6/2049) (Mod SOO 6386)	Condition and security; bonding wires for condition and security of attachment. (Card 18–28d)					X		X		X		X		X		X

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
17.a.(2) DME Transceiver Unit No. 2 (KN 63) (Mod 6/2049) (Mod SOO 6386)	Operational test. (Power on). (Card 18–28e)					X		X		X		X		X		X
17.a.(3) DME Transceiver Unit No. 2 (KN 63) (Mod 6/2049) (Mod SOO 6386)	Inspect bonding of mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–28f)					X		X		X		X		X		X
17.b.(1) DME Transceiver Center Fuselage Antenna (Mod 6/2003) (Mod SOO 6388)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14h)				X	X	X	X	X	X	X	X	X	X	X	X
17.b.(2) DME Transceiver Center Fuselage Antenna (Mod 6/2003) (Mod SOO 6388)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–28g)					X		X		X		X		X		X
17.c.(1) DME Antenna No. 2 (Mod 6/2003) (Mod SOO 6386)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14i)				X	X	X	X	X	X	X	X	X	X	X	X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
17.c.(2) DME Antenna No. 2 (Mod 6/2003) (Mod SOO 6386)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–28h)					X		X		X		X		X		X
18.(1) Radar Altimeter Unit No. 1 (Mod 6/2049) (Mod SOO 6388)	Condition and security; bonding wires for condition and security of attachment. (Card 18–29a)					X		X		X		X		X		X
18.(2) Radar Altimeter Unit No. 1 (Mod 6/2049) (Mod SOO 6388)	Operational test. (Power on). (Card 18–29b)					X		X		X		X		X		X
18.(3) Radar Altimeter Unit No. 1 (Mod 6/2049) (Mod SOO 6388)	Inspect bonding of mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–29c)					X		X		X		X		X		X
18.a.(1) Radar Altimeter Unit No. 2 (Mod SOO 6218) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 18–29d)					X		X		X		X		X		X

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
18.a.(2) Radar Altimeter Unit No. 2 (Mod SOO 6218) (Mod 6/2049)	Operational test. (Power on). (Card 18–29e)					X		X		X		X		X		X
18.a.(3) Radar Altimeter Unit No. 2 (Mod SOO 6218) (Mod 6/2049)	Inspect bonding of mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–29f)					X		X		X		X		X		X
18.b.(1) Radar Altimeter Antenna No. 1 (Mod 6/2003) (Mod SOO 6388)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14j)				X	X	X	X	X	X	X	X	X	X	X	X
18.b.(2) Radar Altimeter Antenna No. 1 (Mod 6/2003) (Mod SOO 6388)	Inspect bonding of mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–29g)					X		X		X		X		X		X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
18.c.(1) Radar Altimeter Antenna No. 2 (Mod 6/2003) (Mod SOO 6388)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14k)				X	X	X	X	X	X	X	X	X	X	X	X	
18.c.(2) Radar Altimeter Antenna No. 2 (Mod 6/2003) (Mod SOO 6388)	Inspect bonding of mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–29h)					X		X		X		X		X		X	
18.d.(1) Radar Altimeter Antenna No. 3 (Mod SOO 6218)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14p)				X	X	X	X	X	X	X	X	X	X	X	X	
18.d.(2) Radar Altimeter Antenna No. 3 (Mod SOO 6218)	Inspect bonding of mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–29i)					X		X		X		X		X		X	

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
18.e.(1) Radar Altimeter Antenna No. 4 (Mod SOO 6218)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14q)				X	X	X	X	X	X	X	X	X	X	X	X
18.e.(2) Radar Altimeter Antenna No. 4 (Mod SOO 6218)	Inspect bonding of mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–29j)					X		X		X		X		X		X
19.(1) TCAS I Processor Unit (KTA 970) (Mod 6/2049) (Mod SOO 6382)	Condition and security; bonding wires for condition and security of attachment. (Card 15–21a)					X		X		X		X		X		X
19.(2) TCAS I Processor Unit (KTA 970) (Mod 6/2049) (Mod SOO 6382)	Operational test. (Power on). (Card 15–21b)					X		X		X		X		X		X
19.(3) TCAS I Processor Unit (KTA 970) (Mod 6/2049) (Mod SOO 6382)	Inspect bonding of mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–21c)					X		X		X		X		X		X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
19.a.(1) TCAS II Processor Unit (KTA 970) (Mod SOO 6219) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 15–21d)					X		X		X		X		X		X
19.a.(2) TCAS II Processor Unit (KTA 970) (Mod SOO 6219) (Mod 6/2049)	Operational test. (Power on). (Card 15–21e)					X		X		X		X		X		X
19.a.(3) TCAS II Processor Unit (KTA 970) (Mod SOO 6219) (Mod 6/2049)	Inspect bonding of mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–21f)					X		X		X		X		X		X
19.b.(1) TCAS Antenna Upper No. 1 (Mod 6/2003) (Mod SOO 6382)	Condition and security; control and indicators for condition; bonding wires and connectors for security. Clean as required. (Card 08–14l)				X	X	X	X	X	X	X	X	X	X	X	X
19.b.(2) TCAS Antenna Upper No. 1 (Mod 6/2003) (Mod SOO 6382)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–21g)					X		X		X		X		X		X

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
19.c.(1) TCAS Antenna Upper No. 2 (Mod SOO 6219) (Mod 6/2003)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14m)				X	X	X	X	X	X	X	X	X	X	X	X
19.c.(2) TCAS Antenna Upper No. 2 (Mod SOO 6219) (Mod 6/2003)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–21h)					X		X		X		X		X		X
19.d.(1) TCAS Antenna Lower (Mod 6/2003) (Mod SOO 6382)	Condition and security; control and indicators for condition; bonding wires and connectors for security. Clean as required. (Card 08–14o)				X	X	X	X	X	X	X	X	X	X	X	X
19.d.(2) TCAS Antenna Lower (Mod 6/2003) (Mod SOO 6382)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–21i)					X		X		X		X		X		X
20.(1) EGPWS (MK VI) (Mod 6/2049) (Mod SOO 6387)	Condition and security; bonding wires for condition and security of attachment. (Card 15–22a)					X		X		X		X		X		X

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
20.(2)	EGPWS (MK VI) (Mod 6/2049) (Mod SOO 6387)	Operational test. (Power on). (Card 15–22b)					X		X		X		X		X		X
20.(3)	EGPWS (MK VI) (Mod 6/2049) (Mod SOO 6387)	Inspect bonding of mating surfaces between the mounting tray and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–22c)					X		X		X		X		X		X
21.(1)	XM Satellite Weather Receiver (XMD 157-01) (Mod SOO 6211) (Mod 6/2019)	Condition and security; bonding wires for condition and security of attachment. (Card 15–23a)					X		X		X		X		X		X
21.(2)	XM Satellite Weather Receiver (XMD 157-01) (Mod SOO 6211) (Mod 6/2049)	Operational test. (Power on). (Card 15–23b)					X		X		X		X		X		X
21.(3)	XM Satellite Weather Receiver (XMD 157-01) (Mod SOO 6211) (Mod 6/2049)	Inspect bonding of mating surfaces between the unit and the airframe (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–23c)					X		X		X		X		X		X

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
21.a.(1) XM Antenna (Mod SOO 6211) (Mod 6/2003)	Condition and security; control and indicators for condition; wiring and connectors for security. Clean as required. (Card 08–14n)				X	X	X	X	X	X	X	X	X	X	X	X
21.a.(2) XM Antenna (Mod SOO 6211) (Mod 6/2003)	Inspect bonding of mating surfaces between the antennas and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–19e)					X		X		X		X		X		X
22.(1) ADAHRS No. 1 (KSG 7200) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 15–24a)					X		X		X		X		X		X
22.(2) ADAHRS No. 1 (KSG 7200) (Mod 6/2049)	Operational test. (Power on). (Card 15–24b)					X		X		X		X		X		X
22.(3) ADAHRS No. 1 (KSG 7200) (Mod 6/2049)	Inspect bonding of mating surfaces between the mounting tray and the airframe (< 1.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–24c)					X		X		X		X		X		X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
22.(4) ADAHRS No. 1 (KSG 7200) (Mod 6/2049)	ADAHRS No. 1 reversion switches operational test. (Card FUN–A9)		X													
22.a.(1) ADAHRS No. 2 (KSG 7200) (Mod SOO 6209) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 15–24d)					X		X		X		X		X		X
22.a.(2) ADAHRS No. 2 (KSG 7200) (Mod SOO 6209) (Mod 6/2049)	Operational test. (Power on). (Card 15–24e)					X		X		X		X		X		X
22.a.(3) ADAHRS No. 2 (KSG 7200) (Mod SOO 6209) (Mod 6/2049)	Inspect bonding of mating surfaces between the mounting tray and the airframe (< 1.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–24f)					X		X		X		X		X		X
22.a.(4) ADAHRS No. 2 (KSG 7200) (Mod SOO 6209) (Mod 6/2049)	ADAHRS No. 2 reversion switches operational test. (Card FUN–A9)		X													
22.b.(1) ADAHRS Magnetometer (KMG 7010) (Mod SOO 6209) (Mod 6/2049) (Pre Mod 6/2171)	Condition and security; cables for security, support structure for security and condition. (Card 20–18a)					X		X		X		X		X		X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
23.(1) ADF Antenna No. 1 (Mod SOO 6209) (Mod 6/2003)	Covers for condition; moisture ingress, cracks, deterioration and security; connectors and insulators for security; masts for cracks and security. Clean as required. (Card 10-05A)				X	X	X	X	X	X	X	X	X	X	X	X	
23.(2) ADF Antenna No. 1 (Mod SOO 6209) (Mod 6/2003)	Inspect bonding of mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17-19i)					X		X		X		X		X		X	
24.(1) ADF Antenna No. 2 (Mod SOO 6217) (Mod 6/2003)	Covers for condition; moisture ingress, cracks, deterioration and security; connectors and insulators for security; masts for cracks and security. Clean as required. (Card 10-05B)				X	X	X	X	X	X	X	X	X	X	X	X	
24.(2) ADF Antenna No. 2 (Mod SOO 6217) (Mod 6/2003)	Inspect bonding of mating surfaces between the antenna and the airframe (< 3.0 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17-19j)					X		X		X		X		X		X	

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 35 – Oxygen																	
1.	Crew System Diluter Demand (Mod SOO 6044)	Pressure check. (Card RA–INT–01)	X														
1.a.(1)	Crew System Diluter Demand - Crew Oxygen																
1.a.(2)	Crew System Diluter Demand - Crew Oxygen	Proper operation (normal and emergency); contamination (by smell). (Card 02–04)			X												
1.a.(3)	Crew System Diluter Demand - Crew Oxygen	Functional test (pressure drop). (Card FUN–G9)								X						X	
1.b.(1)	Crew System Diluter Demand - Indicator and Charging Valve	Condition and cleanliness. (Card RA–INT–08)	X														
1.b.(2)	Crew System Diluter Demand - Indicator and Charging Valve	Condition and security of mounting installation. (Card 29–05)								X						X	
1.c.	Crew System Diluter Demand - Cylinder	Scratches, dents, cleanliness and security. (Card 29–06)								X						X	
1.d.	Crew System Diluter Demand - Cylinder Straps	Condition and security. Clean as required. (Card 29–06)								X						X	

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
1.e.(1)	Crew System Diluter Demand - Oxygen Cylinder Mounting Brackets (Pre Mod 6/1836)	Condition and security. (Card 22–20)						X			X			X			X
1.e.(2)	Crew System Diluter Demand - Oxygen Cylinder Mounting Brackets (Mod 6/1836)	Condition and security. (Card 29–06)								X							X
1.f.(1)	Crew System Diluter Demand - Regulators	Condition and security of mounting. Clean as required. (Card 23–10a)						X			X			X			X
1.f.(2)	Crew System Diluter Demand - Regulators	Remove for bench test. Install serviceable unit.						In accordance with vendors recommendations									
1.g.	Crew System Diluter Demand - Masks and Hoses	Condition and security of fittings. (Card 23–10b)						X			X			X			X
1.h.	Crew System Diluter Demand - Pipelines and Connections	Condition, cleanliness and security of connections. Clean as required. (Cards 22–07, 23–10c)						X			X			X			X
2.	Passenger System Constant Flow (Mod SOO 6046) (Mod SOO 6056)	Pressure check. (Card RA–INT–01)	X														
2.a.(1)	Passenger System Constant Flow - Passenger Oxygen																

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
2.a.(2)	Passenger System Constant Flow - Passenger Oxygen	Proper operation; contamination (by smell). (Card 02–04)			X												
2.a.(3)	Passenger System Constant Flow - Passenger Oxygen	Functional test (pressure drop). (Card FUN–G9)								X							X
2.b.	Passenger System Constant Flow - Oxygen Cylinders	Scratches, dents, cleanliness and security. (Card 32–16)								X							X
2.c.	Passenger System Constant Flow - Cylinder Straps and Support Installations	Cracks, security; felt padding for cuts or tears, security and clean as required; mounting support structure for cracks, corrosion and security. (Card 32–16)								X							X
2.d.	Passenger System Constant Flow - Indicator and Charging Valve	Condition. Clean as required. (Card 04–05)			X												
2.e.	Passenger System Constant Flow - Regulator Panel	Condition and security. Clean as required. (Card 23–11)					X			X			X				X
2.f.	Passenger System Constant Flow - Shutoff Valve	Security. Clean as required. (Card 30–09)								X							X
2.g.	Passenger System Constant Flow - Passenger to Crew Transfer Valve	Security. Clean as required. (Card 30–09)								X							X

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
2.h.(1)	Passenger System Constant Flow - Passenger Oxygen Outlets	Clean of obstruction. Clean as required. (Card 04–04)			X												
2.h.(2)	Passenger System Constant Flow - Passenger Oxygen Outlets	Condition and security. (Card 32–14)								X						X	
2.i.	Passenger System Constant Flow - Masks and Hoses	Condition and security. Proper operation. Clean as required. (Card 25–11)						X			X			X		X	
2.j.	Passenger System Constant Flow - Pipelines and Connections	Condition and security. Clean as required. (Card 25–11)						X			X			X		X	
2.k.(1)	Passenger System Constant Flow - Continuous Flow Regulator	Condition and security. Clean as required. (Card 23–11)						X			X			X		X	
2.k.(2)	Passenger System Constant Flow - Continuous Flow Regulator	Remove for bench test. Install serviceable unit.					In accordance with vendors recommendations										
2.l.	Passenger System Constant Flow - Pressure Indicator	Condition and security. (Card 30–08)									X					X	
3.	Crew and Passenger Bottles type 3HT	Hydrostatic test. (Card SP2–K1)					Every 3 years										
3.a.	Crew and Passenger Bottles type 3AA	Hydrostatic test. (Card SP2–K2)					Every 5 years										

PART 1 BASIC INSPECTION - 35

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 36 – Pneumatic																	
1. Pneumatic Package	System pressure test. (Card FUN–G15)									X							X
1.a. Pneumatic Package - Pipes	Condition; connections for security. (Card 32–08a)									X							X
1.b. Pneumatic Package - Heat Exchanger	Condition; clear of obstructions. (Card 11–16)				X	X	X	X	X	X	X	X	X	X	X	X	X
1.c. Pneumatic Package - Pressure Regulator Valve	Security. Mounting plate for condition and security. (Card 32–08b)									X							X
1.d. Pneumatic Package - Low Pressure Warning Switch	Security. (Card 32–08c)									X							X
1.e. Pneumatic Package - Dual Pressure Switch	Security. (Card 32–08d)									X							X
1.f. Pneumatic Package - Strainer	Remove element, clean and install. Leak check. (Cards 11–13, FUN–C8c)				X	X	X	X	X	X	X	X	X	X	X	X	X
2. Pneumatic System Bleed Air (Mod 6/1046)																	
2.a. Pneumatic System Bleed Air - Pressure Regulator	Condition and security. (Cards 22–17a, 23–13a)						X			X			X				X
2.b. Pneumatic System Bleed Air - Pressure Relief Valves	Condition and security. (Cards 22–17b, 23–13b)						X			X			X				X

PART 1 BASIC INSPECTION - 36

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
2.c.	Pneumatic System Bleed Air - Pressure Indicators	Condition and security. (Card 23-13c)						X			X			X			X
2.d.	Pneumatic System Bleed Air - Pipes	Condition; connections for security, flexible hoses for condition. (Card 23-13d)						X			X			X			X
2.e.	Pneumatic System Bleed Air - Filters	Remove and install new filter. Leak check. (Cards 15-13, 16-07, FUN-D1a)					X		X		X		X		X		X
2.f.	Pneumatic System Bleed Air - Mounting Plate	Condition and security. (Cards 22-17c, 23-13e)						X			X			X			X
2.g.	Pneumatic System Bleed Air - Automatic Water Drains	Security. (Card 29-14)									X						X
2.h.	Pneumatic System Bleed Air - Strainers	Remove, clean and install. Leak check. (Cards 08-17, FUN-C8b)				X	X	X	X	X	X	X	X	X	X	X	X
2.i.	Pneumatic System	Operational test. (Engine running). (Card FUN-D1b)					X		X		X		X		X		X
3.	Pneumatic System Engine Driven Pump (Mod 6/1166)																
3.a.	Pneumatic System - Engine Driven Air Pump	Condition and security. (Cards 42-02, 43-02)						X			X			X			X
3.b.	Pneumatic System Engine Driven Pump - Pump Intake Filter	Remove, clean and install. (Card RE-07)	X														

PART 1 BASIC INSPECTION - 36

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
3.c. Pneumatic System Engine Driven Pump - Pressure Regulator Valve (Engine)	Condition and security. (Cards 27-03, 28-03)						X			X			X			X
3.d. Pneumatic System Engine Driven Pump - Pressure Regulator Valve at Station 60	Condition and security. (Cards 22-17a, 23-13a)						X			X			X			X
3.e. Pneumatic System Engine Driven Pump - Pressure Relief Valves	Condition and security. (Cards 22-17b, 23-13b)						X			X			X			X
3.f. Pneumatic System Engine Driven Pump - Pressure Indicators	Condition and security. (Card 23-13c)						X			X			X			X
3.g. Pneumatic System Engine Driven Pump - Mounting Plate	Condition and security. (Cards 22-17c, 23-13e)						X			X			X			X
3.h. Pneumatic System Engine Driven Pump - Automatic Water Drains	Security. (Card 29-14)									X						X
3.i. Pneumatic System Engine Driven Pump - Filters	Remove and install new filter. Leak check. (Cards 15-13, 16-07, FUN-D1b)					X		X		X		X		X		X
3.j. Pneumatic System Engine Driven Pump - Pipes	Condition; connections for security, flexible hoses for condition. (Cards 22-17d, 27-03, 28-03)						X			X			X			X
3.k. Pneumatic System Engine Dry Air Pump	Functional test. (Pressure test with engine running). (Card FUN-D1c)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 36

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
4.	Pneumatic System Vacuum Operated (Mod 6/1046)	Condition and security. (Card 30-02)															
4.a.	Pneumatic System Vacuum Operated - By-pass Valve										X						
4.b.	Pneumatic System Vacuum Operated - Suction Relief Valve	Condition and security. (Card 30-02)									X						X
4.c.	Pneumatic System Vacuum Operated - Air Ejectors	Condition and security. (Card 30-02)									X						X
4.d.	Pneumatic System Vacuum Operated - Low Pressure Warning Switch	Condition and security. (Card 30-02)									X						X
4.e.	Pneumatic System Vacuum Operated - Emergency Instrument Vacuum Valve	Condition and security; ease of operation. (Card 23-04a)						X			X			X			X
4.f.	Pneumatic System Vacuum Operated - Pressure and Suction Indicators	Condition and security. (Card 23-04b)						X			X			X			X
4.g.	Pneumatic System Vacuum Operated - Pipes	Condition; connections for security, flexible hoses for condition. (Card 23-04c)						X			X			X			X
4.h.	Pneumatic System Vacuum	Operational test. (Engine running). (Card FUN-D2)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 36

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 44 – Cabin Systems																	
1.(1) Passenger Address System (Mod SOO 6210) (Mod 6/2049)	Condition and security of mounting; cabin speakers for condition and security. (Cards 11–12, 11–12A)				X	X	X	X	X	X	X	X	X	X	X	X	
1.(2) Passenger Address System (Mod SOO 6210) (Mod 6/2049)	Inspect grounding of unit to airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 11–12B)					X		X		X		X		X		X	
2.(1) NAT 245 PA Amplifier (Mod SOO 6210) (Mod 6/2049)	Condition and security; bonding wires for condition and security of attachment. (Card 17–18a)					X		X		X		X		X		X	
2.(2) NAT 245 PA Amplifier (Mod SOO 6210) (Mod 6/2049)	Inspect bonding of the mating surfaces between the NAT 245 PA amplifier mounting tray and the airframe structure (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–18b)					X		X		X		X		X		X	

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 52 – Doors																	
1. Flight Compartment - RH and LH Doors	Condition, security and corrosion; seals for condition and security. (Card 22–09)						X			X			X			X	
1.a. Flight Compartment - RH and LH Doors - Hinges and Locks	Condition, security and corrosion; freedom of operation and proper locking. Lubricate. Clean as required. (Card 08–15)				X	X	X	X	X	X	X	X	X	X	X	X	
1.b. Flight Compartment - RH and LH Doors (Mod 6/2024)	Inspect the RH and LH doors to airframe for bonding (< 10 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–3b)					X		X		X		X		X		X	
2. Cabin RH and LH Doors	Condition, security and corrosion; seals for condition and security. (Card 24–05)						X			X			X			X	

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
2.a. Cabin RH and LH Doors - Hinges and Locks	Condition, security and corrosion; freedom of operation and proper locking; lubricate. Witness marks for correct alignment. Close cabin LH rear cargo door and position both lower and upper latches in locked condition. Check each latch pin makes positive engagement with door frame holes. In addition check lower latch pin remains positively engaged when the locked latch is lifted to the top of its vertical play. Clean as required. (Card 10–07)				X	X	X	X	X	X	X	X	X	X	X	X
2.b. Cabin RH and LH Doors (Mod 6/2024)	Inspect the RH and LH doors to airframe for bonding (< 10 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–26)					X		X		X		X		X		X
3. Airstair Door	Condition, security and corrosion; seals for condition and security. Extension step for condition and security. (Card 24–06)						X			X			X			X
3.a. Airstair Door - Hinge and Lock	Condition, security and corrosion; freedom of operation and proper locking. Lubricate. Clean as required. (Card 10–06)				X	X	X	X	X	X	X	X	X	X	X	X
3.b. Airstair Door - Handrail and Spring	Condition, security; proper stowage; spring for security and operation. (Card 24–06)						X			X			X			X

PART 1 BASIC INSPECTION - 52

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
3.c. Airstair Door - Cables	Condition, security of attachment; protective cable covers for tears and deterioration. (Card 24–06)						X			X			X			X	
3.d. Airstair Door Restraint Unit (Mod SOO 6114 and Mod 6/1606)	Condition, security of attachment and smooth movement of operation. (Card 24–06)						X			X			X			X	
3.e. Airstair Door (Mod 6/2024) (Mod 6/2295)	Inspect the airstair door to airframe for bonding (< 10 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–27)					X		X		X		X		X		X	
3.f. Airstair Door - Inner Handle Guard Assy (Mod 6/2326) (Mod 6/2386)	Condition, check spring engagement against the inner handle; ensure the guard assembly is in contact with the handle. Replace damaged springs as required. (Card 10–06A)				X	X	X	X	X	X	X	X	X	X	X	X	
4. Flight Compartment to Cabin Sliding Door	Condition, smooth operation and security. Stops for wear and security; magnetic catch for proper operation. Clean as required. (Card 30–10)								X							X	

PART 1 BASIC INSPECTION - 52

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
5. Baggage Compartment Doors	Condition, security and corrosion; seals for condition; door handle and lock or latches for condition and proper operation. Clean as required. (Card 24–07)						X			X			X			X
5.a. Baggage Compartment Doors - Hinges, Stays and Latch Assemblies	Hinges for condition, corrosion and freedom operation; stays for condition of fasteners and security in stowed position, latches or door handle and lock for proper operation. Lubricate. (Cards 08–16, 10–08)				X	X	X	X	X	X	X	X	X	X	X	X
5.b. Baggage Compartment Doors - Door Lock	Latch for condition, security and proper operation. (Card 22–02)						X			X			X			X
5.c. Baggage Compartment Doors - Aft (Mod 6/2024)	Inspect the aft baggage compartment door to airframe for bonding (< 10 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–25)					X		X		X		X		X		X
5.d. Baggage Compartment Door - Fwd (Mod 6/2020) (Mod 6/2161)	Inspect the forward baggage compartment door to airframe for bonding (< 10 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–1b)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 52

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
6.(1) Cabin Escape Hatch Doors	Condition, corrosion and security. (Card RA-INT-02)	X														
6.(2) Cabin Escape Hatch Doors	Proper operation; seals for condition and security. (Card 04-03)			X												
7.(1) Cabin Roof Escape Hatch	Condition and security. (Card 11-17)				X	X	X	X	X	X	X	X	X	X	X	X
7.(2) Cabin Roof Escape Hatch	Proper operation; seals for condition and security. Use special tool No. SD3103 to install hatch and seal. (Card 32-15)								X							X
8. Inward Opening Cargo Door (SOO 6169)	Condition and security. Hinges for condition and freedom of operation. Lubricate. Retaining strap for security and fraying. (Card 10-06)				X	X	X	X	X	X	X	X	X	X	X	X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 53 – Fuselage																
1.(1) Fuselage - External Structure	Condition; drain holes for obstructions. (Card RA-EXT-06)	X														
1.(2) Fuselage - External Structure	Skins for dents, scores, fretting and cracks. Fasteners for security. (Card 17-07)					X		X		X		X		X		X
2. Fuselage - Access and Inspection Panels	Condition and security; fasteners for condition, security and proper operation. Fiberglass panels for cracks and delamination. Except MLG leg fairings. (Card 29-13)									X						X
3. Fuselage - Radome	Condition, cracks, delamination and security. (Card 15-05a)					X		X		X		X		X		X
3.a. Fuselage - Radome (Mod 6/2005)	Inspect nose baggage compartment to radome joint diverter strips (qty 4) for electrical bonding (< 10 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15-5b)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 53

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS													
					1	2	3	4	5	6	7	8	9	10	11	D or 12		
4. Fuselage Frames at Station 219 and Station 239 at Mainleg/Platen Link Attachment	Condition, cracks, corrosion and security. Note Pay particular attention to immediate areas around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts; evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. Also see Part 3, Figure 9. (Card 24–11)							X					X					X
4.a. DELETED																		
4.b. Fuselage Frame at Station 239.88	At floor level interface frame attachment areas for condition and corrosion. Clean as required. (Card 32–21)									X								X
5.(1) Fuselage - Internal Structure	Cabin and flight compartment bulkheads for condition. Equipment stowage and brackets for security. (Card 32–03)									X								X
5.(2) Fuselage - Internal Structure	Radio equipment racks for cracks, buckling, and corrosion. Clean as required. (Cards 15–12, 18–11)					X		X		X		X		X				X

PART 1 BASIC INSPECTION - 53

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
5.(3)	Fuselage - Internal Structure	Nose and rear baggage compartments for condition, equipment shelves for cracks, buckling and corrosion. Clean as required. In addition, when Mod 6/2020 or Mod 6/2160 is installed, at STA 44.0 Nose Attachment, pay particular attention for corrosion to the exterior aluminum joint straps and fasteners common to the carbon nose. (Cards 15–01a, 18–10)					X		X		X		X		X		X
5.(4)	Fuselage - Internal Structure	Fuel gallery structure for corrosion. (Card 17–05)					X		X		X		X		X		X
5.(5)	Fuselage - Internal Structure (Mod 6/2408)	Inspect fuel gallery access panels and seals for damage. Repair or replace as required. (Card 17–05A)					X		X		X		X		X		X
5.(6)	Fuselage - Internal Structure (SOO 6431)	Nose baggage bulkhead at STA 15.45 for condition, security and corrosion between aluminum brackets and fasteners attached to carbon nose. (Card 15–05h)					X		X		X		X		X		X
5.(7)	Fuselage - Internal Structure (SOO 6431)	Cargo tie-down U-bolts on STA 15.45 bulkhead for condition and security. (Card 15–05i)					X		X		X		X		X		X

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
6.(1) Fuselage - Cabin Floor Panels	Condition, delamination, corrosion and security. Clean as required. <u>Note</u> If cabin floor panels are severely damaged, remove panels and inspect supporting structure for damage, buckling and cracks. (Card 04—08)			X												
6.(2) Fuselage - Cabin Floor Panels, Side Panels, Rear Baggage Compartment	Cargo tie-down ring locations and rings for condition and security. (Card 04—08)			X												
6.a. Fuselage - Sub Floors (Fuel Cells)	Condition and corrosion (remove cabin floor panels for access). Install floor panels when completed. (Card 32—01)									X						X

PART 1 BASIC INSPECTION - 53

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
7. Fuselage Frame (Wing Attachment) Lugs at Station 239.88	Condition, cracks, corrosion. Fasteners for security. <u>Note</u> Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts; evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. (Cards 28–24, 27–24)						X			X			X			X	
8. Wing to Fuselage Attachment Bolts or Rear Spar Pins if Modified to 6/1752 and 6/1881	Remove forward and aft attach bolts or wing rear spar to fuselage pins (Mods 6/1752 and 6/1881), if incorporated, for wear, fretting and corrosion, bushings for wear and security. Install serviceable bolts or rear spar pins as modified. (Card SP2–D10)					Every 2.5 years											

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											D or 12
					1	2	3	4	5	6	7	8	9	10	11	
9. Fuselage - Nose Gear Lower Attachment Fittings	Condition, corrosion, cracks and fasteners for security. Note Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts; evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. (Card 29-02)									X						X
10. Fuselage - Nose Cap Backup Structure (Pre Mod 6/2020)	Condition, corrosion, fasteners for security. (Card 29-01)									X						X

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
11.b. Aft Fuselage Vertical/Horizontal Stabilizer Frame Adapter Plates (Pre Mods 6/1843, 6/1844, 6/1845 and 6/1846) PART B	Remove vertical and horizontal stabilizers from fuselage and four location fittings installed on top rib surface for access to adapter plates. Inspect aft fuselage attachment adapter plates of vertical and horizontal stabilizers for cracks, corrosion and fasteners for security. <u>Note</u> Refer to Service Bulletin No. 6/454, Part B. Install vertical and horizontal stabilizers. Examine adapter plates. Refer to Basic Inspection -55, items 2a., 2b., 2c. and 3b. and pay particular attention to 3b., Notes 1 and 2. (Card SP2-F3)					Every 6,000 hours or 5 years whichever occurs first										
11.c.(1) Aft Fuselage Vertical Stabilizer Adapter Plates (Mods 6/1843, 6/1844, 6/1845 and 6/1846)	Where accessible, examine each frame adapter plate and adjacent structure for condition and corrosion in upper frame area and fasteners for security. (Card 33-01)									X						X

PART 1 BASIC INSPECTION - 53

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
11.c.(2) Aft Fuselage Vertical Stabilizer Adapter Plates (Mods 6/1843, 6/1844, 6/1845 and 6/1846)	Where accessible, examine each adapter plate and adjacent structure for condition in upper frame area and fasteners for security. Remove barrel nuts one at a time and visually inspect each barrel nut recess hole for condition and corrosion, install barrel nuts if condition is acceptable. Apply water displacement corrosion inhibitor (Bo-shield T9 or equivalent) to bolt heads and barrel nuts after torquing bolts. (Card SP2-F4)					Every 6,000 hours or 5 years whichever occurs first											
12. Fuselage Fwd Spar Beam Station 200 Adapter Plate (Pre Mod 6/1189)	Condition, cracks, fasteners for security. (Cards 20-16, 21-15)					X		X		X		X		X		X	
12.a. Fuselage Fwd Spar Beam Station 200 Adapter Plate (Mod 6/1189)	Condition, cracks, fasteners for security. (Card 31-01e)									X						X	
13. Fuselage Side Frames Stations 218/219 (Pre Mods 6/1461 and 6/1462) Airworthiness Directive T.C. CF-78-17 F.A.A. 97-23-09	Condition, corrosion, cracking and fasteners for security. Note Refer to Service Bulletin No. 6/371 and A.D., if applicable. (Card SP2-F1)					Every 1,200 hours or 6 months whichever occurs first											
14. Fuselage Frame Station 219 Lug (Wing Strut)	Condition, corrosion, fretting and bush for security. (Card 31-01b)									X						X	

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
15. Wing Strut Beam at Upper and Lower Ends and Upper Link	Condition, corrosion, bush for security. (Card 31-01c)									X						X
16. Fuselage Fwd Spar Beam Station 200 Box Structure	Condition, corrosion and fasteners for security. (Card 31-01d)									X						X
17. Fuselage Under Floor at Bays 9 and 10 with Air Conditioner Unit Installed Airworthiness Directive T.C. CF-71-11 F.A.A. 71-14-05	Condition of sealant around frame perimeter at Station 281 to floor boards and adjacent stringer areas. (Card 32-20)									X						X
18. Elevator Bellcrank and Hyd. Hand Pump Attach Structure (Mod 6/1594)	Condition, security and cracking. (Card 22-21)						X			X			X			X
18.a. Elevator Bellcrank and Hyd. Hand Pump Attach Structure (Pre Mod 6/1594) Airworthiness Directive T.C. CF-77-05 F.A.A. 77-03-07 F.A.A. 93-02-04	Condition, security and cracking. <u>Note</u> Refer to Service Bulletin No. 6/348 and A.D., if applicable. (Card SP2-F5)					Every 200 Flight Hours										

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
19.(1) Nose Baggage Compartment (Mod 6/2020) (Mod 6/2160)	Inspect nose baggage compartment of fuselage circumferential aluminum strap joint for electrical bonding (10 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–1c)					X		X		X		X		X		X
19.(2) Nose Baggage Compartment (Mod 6/2020) (Mod 6/2160)	Inspect weather radar wiring metal conduit to airframe for electrical bonding (10 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–1d)					X		X		X		X		X		X
19.(3) Nose Baggage Compartment (Mod 6/2020) (Mod 6/2160)	Ensure bonding jumpers have no sign of corrosion; braid damage such as kinks, fretting or fraying, cracked or broken terminal ends. (Card 15–1e)					X		X		X		X		X		X
19.(4) Nose Baggage Compartment (Mod 6/2020)	Verify the HIRF covers are installed. All fasteners must be engaged. Replace if required. (Card RA–INT–9)	X														

PART 1 BASIC INSPECTION - 53

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
20.(1) Fwd Avionics Equipment Shelves (Mod 6/2005)	Inspect fwd avionics equipment shelves to airframe for electrical bonding (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 15–1f)					X		X		X		X		X		X
20.(2) Fwd Avionics Equipment Shelves (Mod 6/2005)	Ensure bonding jumpers have no sign of corrosion; braid damage such as kinks, fretting or fraying, cracked or broken terminal ends. (Card 15–1g)					X		X		X		X		X		X
21.(1) Aft Avionics Equipment Shelves (Mod 6/2048)	Inspect aft avionics equipment shelves to airframe for electrical bonding (< 2.5 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 18–10A)					X		X		X		X		X		X
21.(2) Aft Avionics Equipment Shelves (Mod 6/2048)	Ensure bonding jumpers have no sign of corrosion; braid damage such as kinks, fretting or fraying, cracked or broken terminal ends. (Card 18–10B)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 53

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 54 – Nacelles																	
1.(1) Nacelle	Condition. (Card RA–EXT–06)	X															
1.(2) Nacelle	Corrosion and cracks. (Cards 27–07, 28–08)						X			X			X			X	
1.a. Nacelle Fairings (Mod 6/2021)	Inspect the left and right nacelle fairings to airframe for bonding (< 10 milliohms). Note HIRF/IEL/DEL inspection. Refer to Inspection Requirements, Page 7, Para 12 for details. (Card 17–17)					X		X		X		X		X		X	
2. Firewall	Condition, buckling, cracks and fasteners for security. (Cards 34–09, 35–09)									X						X	
3. Lower Longerons at following Locations:																	
3.a. Lower Longeron - Forward Engine Mount Fittings	Condition, corrosion and fasteners for security. (Cards 40–14a, 41–14a)					X	X	X	X	X	X	X	X	X	X	X	
3.b. DELETED																	

PART 1 BASIC INSPECTION - 54

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
3.c.	Lower Longeron - Forward of and at intersection of Wing	Condition, cracks, corrosion and fasteners for security. <u>Note</u> Pay particular attention to immediate areas around fastener holes, where visible, and along attachment and pickup fittings mating edges for corrosion. Areas indicated above may require removal of fasteners and fittings for further inspection and treatment as required. (Cards 40–14c, 41–14c)				X	X	X	X	X	X	X	X	X	X	X	X

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 55 – Stabilizers																	
1.(1) Stabilizer - External	Leading edge skin for condition, drain holes for obstruction. (Card RA–EXT–06)	X															
1.(2) Stabilizer - External	Skins for dents, scores, abrasions corrosion, cracks and buckling and fasteners for security. (Card 26–02)						X			X			X			X	
1.a. Stabilizer - Internal	Condition, corrosion, cracks, buckling and fasteners for security. (Card 26–01)						X			X			X			X	
2. 2.a.	Horizontal Stabilizer Horizontal Stabilizer - Fwd/Aft Attach Brackets (Pre Mods 6/1808 and 6/1809) Airworthiness Directive T.C. CF-92-04 T.C. CF-83-21 F.A.A. 83-26-05	Condition, cracks and corrosion. <u>Note</u> Refer to Service Bulletin Nos. 6/438 and 6/513, and A.D., if applicable. (Cards 19–06, SP2–E3)															
						Every 800 hours or 8 months whichever occurs first											

PART 1 BASIC INSPECTION - 55

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
2.b.	Horizontal Stabilizer - Fwd/Aft Attach Brackets (Mods 6/1808 and 6/1809 (Retrofitted) with Mods 6/1855 and 6/1856) Airworthiness Directive T.C. CF-92-04 T.C. CF-85-10 F.A.A. 86-15-08 F.A.A. 95-22-07	Condition, loose brackets. Note Refer to Service Bulletin Nos. 6/438, 6/475 and 6/513, and A.D., if applicable. (Cards 19-06, SP2-E3)				Every 800 hours or 8 months whichever occurs first											
2.c.	Horizontal Stabilizer - Fwd/Aft Attach Production Brackets (Mods 6/1808 and 6/1809 or Brackets installed to Mods 6/1890, 6/1891 and 6/1892)	Condition and fasteners for security. Note Mods refer to In-service retrofit of fasteners. (Card 26-5h)						X				X				X	
2.d.	Horizontal Stabilizer - Center Hinge Arm (Pre Mod and Mod 6/1341) Airworthiness Directive T.C. CF-92-05 F.A.A. 92-14-22	Condition, corrosion, fasteners for security, bearing for condition and flange for fatigue cracks. Note Refer to Service Bulletin No. 6/512 and A.D. for all Center Hinge Arms regardless of material Mod change. (Cards 26-05b, SP2-E4)				Every 1200 hours											

PART 1 BASIC INSPECTION - 55

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
2.e. Horizontal Stabilizer - Outbd Hinge Arm and Adapter Plates (Pre Mods 6/1341 and 6/1799) Airworthiness Directive T.C. CF-83-11 F.A.A. 83-18-03	Condition, corrosion, cracking, fretting and bearing for condition. Note Refer to Service Bulletin No. 6/421 and A.D., if applicable. (Cards 26-05c, SP2-E5)					Every 1200 hours										
2.f.(1) Horizontal Stabilizer - Mid Hinge Arm and Adapter Plate (Pre Mod 6/1341)	Condition, corrosion, galling and security. (Card 19-07)					X		X		X		X		X		X
2.f.(2) Horizontal Stabilizer - Mid Hinge Arm and Adapter Plate (Mod 6/1341)	Condition, corrosion, security and bearing for condition. (Card 26-5i)							X				X				X
2.g. Horizontal Stabilizer - Leading Edge Skin	Condition, dents, scores and fasteners for security (aft of de-icing boots (Mod SOO 6004) for surface corrosion). (Card 26-05f)						X			X			X			X
2.h. Horizontal Stabilizer - Lower Skin	Skin between Stations 30.00 and 35.00 for cracks, condition, distortion and fasteners for security. (Card 26-05e)						X			X			X			X

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
2.i.	Horizontal Stabilizer - Rear Spar Airworthiness Directive T.C. CF-74-04 F.A.A. 74-22-06	At stabilizer center line for condition, cracks and distortion. Note Refer to Service Bulletin No. 6/310 and A.D., if applicable. (Card 26-05g)						X			X			X			X	
2.j.	Horizontal Stabilizer - Front Spar	Between attachment fittings for condition and fasteners for security. (Card 26-05g)						X			X			X			X	
2.k.	Horizontal Stabilizer - Top Skin	Skin doubler beneath center pickup fitting for condition, cracking and fasteners for security. (Card 26-05d)						X			X			X			X	
2.l.	Horizontal Stabilizer Attach Bolts (Pre Mod 6/1114 Aircraft) Airworthiness Directive F.A.A. 67-28-03	Condition, security and loss of bolt torque. Note Refer to Service Bulletin No. 6/39 and A.D. for Pre Mod 6/1114, if applicable. (Card SP2-E1)					Every 7 flight hours											
3.	Vertical Stabilizer																	
3.a.	Vertical Stabilizer - Fwd/Aft Spar Adapter Plates (where visible) (Pre Mods 6/1841 and 6/1842) PART A	Cracks, corrosion and security. Note Refer to Service Bulletin No. 6/454 for Part A. (Card 26-11)							X				X				X	

PART 1 BASIC INSPECTION - 55

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
					Every 6000 flight hours or 5 years whichever occurs first												
3.b. Vertical Stabilizer - Fwd/Aft Spar Adapter Plates (Pre Mods 6/1841 and 6/1842) PART B	Remove Vertical Stabilizer from aft fuselage: inspect adapter plates and adjacent structure for condition, corrosion and security. Install Vertical Stabilizer. <u>Note</u> 1. During inspection of vertical Stabilizer, when installed on fuselage, remove attachment bolts one at a time; dye penetrant bolt holes for corrosion and cracking; apply zinc chromate to bolt holes and barrel nut bores in aft fuselage adapter plates before installing each bolt; apply water displacement corrosion inhibitor (Bo-shield T9 or equivalent) to bolt heads and barrel nuts after torquing bolts. <u>Note</u> 2. Pay particular attention to fwd and aft spar adapter plates and spar frame webs, including adjacent structure and bolt holes where visible for evidence of corrosion. Corrosion around bonding wires where fitted will necessitate cleaning and priming of affected areas as applicable. <u>Note</u> 3. Refer to Service Bulletin No. 6/454 for Part B.																

(Card SP2-E6)

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
3.c.(1)	Vertical Stabilizer - Fwd/Aft Spar Adapter Plates (Mods 6/1841 and 6/1842)	Where accessible for condition and security. Check bolt torque. (Card 33-04c)									X						X
3.c.(2)	Vertical Stabilizer - Fwd/Aft Spar Adapter Plates (Mods 6/1843, 6/1844, 6/1844, 6/1845, and 6/1846)	Stabilizer bolts are to be withdrawn, one at the time, to examine the aft fuselage adapter plate nut recess holes, including the vertical stabilizer spar adapter plate bolt holes. (Card SP2-E7)					Every 6000 flight hours or 5 years whichever occurs first										X
3.d.(1)	Vertical Stabilizer - Top Hinge Arm Adapter Fitting (Pre Mod 6/1339)	Condition, corrosion and security. (Card 26-06a)						X			X			X			X
3.d.(2)	Vertical Stabilizer - Top Hinge Arm Adapter Fitting (Mod 6/1339)	Condition, corrosion and security. (Card 33-04a)								X							X
3.e.(1)	Vertical Stabilizer - Mid Hinge Arm Adapter Fitting (Pre Mod 6/1340)	Condition, corrosion, cracking, fretting and security. (Card 26-06b)						X			X			X			X
3.e.(2)	Vertical Stabilizer - Mid Hinge Arm Adapter Fitting (Mod 6/1340)	Condition, corrosion and security. (Card 33-04b)								X							X

PART 1 BASIC INSPECTION - 55

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
3.f.	Vertical Stabilizer - Elevator Position Transmitter Access Opening (Mod 6/2417)	Internal skin and reinforcement doublers for condition, corrosion, cracking, fretting and security. (Cards 26-01, 26-02)						X			X			X			X
4.	Rudder	Condition, dents, scores, buckling, leading edge skin silicon aerodynamic seal for condition and security, fasteners for security. (Card 26-7a)						X		X			X				X
4.a.	Rudder Skins																
4.b.	Rudder - Lower Hinge Arm (Pre Mod and Mod 6/1340)	Condition, corrosion and security. Bearing for condition. Replace worn bearing. Note As bearing deterioration results in rudder drop, this bearing must be replaced when wear is noted. A gap dimension between lower hinge arm housing and rudder hinge arm bearing support plate of 0.058 inch (1.47 mm) will indicate that bearing manufacture's axial service limit has been reached. A smaller gap dimension requires bearing to be replaced at earliest opportunity available. (Card 26-07b)						X			X			X			X

PART 1 BASIC INSPECTION - 55

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
4.c.(1)	Rudder - Mid/Upper Hinge Arms Adapter Fittings (Pre Mod 6/1340)	Condition, corrosion, cracking and security. (Card 26–07c)						X			X			X			X
4.c.(2)	Rudder - Mid/Upper Hinge Arms Adapter Fittings (Mod 6/1340)	Condition, corrosion, cracking and security. (Cards 33–05c, 33–05d)								X							X
4.d.(1)	Rudder - Mid/Upper Hinge Arm (Pre Mod 6/1339)	Condition, security, corrosion, cracking and bearing for security. (Card 26–07d)						X			X			X			X
4.d.(2)	Rudder - Mid/Upper Hinge Arm (Mod 6/1339)	Condition, security, corrosion, cracking and bearing for security. (Cards 33–05a, 33–05b)								X							X
4.e.	Rudder - Rear Spar Tab Hinge	Condition, corrosion and freedom of movement. Lubricate. (Card 26–07g)						X			X			X			X
4.f.	Rudder - Mass Balance Weights	Mass balance weight for condition and security. Move rudder vigorously to detect movement of internal weights. (Card 26–07e)						X			X			X			X
4.g.	Rudder Trim and Gear Tabs	Skins for condition dents, scores, buckles and fasteners for security, hinges for condition, corrosion, security and freedom of movement. Lubricate. (Card 26–07f)						X			X			X			X

PART 1 BASIC INSPECTION - 55

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
4.h. Rudder Trim and Gear Tab Hinge Arms	Hinge arms for condition and security, connecting hinge arm bolts for safety and security. (Card 05-01)			X												
5. Elevator 5.a.(1) Elevator Skins Airworthiness Directive T.C. CF-67-07 T.C. CF-67-08 T.C. CF-68-09 FAA 67-33-02	Condition, buckling and fasteners for security. Note Refer to Service Bulletin No's. 6/65, 6/68 and 6/69 and A.D. for (Pre Mod's 6/1142, 6/1134 and 6/1135) aircraft Serial No's. 001 to 105, if applicable. (Card RA-EXT-04)	X														
5.a.(2) Elevator Skin Mod Standard	Condition, fasteners for security, leading edge skin silicon aerodynamic seal for adhesion and security, tab hinge for condition and corrosion. Lubricate tab hinge. (Card 26-08a)						X			X			X			X
5.b.(1) Elevator - Mid/Outer Hinge Arm Adapter Fitting (Pre Mod 6/1342)	Condition, cracks, corrosion, fretting wear and security. (Card 26-08b)						X			X			X			X
5.b.(2) Elevator - Mid/Outer Hinge Arm Adapter Fitting (Mod 6/1342)	Condition, cracks, galling, wear and security. (Cards 33-06c, 33-06d)									X						X

PART 1 BASIC INSPECTION - 55

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
5.c.(1)	Elevator - Root Rib (Pre Mod 6/1769) Airworthiness Directive T.C. CF-82-21 F.A.A. 81-10-11	Condition, cracking and security. <u>Note</u> Refer to Service Bulletin No. 6/399 and A.D., if applicable. (Card SP2–E2)					Every 600 flight hours										
5.c.(2)	Elevator - Root Rib (Mod 6/1769)	Condition and security. (Card 33–06e)									X						X
5.d.	Elevator - Torque Tube	Condition, corrosion and security of fasteners. <u>Note</u> Evidence of corrosion around bolt holes requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. (Card 26–08g)						X			X			X			X
5.e.	Elevator - Balance Weight Housing	Security and corrosion. (Card 26–08h)						X			X			X			X
5.f.	Elevator - Trim/Gear Tab Hinge Adapter	Condition, security, corrosion and freedom of movement. (Card 26–08f)						X			X			X			X
5.g.(1)	Elevator - Mid Hinge Arm (Pre Mod 6/1342)	Security, corrosion and bearing for condition. (Card 26–08c)						X			X			X			X

PART 1 BASIC INSPECTION - 55

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
5.g.(2) Elevator - Mid Hinge Arm (Mod 6/1342)	Security, corrosion and bearing for condition. (Card 33-06a)									X						X	
5.h.(1) Elevator - Outer Hinge Arm (Pre Mods 6/1342 and 6/1799) Airworthiness Directive T.C. CF-83-11 F.A.A. 83-18-03	Condition, corrosion, fretting, cracking and bearing for condition. <u>Note</u> Refer to Service Bulletin No. 6/421 and A.D., if applicable. (Cards 26-08d, SP2-E5)				Every 1200 hours												
5.h.(2) Elevator - Outer Hinge Arm (Mods 6/1342 and 6/1799)	Condition, security and bearing for condition. (Card 33-06b) <u>Note</u> All Hinge Arms Pre and Post Mods 6/1342 and 6/1799. Evidence of corrosion around bolt holes requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required.								X							X	

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
5.i.	Elevator Trim and Interconnect Tabs	Skins for condition, dents, score, buckles and fasteners for security, hinge for condition, corrosion, security and freedom of movement. Lubricate. (Card 26–08e)						X			X			X			X
5.j.	Elevator Trim and Interconnect Tab Hinge Arms	Hinge arms for condition and security, connecting hinge arm bolts for safety and security. (Card 05–01)			X												
6.	Bonding Wires	Condition, fraying and security of attachment. Clean as required. (Card 26–03)						X			X			X			X
7.	Fairings, Access Covers, Inspection Panels	Condition, proper fit and security. Fasteners for condition, proper operation and security. Fiberglass panels for condition, cracks and delamination. (Card 33–02)								X							X

PART 1 BASIC INSPECTION - 55

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 56 – Windows																	
1.	Flight Compartment																
1.a.(1)	Flight Compartment - Windshield	Signs of leakage. Clean as required. (Card RA–EXT–16)	X														
1.a.(2)	Flight Compartment - Windshield	Condition, crazing, and security; retaining strips for condition and security of attachment. (Card 15–03a)					X		X		X		X		X	X	
1.b.	Flight Compartment - Cockpit Door Window	Condition, crazing, and security; retaining strips for condition and security of attachment. For SOOs 6320 or 6321 (if installed), inspect vent for condition and security of attachment. Replace if required. (Card 15–03a, 15–03b)					X		X		X		X		X	X	
2.a.	Cabin, Door and Hatch Windows	Condition as required. (Card RA–EXT–17)	X														
2.b.	Cabin Windows	Condition, crazing and security. Inspect vents (SOO 6368) for condition and security of attachment. Replace if required. (Card 18–14)					X		X		X		X		X	X	
2.c.	Cabin Door Windows	Condition, crazing and security. Inspect vents (SOO 6368) for condition and security of attachment. Replace if required. (Card 18–14)					X		X		X		X		X	X	
2.d.	Cabin Side Escape Hatch Windows	Condition, crazing and security. (Card 18–14)					X		X		X		X		X	X	

PART 1 BASIC INSPECTION - 56

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 57 – Wings																	
1.(1) Exterior Surface	Condition, drain holes for obstruction. (Card RA–EXT–06)	X															
1.(2) Exterior Surface	Dents, scores, abrasions and corrosion. (Cards 13–04, 14–04)				X	X	X	X	X	X	X	X	X	X	X	X	
1.a. Exterior Surface - Lower Wing Skin	At wing strut pickup area (Station 97.00 to 235.00) for cracks, buckling and security of rivets. (Cards 27–22, 28–23)						X			X			X			X	
1.b. Exterior Surface - Lower Wing Skin	Between stations 85.00 and 135.00 for corrosion, deterioration of fasteners including paint and primer loss from engine exhaust. (Cards 27–11, 28–12)						X			X			X			X	
						or Every 2 years whichever occurs first											
1.c. Exterior Surface - Upper Outboard Wing Skin	Between stations 147.00 and 210.00 for cracks, buckling and rivets for security. (Cards 27–21, 28–22)						X			X			X			X	
1.d. Exterior Surface - Upper Inboard Wing Skin	Between stations 85.00 and 135.00 for corrosion, deterioration of fasteners including paint and primer loss from engine exhaust. (Cards 27–12, 28–13)						X			X			X			X	
						or Every 2 years whichever occurs first											
1.e. Exterior Surface - Wing Main Spar Lug (Wing Strut Link)	Condition and corrosion, bush for security. (Cards 27–13, 28–14)						X			X			X			X	

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
1.f. Exterior Surface - Wing Leading Edge Skins Airworthiness Directive T.C. CF-93-25	Condition, dents, scores and fasteners for security. Note Refer to Service Bulletin No. 6/517 and A.D., if applicable. (Cards 13–09, 14–09)				X	X	X	X	X	X	X	X	X	X	X	X
1.g. Exterior Surface - Wing Shroud Skins	Condition, dents, scores and fasteners for security. (Cards 13–09, 14–09)				X	X	X	X	X	X	X	X	X	X	X	X
2. Wings - Nose Spar Adapter D Nose Section	Nose spar adapter D nose section for condition, corrosion and security, leading edge skin for condition, corrosion and security, hinges for condition and smooth operation of D nose leading edge cover, stay bar for condition and security of stowage. (Cards 27–01, 28–01)						X			X			X			X
3.(1) Wing Tip Fairing	Condition. (Card RA–EXT–04)	X														
3.(2) Wing Tip Fairing	Cracks, delamination and fasteners for security. (Cards 27–02, 28–02)						X			X			X			X
4. Wing Strut 4.a.(1) Wing Strut Skins (where visible) Airworthiness Directive T.C. CF-69-20 F.A.A. 68-26-02	Condition, dents, scores and loose Jo-bolt fasteners. Note Refer to Service Bulletin No. 6/342 and A.D., if applicable. (Cards RA–EXT–07, SP2–D1)	X														

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
4.a.(2) Wing Strut Skins (where visible) Airworthiness Directive T.C. CF-91-30 F.A.A. 97-07-10	Condition, dents, scores and fasteners for security. Note Refer to Service Bulletin No. 6/342 and A.D., if applicable. (Cards 27–14, 28–15)						X			X			X			X	
4.b. Wing Strut Beam Airworthiness Directive T.C. CF-85-14 F.A.A. 87-04-23	Condition and beam flanges for corrosion. Note Refer to Service Bulletin No. 6/474 and A.D., if applicable. (Card SP2–D12)				Every 6000 hours or 5 years whichever occurs first												
4.c.(1) Wing Strut Link (Pre Mod 6/1174)	Condition and corrosion, bush for security. (Card 24–01)					X			X			X				X	
4.c.(2) Wing Strut Link (Mod 6/1174)	Condition and corrosion, bush for security. (Cards 34–15, 35–15)								X							X	
5. Wing Strut and Strut Link Attachment Bolts	Remove wing struts upper and lower attachment bolts and strut link attachment bolt. Check bolt and bushing for wear and fretting. Inspect lower fuselage attachment bearing for free movement and wear. Install upper and lower attachment bolts. (Card SP2–D9)								X							X	
6. Access and Inspection Panels	Proper fit and security; fasteners for condition, proper operation, fiberglass panels cracks and delamination. (Cards 34–10, 35–10)								X							X	

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
7.(1) Electrical Wiring and Connections	Where visible for condition and security. (Cards 13–07, 14–07)				X	X	X	X	X	X	X	X	X	X	X	X
7.(2) Electrical Wiring and Connections	Wires for condition and connectors for security. Clean as required. (Cards 20–09, 21–08)					X		X		X		X		X		X
8. Internal Structure (where accessible)	Condition, cracks, buckling and corrosion. (Cards 27–07, 28–08)						X			X			X			X
9. Wing Fences	Condition and security. (Card RA–EXT–06)	X														
10. Wing Rear Spar Cap (Pre Mod 6/1301) Airworthiness Directive T.C. CF-73-03 T.C. CF-72-11 F.A.A. 73-05-03 F.A.A. 95-18-11	Condition, cracking, bush and fasteners for security. <u>Note</u> Refer to Service Bulletin No. 6/295 and A.D., if applicable. (Cards 27–19, 28–20, SP2–D5)					Every 1200 hours or 12 months whichever occurs first										
10.a. Wing Rear Spar Cap (Mod 6/1301)	Condition, cracking, bush and fasteners for security. (Cards 34–11, 35–11)									X						X

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
11. Wing/Fuselage Forward Aluminum Adapters (Pre Mod 6/1887) Airworthiness Directive T.C. CF-69-01 T.C. CF-76-08 T.C. CF-85-12 F.A.A. 94-04-01	Condition, cracks, corrosion and security. Note 1. Pay particular attention to inside corner upper surface of forward lug at root radius. Inspect horizontal and vertical surfaces at this location using dye penetrant. (Cards 13–08, 14–08, SP2–D3) Note 2. Refer to Service Bulletin Nos. 6/174 and 6/476, and A.D., if applicable.– If part numbers C6WM1133–1 or –2 are installed and have been reworked, adapters are inspected every 250 flight hours.				X	X	X	X	X	X	X	X	X	X	X	X	
				X													
11.a. Wing/Fuselage Forward Steel Adapters (Mod 6/1887 and EO69080–1/2)	Condition and security. Note Refer to TAB 678/6. (Cards 34–02, 35–02)									X						X	
12. Wing Main Spar Airworthiness Directive T.C. CF-87-02 F.A.A. 94-08-10	Main spar lower forward and aft cap angles and adjacent structure for exfoliation corrosion. Note Refer to Service Bulletin No. 6/492 and A.D., if applicable. (Card SP2–D11)				Every 5 years												
13. 13.a. Wing Main Hinge Arms Wing Main Hinge Arms (Pre Mod 6/1334)	Cracks, wear and corrosion. (Cards 27–10, 28–11)						X			X			X			X	

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
13.b. Wing Main Hinge Arms (Mod 6/1334)	Cracks, wear and corrosion. Note Pay particular attention to immediate areas around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts; evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. Corrosion around bonding wires, where fitted, will necessitate cleaning and priming of affected areas, as applicable. (Cards 34–03, 35–03)									X						X
14. Flap Hinge Arm Attachment (Pre Mod 6/1335)	Condition, corrosion, cracking and security of Jo-bolt fasteners. (Cards 27–15, 28–16)						X			X			X			X
14.a. Flap Hinge Arm Attachment (Mod 6/1335)	Condition, corrosion, cracking and security of Jo-bolt fasteners. (Cards 34–04, 35–04)									X						X
15. Indb/Outb Foreflaps	Condition and drain holes for obstruction. (Card RA–EXT–04)	X														

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
15.a. Indb/Outb Foreflaps	Outboard and inboard foreflaps for condition, drain holes for obstruction, skins for dents, scores, corrosion and fasteners for security. (Cards 20–05, 21–04)					X		X		X		X		X		X	
15.b.(1) Inbd/Outbd Foreflap Hinge Arms (Pre Mods 6/1336 and 6/1349)	Condition, corrosion, security and bearing for condition. (Cards 27–16, 28–17)						X			X			X			X	
15.b.(2) Inbd/Outbd Foreflap Hinge Arms (Mods 6/1336 and 6/1349)	Condition, security and bearing for condition. (Cards 34–13, 35–13)									X						X	
16. Inbd Trailing Flap	Condition and drain holes for obstruction. (Card RA–EXT–04)	X															
16.a. Inbd Trailing Flap (Pre Mod 6/1556)	Condition, skins for cracks and fasteners for security. Note Refer to Service Bulletin No. 6/345. (Cards 06–04, 07–04)			X													
16.b. Inbd Trailing Flap (Mod 6/1556)	Condition, drain holes for obstruction, skins for dents, scores, corrosion, cracks and fasteners for security. (Card SP2–D2)					Every 400 hours											
16.c.(1) Inbd Trailing Flap Hinge Arms (Pre Mod 6/1337)	Condition, corrosion, security and bearings for security. (Cards 27–17, 28–18)						X			X			X			X	

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
16.c.(2)	Inbd Trailing Flap Hinge Arms (Mod 6/1337)	Condition, security and bearings for security. (Cards 34–14, 35–14)									X						X
17.	Aileron	Condition. (Card RA–EXT–04)	X														
17.a.	Aileron - Leading Edge and Adjacent Surface Areas Including Tail Skins	Condition, dents, corrosion, scores, abrasion and fasteners for security. (Cards 20–03, 21–03)					X		X		X		X		X		X
17.b.(1)	Aileron - Hinge Arms (Pre Mod 6/1348)	Condition, corrosion, security and bearings for security. (Cards 27–18, 28–19)						X			X			X			X

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												
					1	2	3	4	5	6	7	8	9	10	11	D or 12	
17.b.(2) Aileron - Hinge Arms (Mod 6/1348)	Condition, corrosion, security and bearings for security. Note Pre and Post Mod 6/1348, pay particular attention to immediate areas around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts; evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. Corrosion around bonding wires, where fitted, will necessitate cleaning and priming of affected areas, as applicable (Cards 34–08, 35–08)									X							X
17.c. Aileron - Mass Balance Weights (Pre Mod 6/1104) Airworthiness Directive T.C. CF-68-05	Condition, corrosion and security. Note 1. Under balance condition occurring with early Ailerons. Note 2. Refer to Service Bulletin No. 6/100 and A.D. for aircraft 001 to 115, if applicable. (Cards 34–05, 35–05)									X							X

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
17.d.	Aileron - Mass Balance Weight Retention Channel	Condition, corrosion and security. Note Refer to Service Bulletin No. 6/507. See Corrosion Program. R/H wing (Card No. Year 3 of 5) L/H wing (Card No. Year 2 of 5)					Every 5 years										
17.e.	Aileron Trim/Gear Tab Hinge Adapter	Condition, corrosion, security and freedom of movement. Lubricate. (Cards 20–12, 21–11)					X		X		X		X		X		X
18.	Aileron Bellcrank Channel Structure	Condition, fasteners for security, bearings for freedom of operation and security. (Cards 20–06, 21–05)					X		X		X		X		X		X
19.	Aileron Trim and Gear Tabs	Condition and security of fasteners. (Cards 20–13, 21–12)					X		X		X		X		X		X
19.a.	Trim/Gear Tab Skins																
19.b.	Tab Hinge (on tab)	Condition, corrosion, wear and freedom of movement. (Cards 20–13, 21–12)					X		X		X		X		X		X
19.c.	Tab Hinge Arms	Condition, security and corrosion. (Cards 20–13, 21–12)					X		X		X		X		X		X
20.	Inbd/Outbd Foreflap Pushrod Fork Attachment	Corrosion and security of attachment. (Cards 20–17, 21–16)					X		X		X		X		X		X

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
21. Aileron and Flap Bellcranks	Corrosion and security; bearings for condition. Clean as required. (Cards 27–09, 28–10)						X			X			X			X	
22.(1) Wing Flap, Aileron Hinge Arms and Connecting Link Attaching Bolts Wing Main Hinge Arms	Safety and security. (Cards 06–05A, 07–05A)			X													
22.(2) Wing Flap, Aileron Hinge Arms and Connecting Link Attaching Bolts Wing Main Hinge Arms	Main wing hinge arms, bonding wire and bearings for condition and security, and attachment bolts for safety and security. Note Includes inboard hinge location mounted to the fuselage side at STA 248.41. (Cards 06–05B, 07–05B)			X													
23. Wing Main Spar Lower Cap Angle/Doubler at Station 152 and 185 for Mod 6/1318 A/C	Condition and cracks. Note Refer to Service Bulletin No. 6/268 and PSM 1-6-7, Part 3, Figures 6 and 7. (Card SP2–D4)					Every 1200 hours or 2400 flights whichever occurs first											
24. Lower Wing Skin at Station 185	Condition, corrosion and cracks. Note Refer to Service Bulletin No. 6/362 or PSM 1-6-11. (Card SP2–D6)					Every 1200 hours or 2400 flights whichever occurs first											
25. Lower Wing Skin, Stringers and Aft Spar Flange from Wing Stations 122 to 263 (ribs 8 to 20)	Condition, corrosion and cracks. Note Refer to PSM 1-6-11. (Card SP2–D7)					Every 1200 hours or 2400 flights whichever occurs first											

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												
					1	2	3	4	5	6	7	8	9	10	11	D or 12	
26. Lower Wing Attachment Fitting at Wing Station 97.5	Inspect visible surfaces of inboard and outboard fittings, particularly around fastener holes. <u>Note</u> 1. Fastener removal is not required. <u>Note</u> 2. Refer to PSM 1-6-11 and PSM 1-6-7, Part 3. (Card SP2-D8)					Every 2400 hours or 4800 flights whichever occurs first											

PART 1 BASIC INSPECTION - 57

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 61 – Propellers																
1. Autofeather System 1.a. Autofeather System - Relay Box Airworthiness Directive C.F. 73-04 C.F. 73-09 F.A.A. 73-19-01	Security of mounting. Clean as required. <u>Note</u> Refer to Service Bulletin No. 6/297 and A.D., if applicable. (Card 32–09)									X						X
1.b. Autofeather System - Limit Switches and Mechanism	Condition and security; wiring for condition and connectors for security. Clean as required. (Card 11–19)				X	X	X	X	X	X	X	X	X	X	X	X
1.c. Autofeather System	Operational test on engine run-up. (Card FUN–C5a)				X	X	X	X	X	X	X	X	X	X	X	X
2. Beta Range Back-up System 2.a.(1) Beta Range Back-up System - Control Box (Pre Mod 6/2014)	Condition and security of mounting. Clean as required. (Card 32–10)									X						X
2.a.(2) Beta Range Back-up System - Control Box (Pre Mod 6/2014)	Hidden function check of relays K1 and K2. (Card FUN–G14)									X						X
2.b.(1) Beta Range Back-up System - Limit Switches and Mechanism	Condition and security; wiring for condition and connectors for security. Clean as required. (Card 09–11)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 61

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
2.b.(2)	Beta Range Back-up System - Limit Switches and Mechanism (Cards 36-13, 37-13)		X													
2.c.	Beta Range Back-up System - Beta System (Card FUN-C5b)				X	X	X	X	X	X	X	X	X	X	X	X
3.(1)	Overspeed Governor Airworthiness Directive F.A.A. 70-16-01 <u>Note</u> Refer to A.D., if applicable. (Cards 36-01, 37-01)		X													
3.(2)	Overspeed Governor Airworthiness Directive F.A.A. 70-16-01 (Card SP2-G4)					Every 4500 flight hours										
4.(1)	Constant Speed Governor (Cards 36-01, 37-01)		X													
4.(2)	Constant Speed Governor Governor speed adjusting lever proper attachment to shaft. <u>Note</u> Refer to TAB 635/4. (Cards 44-05e, 45-05e)						X			X			X			X
4.(3)	Constant Speed Governor (Card SP2-G3)					Every 3500 flight hours										
5.(1)	Propeller Airworthiness Directive F.A.A. 78-18-01 F.A.A. 83-08-01 (Card RE-01)	X														

PART 1 BASIC INSPECTION - 61

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
5.(2) Propeller Airworthiness Directive F.A.A. 78-18-01 F.A.A. 83-08-01	Condition of spinner for dents and security; hub for grease or oil leakage. Propeller attach bolts for condition and security. Note Refer to A.D., if applicable. (Cards 40-04, 41-04)				X	X	X	X	X	X	X	X	X	X	X	X
5.(3) Propeller Airworthiness Directive F.A.A. 78-18-01 F.A.A. 83-08-01	Remove for overhaul. Install serviceable unit. (Cards SP2-G6)				Refer to Hartzell Service Letter HC-SL-61-61Y											
5.a.(1) Propeller - Blades, Spinner and Hub Parts Airworthiness Directive F.A.A. 72-08-04 F.A.A. 74-14-01	Condition, blades for nicks and cracks. Blend nicks out from leading edge. Note Refer to A.D., if applicable. (Cards 38-01, 39-01)			X												
5.a.(2) Propeller - Blades, Spinner and Hub Parts	Condition, blades for freedom on hub pilot tubes by rocking slightly using counterweights as levers; grease blade clamps. (Cards 36-14, 37-14)		X													
6. Tachometer Indicator (Pre Mod 6/2049)	Condition and security of installation. (Card 23-07c)						X			X			X			X
7. Tachometer Generator	Condition and security of installation. (Cards 36-05, 37-05)		X													

PART 1 BASIC INSPECTION - 61

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
8.	Propeller Controls																
8.a.	Propeller Controls - Cables	Condition and security, fraying, corrosion and flattening; connections and fairleads for condition and security. Detailed visual inspection of cable terminals for signs of pits or cracks. (Cards 44–05a, 45–05a)						X			X			X			X
8.b.	Propeller Controls - Pulleys	Condition, freedom of operation and security. (Cards 44–05b, 45–05b)						X			X			X			X
8.c.(1)	Propeller Controls - Linkages	Condition and security. (Cards 42–07, 43–07)						X			X			X			X
8.c.(2)	Propeller Controls - Linkages	Levers, push-rod and reversing linkage for security. Springs for condition and security. Stops for security. (Cards 44–05c, 45–05c)						X			X			X			X
8.d.	Propeller Controls - Speed Control Teleflex Cable to Reverse Valve	Condition, kinks, smooth operation and security. (Cards 44–05d, 45–05d)						X			X			X			X
8.e.	Propeller Controls - Reset Limit Switch	Condition and security; wiring for condition and connectors for security. Clean as required. (Card 11–18)				X	X	X	X	X	X	X	X	X	X	X	X
8.f.	Propeller Controls - Reset Limit Switch (Pre Mod 6/1223)	Condition and security. Clean as required. (Card 18–04)					X		X		X		X		X		X
9.	Propeller Synchronizer System	Operational test on engine run-up. (Card FUN–C5d)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 61

SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
9.a.	Propeller Synchronizer System - Master Speed Pickup (LH Engine)	Condition and security. (Card 36-02)		X													
9.b.	Propeller Synchronizer System - Slave Speed Pickup (RH Engine)	Condition and security. (Card 37-02)		X													
9.c.	Propeller Synchronizer System - Control Box	Security of mounting. Clean as required. (Card 32-09)								X						X	
9.d.	Propeller Synchronizer System - Speed Setting	Condition and security. (Cards 40-07, 41-07)				X	X	X	X	X	X	X	X	X	X	X	
9.e.	Propeller Synchronizer System - Rod End Trimmer	Condition and security. (Cards 40-07, 41-07)				X	X	X	X	X	X	X	X	X	X	X	
9.f.	Propeller Synchronizer System - Flexible Shaft	Flexible shaft rod end for security. (Cards 40-07, 41-07)				X	X	X	X	X	X	X	X	X	X	X	
9.g.	Propeller Synchronizer System - Electrical Wiring and Connections	Condition and security. (Cards 40-07, 41-07)				X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 61

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 71 – Power Plant																	
1. Intake Deflector System	Function test system. (Power on). (Card FUN–G10)									X						X	
1.a.(1) Intake Deflector System - Deflector	Clean as required. (Card RE–03)	X															
1.a.(2) Intake Deflector System - Deflector Plate	Corrosion. Hinges for cracks, corrosion and security. (Cards 44–01, 45–01)						X			X			X			X	
1.b.(1) Intake Deflector System - Exit Door	Condition and security. (Cards 40–02a, 41–02a)				X	X	X	X	X	X	X	X	X	X	X	X	
1.b.(2) Intake Deflector System - Exit Door	Hinges for cracks and security. (Cards 44–01, 45–01)						X			X			X			X	
1.c. Intake Deflector System - Actuators	Condition, security and leakage. (Cards 40–02b, 41–02b)				X	X	X	X	X	X	X	X	X	X	X	X	
1.d.(1) Intake Deflector System - Locking and Release Levers	Condition and security. (Cards 40–02c, 41–02c)				X	X	X	X	X	X	X	X	X	X	X	X	
1.d.(2) Intake Deflector System - Release Lever Solenoids and Limit Switches	Condition and security. Clean as required. (Cards 40–02f, 41–02f)				X	X	X	X	X	X	X	X	X	X	X	X	
1.e Intake Deflector System - Air Control Valves	Condition, security and leakage; Pipes for condition and leakage. (Cards 40–02d, 41–02d)				X	X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 71

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
1.f. Intake Deflector System - Air Line Filters	Remove (Filters are at inlet and return ports of air control valves), inspect and install. (Cards 40–02g, 41–02g)					X		X		X		X		X		X
1.g. Intake Deflector System - Cables and Linkage	Fraying, kinks and wear; connectors for security; rod ends and bearings for condition and security; linkage for condition. Brackets for condition. Detailed visual inspection of cable terminals for signs of corrosion pits and cracks. (Cards 40–02e, 41–02e)				X	X	X	X	X	X	X	X	X	X	X	X
1.h. Intake Deflector System - Deflector Indicators	Condition and security; electrical wiring for condition, connectors for security. Clean as required. (Card 23–07g)						X			X			X			X
2. Air Intake	Ducts for condition and security. (Cards 42–01, 43–01)						X			X			X			X
3. Upper Cowling and Exhaust Duct Area	Condition and security when latched in position. (Cards 42–04, 43–04)						X			X			X			X
4. Generator Cooling Duct	Condition and security. (Cards 46–02, 47–02)									X						X
5. Engine Compressor Wash Spray Rings	Condition and security. (Cards 44–02, 45–02)						X			X			X			X

PART 1 BASIC INSPECTION - 71

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
6. Lower Cowlings	Condition, hinge for corrosion, latch mechanism for condition and proper operation, security when latched in position. (Cards 42-04, 43-04)						X			X			X			X
7. Engine Fireseals	Condition and security. (Cards 36-06, 37-06)		X													
8. Engine Mount (Nacelle)	Condition, corrosion, cracking and security. (Cards 42-03, 43-03)						X			X			X			X
8.a.(1) Vibration Isolator	Condition, separation, corrosion, cracking and security. Conduct inspections for separations between metal plate and elastomer; must not exceed 1 inch length or 1/16 inch depth. Pay particular attention to corrosion and cracks at the base of the housing (P/N 7351256-2), right next to the edge of the cores (pucks). (Cards 42-03A, 43-03A)						X			X			X			X
8.a.(2) Vibration Isolator	Replace bolts (vibration isolators to engine casing) and bolt (vibration isolator to nacelle). (Card SP2-G1)					AT EACH ENGINE CHANGE										X
8.a.(3) Vibration Isolator	Accomplish overhaul check in accordance with Maintenance Manual. (Card SP2-G2.1)									X						X
9.(1) Engine Drains (Pre Mod 6/1583)	Collector tank for condition security and leakage. (Cards 44-04, 45-04)						X			X			X			X

PART 1 BASIC INSPECTION - 71

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
9.(2)	Engine Drains (Pre Mod 6/1583)	Overboard fuel drain for obstruction. (Card RA-EXT-08)	X														
10.	Engine External Pipes, Leads and Controls	Pipes for condition, security and leakage; controls for security and operation; clamps and brackets for condition; leads for condition and security. Clean as required. (Cards 36-22, 37-22)		X													
11.	Bonding Wires	Condition and security. (Cards 42-05, 43-05)						X			X			X		X	
12.	Engine Waste Fuel Return Line Nacelle Area (Mod 6/1583)	Pipes for condition and connections for security and leakage. (Cards 44-07, 45-07)						X			X			X		X	
13.	Engine Waste Fuel Return Line Devore System Wing Strut Area	Where visible for condition, leakage and connections for security. (Card 24-02)						X			X			X		X	

PART 1 BASIC INSPECTION - 71

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 72 – Engine																
Note For hot end inspection refer to Special Inspection Requirements Part 2.																
1. External Tubing	Condition and security; evidence of fuel and oil leakage. (Cards 36–07, 37–07)		X													
2. Propeller Shaft Seals	Evidence of oil leakage. (Card RE–01)	X														
3. Compressor Inlet and Screen	Clean as required. Note If dirty screen warrants removal, check inlet for cleanliness. (Card RE–04)	X														
4. Gas Generator Case Airworthiness Directive T.C. CF-76-06 T.C. CF-78-03 F.A.A. 75-06-01	Condition, cracks, bulges and evidence of hot spots. Note Refer to A.D. if applicable. (Cards 36–08, 37–08)		X													
5. Turbine Exhaust Interior (where visible)	Condition, cracks and distortion. (Cards 36–08, 37–08)		X													
6. Exhaust Duct Airworthiness Directive T.C. CF-2002-47	Condition, deflector vanes for cracks, erosion and security. Note Refer to A.D. if applicable. (Cards 38–04, 39–04)			X												

PART 1 BASIC INSPECTION - 72

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
7. Power Section Airworthiness Directive T.C. CF-76-25	Condition and security. <u>Note</u> Refer to A.D. if applicable. (Cards 36-08, 37-08)		X													
8. Engine Run	Engine performance check (data plate speed check) and operation of engine instruments. <u>Note</u> An engine performance check should be accomplished: before and after hot end inspection; if Engine Condition Trend Monitoring (ECTM) or take-off performance indicates a possible problem; or after a component change which could affect performance or performance indication.															

PART 1 BASIC INSPECTION - 72

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 73 – Engine Fuel and Control																	
1. Fuel Pump Airworthiness Directive T.C. CF-69-17 T.C. CF-80-14 F.A.A. 69-23-06 F.A.A. 80-08-12	Security and evidence of fuel leakage. <u>Note</u> Refer to A.D. if applicable. <																

PART 1 BASIC INSPECTION - 73

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
3. Fuel Control Unit	Fuel Control Unit for condition, linkages, sense lines and heater for condition, security and leakage. (Cards 36-04, 37-04)		X														
4. Fuel Flow Indicators (Pre Mod 6/2012)	Condition and security. (Card 23-07h)						X			X			X			X	
5. Fuel Flow Transmitters	Condition and security. (Cards 27-06, 28-07)						X			X			X			X	
6.(1) H.P. Fuel Filter (Mod SOO 6117) (S/B 6/247)	Remove element, inspect and install. Clean or replace as required. Leak check. (Power on). (Cards 36-17, 37-17, FUN-A3)		X														
6.(2) H.P. Fuel Filter (Mod SOO 6117) (S/B 6/247)	Remove and discard element. Install new element. Leak check. (Power on). Note If excessive contamination is found on element, remove and inspect main fuel strainer elements. (Cards 40-11, 41-11, FUN-C8e)				X	X	X	X	X	X	X	X	X	X	X	X	
7. Starting Control Unit	Security and leakage. (Cards 36-11, 37-11)		X														
8. Waste Fuel Collector Tank (Mod SOO 6153)	Drain waste fuel (20 stops and starts). Note Refer to Service Bulletin No. 6316. (Card RE-09)	X															

PART 1 BASIC INSPECTION - 73

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
9.(1)	Engine Fuel and Control - Compressor P3 Filter Unit (Mod SOO 6177)	Clean filter element electrosonically. (Cards 36–19, 37–19)		X													
9.(2)	Engine Fuel and Control - Compressor P3 Filter Unit (Mod SOO 6177)	Install new filter element at a maximum of 1000 hours based on service experience and environment. (Cards 20–15, 21–14)					X		X		X		X		X	X	

PART 1 BASIC INSPECTION - 73

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 76 – Engine Controls																	
1. Cables Airworthiness Directive F.A.A. 68-05-03	Condition and security, fraying, corrosion and flattening; connectors and fairleads for condition and security. Check cable for correct tensions. Detailed visual inspection of cable terminals for signs of corrosion, pits or cracks. Note Refer to A.D. if applicable. (Cards 44–05a, 45–05a)						X			X			X			X	
2.(1) Cable Pulleys	Condition, freedom of operation and security. (Cards 44–05b, 45–05b)						X			X			X			X	
2.(2) Cable Pulleys	Pulley brackets for condition and security. (Cards 46–01, 47–01)									X						X	
3.(1) Power Control Mechanisms and Linkages Airworthiness Directive T.C. CF-79-20 T.C. CF-80-21 T.C. CF-80-22 F.A.A. 80-04-02	Lubricate interconnecting rod ball ends. Note Refer to Service Bulletin 6/387 and A.D., if applicable. (Cards 36–12, 37–12)		X														
3.(2) Power Control Mechanisms and Linkages	Condition, chafing, fouling and security. Include beta back-up. (Cards 40–06, 41–06)				X	X	X	X	X	X	X	X	X	X	X	X	
3.(3) Power Control Mechanisms and Linkages	Propeller power interlock for operation. (Cards 09–07, FUN–C5c)				X	X	X	X	X	X	X	X	X	X	X	X	

PART 1 BASIC INSPECTION - 76

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
4. Control Levers	Condition and freedom of movement; stops for security. Note Refer to CAUTION in 4.a. (Card 09-07)				X	X	X	X	X	X	X	X	X	X	X	X
4.a. Control Levers - Engine Power Airworthiness Directive T.C. CF-79-24	Power levers for smooth operation, Beta disarm switch for condition. Note Refer to Service Bulletin No. 6/309 and A.D., if applicable. CAUTION WITH ENGINE STOPPED: 1 DO NOT MOVE POWER LEVER IN EITHER DIRECTION IF BLADE LATCHES ARE ENGAGED. 2 DO NOT SELECT REVERSE POWER IF PROPELLER IS AT FEATHER. (Card 09-07)				X	X	X	X	X	X	X	X	X	X	X	X
4.b. Control Levers - Propeller	Propeller levers for smooth operation. (Card 09-07)				X	X	X	X	X	X	X	X	X	X	X	X
4.c. Control Levers - Fuel Shut-off	Proper detent action and smooth operation. (Card 09-07)				X	X	X	X	X	X	X	X	X	X	X	X
5. Friction Dampers	Operation. (Card 09-07)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 76

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
6. Overhead Console Control Quadrants Polycarbonate/Melaine (Pre Mod 6/1895) Airworthiness Directive T.C. CF-73-06 F.A.A. 93-10-08	Cracks and freedom of movement. <u>Note</u> Refer to Service Bulletin No. 6/519 and A.D., if applicable. (Card SP2–C2)					Every 100 hours											
6.a. Overhead Console Control Quadrants Aluminum (Mod 6/1895)	Condition and freedom of movement. (Card 16–16)					X		X		X		X		X			

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SYSTEM AND ITEM		INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS												D or 12
						1	2	3	4	5	6	7	8	9	10	11		
Chapter 77 – Engine Indicating																		
1.	Indicators	Condition and security. (Card 23–07a)																
1.a.	Indicators - Gas Generator Tachometer (Pre Mod 6/2012)							X			X			X			X	
1.b.	Indicators - Turbine Temperature (Pre Mod 6/2012)							X			X			X			X	
1.c.	Indicators - Torque Pressure Indicators (Pre Mod 6/2012)							X			X			X			X	
2.	Torque Pressure Transmitter	Condition and security. (Cards 36–03, 37–03)		X														
3.	Torque Pressure Indicating System	Functional test (calibration). (Power on).					Every Engine Change											
4.	Turbine Temperature Indicating System	Functional test (calibration). (Power on).					Every Engine Change											
5.	Gas Generator Tachometer Generator	Condition and security; connector for security. (Cards 36–05, 37–05)		X														
6.	Wiring and Connectors	Wiring for condition and security. (Cards 40–15, 41–15)				X	X	X	X	X	X	X	X	X	X	X		

PART 1 BASIC INSPECTION - 77

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**– Temporary Revision****PSM NO.:** 1-6-7**AIRCRAFT:** DHC-6**SERIES:** ALL**PUBLICATION:** Inspection Requirements Manual **TEMPORARY REVISION NO.:**223

Insert in Basic Inspection – before Page 1**BASIC INSPECTION 79**

This Temporary Revision has been approved under the authority of the Design Approval Organization, DAO #04-V-02.

Date 26 MAR 2019Signed (for MTB) M. Robertson VAP-002Date 26 MAR 2019Signed (DE) #2 V. Riley**REASON FOR ISSUE:**

To clarify the Note for the oil level check after engine shut down or oil change.

ACTION:

In Basic Inspection 79, ignore existing Page 1 and insert revised page, as shown on Page 2 of this Temporary Revision

— Continued overleaf —

RECORDING INSTRUCTIONS:

Record this Temporary Revision No. and the relevant information in the appropriate columns of the TEMPORARY REVISION INDEX provided at the front of the manual.

Basic Inspection 79 (TR 223)**Page 1 of 2**
Mar. 26/19

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 79 – Oil																
1. Oil Level	Check. <u>Note</u> If lever indication is low when checking oil quantity after engine has been shutdown for more than 30 minutes, or after an oil change, then start engine and run at ground-idle for minimum 5 minutes, feather the propeller, shutdown the engine, and recheck the oil quantity . (Card RE-05)	X														
2. Oil Filler Cap	Condition and locking feature. (Card RE-05)	X														
3. Oil Filters	Remove and check for foreign matter. Install a serviceable filter. Leak check. <u>Note</u> Clean or renew filter according to instructions in Engine Maintenance Manual. Change oil in accordance with UACL Service Bulletin No. 1001. (Cards 36-21, 37-21, FUN-A5)		X													

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS												D or 12
					1	2	3	4	5	6	7	8	9	10	11		
Chapter 79 – Oil																	
1. Oil Level	Check. <u>Note</u> After oil change, or if engine has been stationary for more than 12 hours, run engine at idle for 2 minutes; after shutdown check and replenish as required with same brand of oil. (Card RE-05)	X															
2. Oil Filler Cap	Condition and locking feature. (Card RE-05)	X															
3. Oil Filters	Remove and check for foreign matter. Install a serviceable filter. Leak check. <u>Note</u> Clean or renew filter according to instructions in Engine Maintenance Manual. Change oil in accordance with UACL Service Bulletin No. 1001. (Cards 36-21, 37-21, FUN-A5)		X														

SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
3.a. Magnetic Chip Detectors (Reduction Gearbox) Airworthiness Directive F.A.A. 75-11-04	Remove oil filter, inspect for foreign matter. Magnetic chip detector in reduction gearbox for electrical continuity. Install a serviceable filter. Note 1. Clean or replace filter in accordance with Engine Manufacturer's Service Bulletin No. 1001. Note 2. Refer to A.D., if applicable. (Cards 36–18, 37–18)		X													
4. Oil Temperature Bulb	Security and leakage; connections for security. (Cards 40–03, 41–03)				X	X	X	X	X	X	X	X	X	X	X	X
5.(1) Oil Pressure Indicators (Pre Mod 6/2012)	Condition and security. (Card 23–07e)						X			X			X			X
5.(2) Oil Pressure Indicators (Pre Mod 6/2012)	Operational test on engine run. (Card FUN–C1)				X	X	X	X	X	X	X	X	X	X	X	X
5.A Oil Pressure Indicating System (Mod 6/2012)	Functional test (calibration). Power on.				Every Engine Change											
6.(1) Oil Temperature Indicators (Pre Mod 6/2012)	Condition and security. (Card 23–07f)						X			X			X			X
6.(2) Oil Temperature Indicators (Pre Mod 6/2012)	Operational test on engine run. (Card FUN–C1)				X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 79

SYSTEM AND ITEM		INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
						1	2	3	4	5	6	7	8	9	10	11	D or 12
6.A	Oil Temperature Indicating System (Mod 6/2012)	Functional test (calibration). Power on.				Every Engine Change											
7.(1)	Oil Pipes and Connections	Leakage. (Card RE-06)	X														
7.(2)	Oil Pipes and Connections	Condition and security; hoses for condition and security. (Cards 44-09, 45-09)						X			X			X		X	
8.	Oil Pressure Transmitters	Security and leakage. (Card RE-08)	X														
9.(1)	Oil Cooler	Security and leakage. (Card RE-08)	X														
9.(2)	Oil Cooler	Cooler mounting for condition and security. (Cards 44-03, 45-03)						X			X			X		X	
9.(3)	Oil Cooler	Remove for bench (pressure) test. Install serviceable unit. (Card CT-G-B6)									X					X	

PART 1 BASIC INSPECTION - 79

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SYSTEM AND ITEM	INSPECTION REQUIREMENT	ROUTINE	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
Chapter 80 – Starting																
1.(1) Starter Generator	Security of installation; electrical connectors for security. Clean as required. (Cards 36–09, 37–09)		X													
1.(2) Starter Generator	Brushes for condition and wear. Drive splines for wear. Lubricate. (Cards 40–08, 41–08)				X	X	X	X	X	X	X	X	X	X	X	X
1.(3) Starter Generator	Remove for bench test. Replace starter generator bearings with new bearings and spline drive shaft if worn. Install serviceable unit. (Card CT–D–B1)						X			X			X			X
2. Glow Plugs	Remove for operational test. Clean as required. Install serviceable unit. (Cards 38–05, 39–05)			X												
3. Current Regulator (Ballast tubes)	Condition and security; leads for security. (Cards 36–10, 37–10)		X													
4. Spark Ignition System (Mod SOO 6180)	Condition and security; check for operation. (Cards 40–12, 41–12)															
4.a. Spark Ignition System - Spark Igniters					X	X	X	X	X	X	X	X	X	X	X	X
4.b. Spark Ignition System - Igniter Box					X	X	X	X	X	X	X	X	X	X	X	X

PART 1 BASIC INSPECTION - 80

SYSTEM AND ITEM	INSPECTION REQUIREMENT	R O U T I N E	A	B	C CHECK X 500 HOURS											
					1	2	3	4	5	6	7	8	9	10	11	D or 12
5. Starter Generator - Electrical Wiring and Connectors	Wiring and connectors for condition and security, insulation for deterioration. Clean as required. (Cards 40–09, 41–09)				X	X	X	X	X	X	X	X	X	X	X	X

PART 2

SPECIAL INSPECTION REQUIREMENTS

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SPECIAL INSPECTION – CATEGORY

The following Special Inspections is a supplement to the Basic Inspections to make sure that components and systems, which are vulnerable to malfunctions under adverse environmental conditions or continuous operation from rough, unpaved fields, are thoroughly inspected. In addition, Special Inspections relating to conditions, which are not classified as environmental in nature, are included. Accomplish inspections, as necessary, according to conditions under which the aircraft is being operated.

SP1 ENVIRONMENTAL CONDITIONS

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B.	Arctic Conditions	Page 3
C.	Salt Water Float Operation	Page 4
D.	Converting to Wheels or Skis	Page 5
E.	High Salt Content or Marine Environment (Outside of the Tropics) (Floatplane and Landplane)	Page 6
F.	High Industrial Air Pollution	Page 7
G.	Desert or High Dust Content Areas	Page 8
H.	High Humidity	Page 9
I.	Tropical High Salt Content or Tropical Marine Environment (Between the Tropics of Cancer and Capricorn) (Floatplane and Landplane)	Page 9

SP2 NON-ENVIRONMENTAL CONDITIONS

A.	Landing Gear	Page 3
B.	Fuel System	Page 3
C.	Flight Controls	Page 4
D.	Wings	Page 5
E.	Empennage	Page 7
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H.	Furnishing	Page 10
I.	Autopilot	Page 10
J.	Fire Protection	Page 11
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PART 2 SPECIAL INSPECTION

SP3 OPERATIONAL CONDITIONS

A.	Livestock or Corrosive Cargo	Page 3
B.	Wheel Ski Operation	Page 4
C.	Spring Ski Operation	Page 10
D.	Float Operations	Page 11
E.	Inspection after Heavy Landing	Page 14
F.	Lightning Strike Inspection	Page 17
G.	Severe Turbulence or Buffeting Inspection	Page 21
H.	Ground Gust Condition Inspection	Page 23
I.	Hot End Inspection	Page 27
J.	Regular Rough Water Operation	Page 27
K.	Volcanic Ash Encounter	Page 27
L.	Cold Weather Operations Kit	Page 29

SP4 SPECIAL CONDITIONS

A.	Aircraft Serial Number Specific	
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PART 2 SPECIAL INSPECTION

SP1 ENVIRONMENTAL CONDITIONS

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ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
A. UNPAVED LANDING FIELDS		
1. Antennas	On underside of fuselage for condition. Clean as required.	Daily.
2. Anti-Collision Lights	On underside of fuselage for condition. Clean as required.	Daily.
3. Taxi Light	Condition.	Daily.
4. Nose Landing Gear	Condition caused by flying debris.	Daily.
5. Main Leg Fairings	Condition caused by flying debris.	Daily.
6. Wing Center	Undersurface skins for condition caused by flying debris.	Daily.
7. Fuselage Sides	Between nose and passenger doors for condition caused by flying debris.	Daily.
8. Flaps	Undersurface skins for condition caused by flying debris.	Daily.
9. Engine Air Intakes and Ram Air Inlets	Condition and obstruction by grass cuttings, weeds, etc.	Daily.
10. Main and Nose Wheels	Remove and install after inspection.	Every 100 hours.
10.a. Main and Nose Wheels - Brake Assemblies	Condition, overheat, wear, leakage and cracks.	Every 100 hours.
10.b. Main and Nose Wheels - Discs	Condition, wear and distortion.	Every 100 hours.
10.c. Main and Nose Wheels - Wheels and Bearings	Cracks, pitting, discoloration and distortion. Lubricate.	Every 100 hours.
10.d. Main and Nose Wheels - Grease Retainers	Condition, deterioration and excessive grease saturation.	Every 100 hours.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
B. ARCTIC CONDITION		
1. Wire and Whip Antennas	For ice accumulation.	Daily.
2. Landing Gear	Cleanliness; areas around moveable parts free of ice, snow or moisture. Clean as required.	Daily.

PART 2 SPECIAL INSPECTION - 1

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
B. ARCTIC CONDITION		
3. Escape Doors and/or Emergency Hatch	Ice formation around seals. Clean as required.	Daily.
4. Flight Control Cables (Beneath aft cabin and rear baggage floor)	Ice accumulation in vicinity of pulley clusters. Clear as required. Remove access panel 43 and rear baggage floor access panel. Note Refer to TAB 674/1.	Prior to flight if snow ingress noted and every 7 days.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
C. SALT WATER FLOAT OPERATION		
Remove access panels and fairings as necessary to gain access to items listed below. Examine these items visually for cracks and corrosion, paying particular attention to immediate areas around bolt holes and bearings, where visible, and along attachment for pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts; evidence of internal corrosion will necessitate disengaging fittings for further inspection and treatment as required. Corrosion around bonding jumpers, where fitted, will necessitate cleaning and repriming of affected area.		
1. Vertical Stab/Rudder Hinge Arms	Corrosion and cracks.	Every 6 months.
2. Horizontal Stab/Elevator Hinge Arms	Corrosion and cracks.	Every 6 months.
3. Elevator Torque Tube	Corrosion and cracks.	Every 6 months.
4. Vert/Horiz Stab Attachment Fittings	Corrosion and cracks.	Every 6 months.
5. Float/Fuselage Attachment Fittings	Corrosion and cracks.	Every 6 months.

PART 2 SPECIAL INSPECTION - 1

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
C. SALT WATER FLOAT OPERATION		
6. Wing Strut Pickup Fittings Wing/Fuselage	Corrosion and cracks.	Every 6 months.
7. Wing/Fuselage Fwd/Rear Attach Fittings	Corrosion and cracks.	Every 6 months.
8. Extend Flaps for Examination of Wing/Flap Hinge Arms	Corrosion and cracks.	Every 6 months.
9. Flap/Aileron Hinge Arms	Corrosion and cracks.	Every 6 months.
10. Wing Flap Hinge Arms Attachments	Hinge arms, bolts, bolt holes and bearings for corrosion and seized condition. Pay particular attention to areas around bearings.	Every 2 years.
11. Engine Mounts (Nacelle)	Corrosion and cracks.	Every 6 months.
12. Engine Vibration Isolators	Corrosion and cracks. Pay particular attention to the base of the housing (P/N 7351256-2) right next to the edge of the cores (pucks).	Every 6 months.
13. Nose Attachment STA 44.0 (Mod 6/2020) (Mod 6/2160)	Corrosion and cracks. Note Pay particular attention to the exterior aluminum joint strap and fasteners common to the carbon nose.	Every 1 year.
14. Fuel Gallery (Under Fuselage Area) (Mod 6/2408)	Inspect access panels and seals for damage. Repair or replace as required.	Every 6 months.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
D. CONVERTING to WHEELS or SKIS		
1. Lower Nose Wheel Fitting	Condition and corrosion.	Prior to operation.

PART 2 SPECIAL INSPECTION - 1

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1			
ENVIRONMENTAL CONDITIONS			
E.		HIGH SALT CONTENT or MARINE ENVIRONMENT (Outside of the Tropics) (FLOATPLANE AND LANDPLANE)	
1.	Engine Compressor Wash	Engine wash after completion of daily operation. Note If exterior of engine is salt-contaminated wash in accordance with instructions in Maintenance Manual.	Daily.
2.	Fuel Gallery System Components (Under Fuselage Area)	Remove fuel gallery access panels to inspect for condition, corrosion, electrical wiring and coaxial cables for deterioration, radio suppressors and connectors for corrosion. For Mod 6/2390, visually inspect environmental wrap for condition, integrity (split, tear or removal etc.), corrosion, external wiring, connections and terminations for deterioration. Note Any degradation in the environmental wrap, remove wrap and do a detailed visual inspection of electrical wiring, connections and terminations for condition and corrosion. Replace damaged components. Install new environmental wrap (refer to PSM 1-64-2, Chapter 20-50-03). For Mod 6/2395, do a detailed visual inspection of the backshell and backshell sealant for deterioration in the seal cavities. If deterioration is evident, clean and reseal the backshell. Replace if deterioration is severe.	Every 200 hours.
2a.	Fuel Gallery System Components (Under Fuselage Area) (Mod 6/2408)	Inspect access panels and seals for damage. Repair or replace as required.	Every 200 hours.

PART 2 SPECIAL INSPECTION - 1

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
E. HIGH SALT CONTENT or MARINE ENVIRONMENT (Outside of the Tropics) (FLOATPLANE AND LANDPLANE)		
3. All Exterior Surfaces and Components	Corrosion. Note 1. Refer to PSM 1-6-5 Part 2/3 and TAB 626/1 for details for susceptible areas and Part 1 for preventive maintenance methods. Note 2. For Mod 6/2020, refer to added susceptible area PSM 1-6-5 Part 2/3 (CPCM C53-11-05) for STA 44.0 exterior aluminum joint straps and fasteners common to the carbon nose corrosion inspection.	Every 200 hours.
4. Elevator/Rudder Primary Flight Control Cables	The entire accessible length of the cable for condition, corrosion, fraying, flattening, proper attachment and security. Pulleys for condition and freedom of movement. Pulley brackets and fairleads for condition and security. Turnbuckles for security, refer to AMM. Note 1. Pay particular attention to locations aft of STA 262.00, at pulley stations, fairleads at STA 436.00 and STA 486.34. Note 2. Stainless Steel Control Cables are approved for use on float aircraft in lieu of Carbon Steel Cables. Refer to PSM 1-6-2 (DHC-6 Series 100/200 Maintenance Manual), PSM 1-63-2 (DHC-6 Series 300 Maintenance Manual) and PSM 1-64-2 (DHC-6 Series 400 Maintenance Manual) and Technical Advisory Bulletin (TAB) 678/3 for cable specification. Note 3. In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).	Every 3 months or 400 hours whichever occurs first. Note If required, inspection interval may be reduced due to environmental conditions.
4a. Elevator/Rudder Primary Flight Control Cables	Replace Primary Rudder and Elevator flight control cables.	Every 12 months.

PART 2 SPECIAL INSPECTION - 1

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
F. HIGH INDUSTRIAL AIR POLLUTION		
1. Engine Compressor Wash	Loss of engine performance attributed to ingestion of air pollution deposits requires engine compression wash in accordance with instructions in Engine Maintenance Manual.	As required.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
G. DESERT OR HIGH DUST CONTENT AREAS		
1. Noseleg Shock Strut	Clean exposed piston chrome surface and wipe only.	Daily.
2. Hydraulic Filter Unit	Condition and contamination. Replace with serviceable unit. Check for leaks.	Every 50 hours.
3. Cabin Escape Hatch and Escape Doors	Seals for condition, hardening and deterioration.	Every 50 hours.
4. Main Landing Gear Upper /Lower Fairing Seals	Roller blind covers, rollers and elastic cords for condition and deterioration.	Every 50 hours.
5. Pitot/Static System Lines	Obstruction. CAUTION DISCONNECT THE AUTOPILOT BAROMETRIC ALTITUDE SENSOR LINE BEFORE APPLYING REVERSE AIR PRESSURE TO PITOT AND STATIC SYSTEM LINES TO PREVENT DAMAGE TO THE BAROMETRIC SENSOR. Note Apply reverse air pressure (less than 2.5 psi (17.24 kPa) to ends of pitot and static lines when disconnected from instruments. Perform pitot/static leak check.	Every 50 hours.
6. Stall Warning Lift Detector Vanes	Condition, free operation, dust blockage and corrosion.	Every 50 hours.

PART 2 SPECIAL INSPECTION - 1

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
G. DESERT OR HIGH DUST CONTENT AREAS		
7. Modular Avionics Unit (Mod 6/2049)	Visually inspect the mesh covering air intake for dust and debris. Clean if required.	Every 50 hours.
8. Fwd Avionics Compartment Air Filter	Condition, security and free of obstruction. Clean as required.	Every 50 hours.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
H. HIGH HUMIDITY		
1. Floor Understructure	Corrosion (after removing floor panels), channel sections for condition and corrosion.	Every 600 hours.
2. Exterior Surfaces and Components	Corrosion. Note 1. Refer to TAB 626/1 and PSM 1-6-5 Part 2/3 for susceptible areas and Part 1 for preventive maintenance methods. Note 2. For Mod 6/2020, refer to added susceptible area PSM 1-6-5 Part 2/3 (CPCM C53-11-05) for STA 44.0 exterior aluminum joint straps and fasteners common to the carbon nose corrosion inspection.	Every 50 hours.
3. Fuel Gallery (Under Fuselage Area) (Mod 6/2408)	Inspect access panels and seals for damage. Repair or replace as required.	Every 600 hours.

PART 2 SPECIAL INSPECTION - 1

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
I. TROPICAL HIGH SALT CONTENT or TROPICAL MARINE ENVIRONMENT (BETWEEN THE TROPICS OF CANCER AND CAPRICORN) (FLOATPLANE AND LANDPLANE)		
1. Engine Compressor Wash	Engine wash after completion of daily operation. Note If exterior of engine is salt-contaminated wash in accordance with instructions in Maintenance Manual.	Daily.
2. Fuel Gallery System Components (Under Fuselage Area)	Remove fuel gallery access panels to inspect for condition, corrosion, electrical wiring and coaxial cables for deterioration, radio suppressors and connectors for corrosion. For Mod 6/2390, visually inspect environmental wrap for condition, integrity (split, tear or removal etc.), corrosion, external wiring, connections and terminations for deterioration. Note Any degradation in the environmental wrap, remove wrap and do a detailed visual inspection of electrical wiring, connections and terminations for condition and corrosion. Replace damaged components. Install new environmental wrap (refer to PSM 1-64-2, Chapter 20-50-03). For Mod 6/2395, do a detailed visual inspection of the backshell and backshell sealant for deterioration in the seal cavities. If deterioration is evident clean and reseal the backshell. Replace if deterioration is severe.	Every 200 hours.
2.1. Fuel Manifold (Mod 6/2389)	Bonding clamp sealant and terminal lug sealant for condition and integrity, peeling, cracking or evidence of corrosion. Inspect bonding jumper for condition, security, integrity and corrosion. If damaged, replace component; re-apply sealant.	Every 200 hours.

PART 2 SPECIAL INSPECTION - 1

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1		
ENVIRONMENTAL CONDITIONS		
I. TROPICAL HIGH SALT CONTENT or TROPICAL MARINE ENVIRONMENT (BETWEEN THE TROPICS OF CANCER AND CAPRICORN) (FLOATPLANE AND LANDPLANE)		
3. All Exterior Surfaces and Components	Corrosion. Note 1. Refer to PSM 1-6-5 Part 2/3 and TAB 626/1 for details of susceptible areas and Part 1 for preventive maintenance methods. Note 2. For Mod 6/2020, refer to added susceptible area PSM 1-6-5 Part 2/3 (CPCM C53-11-05) for STA 44.0 exterior aluminum joint straps and fasteners common to the carbon nose corrosion inspection.	Every 200 hours.
4. Elevator/Rudder Primary Flight Control Cable Systems	The entire accessible length of the cable for condition, corrosion, fraying, flattening, proper attachment and security. Pulleys for condition and freedom of movement. Pulley brackets and fairleads for condition and security. Turnbuckles for security, refer to AMM. Note 1. Pay particular attention to locations aft of STA 262.00, at pulley stations, fairleads at STA 436.00 and STA 486.34. Note 2. Stainless Steel Control Cables are approved for use on float aircraft in lieu of Carbon Steel Cables. Refer to PSM 1-6-2 (DHC-6 Series 100/200 Maintenance Manual), PSM 1-63-2 (DHC-6 Series Maintenance Manual) and PSM 1-64-2 (DHC-6 Series 400 Maintenance Manual) and Technical Advisory Bulletin (TAB) 678/3 for cable specification. Note 3. In the event of abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).	Every 3 months or 125 hours whichever occurs first. Note If required, inspection interval may be reduced due to environmental conditions.

PART 2 SPECIAL INSPECTION - 1

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP1			
ENVIRONMENTAL CONDITIONS			
I. TROPICAL HIGH SALT CONTENT or TROPICAL MARINE ENVIRONMENT (BETWEEN THE TROPICS OF CANCER AND CAPRICORN) (FLOATPLANE AND LANDPLANE)			
4.a.	Elevator/Rudder Primary Flight Control Cable Systems	Replace Primary Rudder and Elevator flight control cables.	Every 12 months.
5.	Fuel Manifold (Mod 6/2389)	Inspect the Fuel Manifolds under bonding clamp sealant for corrosion. Remove sealant, bonding clamps and jumpers. Inspect tube for corrosion and pitting. Replace clamps, bonding jumpers and hardware with new; reseal clamps grounding hardware and terminal lugs.	Every 3000 flight hours or 3 years, whichever occurs first.

PART 2 SPECIAL INSPECTION - 1

SP2 NON-ENVIRONMENTAL CONDITIONS

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ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2			
NON-ENVIRONMENTAL CONDITIONS			
A. LANDING GEAR			
1.(a)	Nose and Main Wheels	Remove nose wheel. Remove tire and inspect wheel for cracks using dye penetrant method.	First tire change after 1500, 2500, 3000 and 3250 landings and at each tire change after.
1.(b)	Nose and Main Wheels	Remove main wheels (Pre Mods 6/2002 and 6/2317). Remove tires and inspect wheels for cracks using dye penetrant method.	First tire change after 1500, 2500, 3000 and 3250 landings and at each tire change after.
1.(c)	Nose and Main Wheels	Remove main wheels (Post Mods 6/2002 and 6/2317). Remove tires and inspect wheels for cracks using dye penetrant method.	First tire change after 2000 cycles and then every 800 to 1000 landings or every second tire change.
2.	DELETED		
3.	DELETED		

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2			
NON-ENVIRONMENTAL CONDITIONS			
B. FUEL SYSTEM			
1.(1)	After Fuel Tank Replacement	After fuel tank replacement; check engine fuel pump filter screen (inlet) until no contamination is found.	After every flight.
1.(2)	After Fuel Tank Replacement	Remove and examine fuel system strainer element and motive line check valve strainers for foreign matter. Clean, install and pressure test. If accumulation in strainers appears excessive, recheck after a further 20 flight hours.	After first 50 hours.
2.	Fuel Manifold (Mod 6/2389)	Inspect the Fuel Manifolds under bonding clamp sealant for corrosion. Remove sealant, bonding clamps and jumpers. Inspect tube for corrosion and pitting. Replace clamps, bonding jumpers and hardware with new; reseal clamps grounding hardware and terminal lugs.	Every 6000 flight hours or 5 years, whichever occurs first.

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
C. FLIGHT CONTROLS		
1. Control Column	Flight control column (Pre Mod 6/1433) examine the lower horizontal torque tube to vertical column welds for cracks. Note Refer to Service Bulletin No. 6/180 and 6/181, and A.D. CF-72-06, or 69-05-01, if applicable, and prior to next flight, if aircraft is subjected to tail high velocity gust winds.	Every 100 hours. Mod incorporated
2. Overhead Control Quadrant	Overhead console (Pre Mod 6/1895) Melaine or Polycarbonate quadrants for cracks and freedom of movement. Note Refer to Service Bulletin No. 6/519 and A.D. CF-73-06, or 73-19-06 and 93-10-08, if applicable.	Every 100 hours. Mod incorporated
3. Flight Control Rods	Flight control (Pre Mod's 6/1486 to 6/1489) 2024T3 material pushrods with fail safe sleeves installed for cracks. Note Refer to Service Bulletin No's. 6/390 and 6/502 and A.D. CF-80-03, or 80-13-11, if applicable.	Every 400 hours or 6 months whichever occurs first. Mod incorporated
3.1 Steering cables (Pre Mod 6/1800)	Remove control column cover and inspect for condition, fraying, kinks, flattening, proper attachment and security and pay particular attention for possible cable fraying, especially in vicinity of small diameter pulleys, pulleys for condition, free movement of operation and security; turnbuckles for security. Do a visual of cable terminals for signs of corrosion and cracking in all exposed parts. Install column cover. Note Refer to Service Bulletin No. 6/453 and A.D. CF-84-03, if applicable.	Every 400 hours or 6 months whichever occurs first. Mod incorporated
4. Flap Pushrods	Wing flap (Mod 6/1487) 2024T81 material pushrods with (Mod's 6/1710 and 6/1714) sleeves incorporated for cracks. Note Refer to Service Bulletin No's. 6/388 and 6/381, and A.D. CF-79-22, or 80-03-08, if applicable.	Every 800 hours or 1 year whichever occurs first. Mod not incorporated

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
C. FLIGHT CONTROLS		
5. Flight Control Pushrods	Flight control (Mod's 6/1486 to 6/1489) 2024T81 material pushrods with (Mod's 6/1703, 6/1718, 6/1721, 6/1734 and 6/1735) sleeves incorporated for cracks. Note Refer to Service Bulletin No's. 6/390 and 6/502, and A.D. CF-80-03, or 80-13-11, if applicable.	Every 800 hours or 1 year whichever occurs first.
6. Float Installations	Check tension of elevator feel spring.	Every 6 months.
7. Flap and Flight Control Pushrods	Wing flap and flight control (Mod's 6/1781, 6/1785, 6/1791, 6/1792, 6/1802 and 6/2109) manufactured from 6061 material with magneformed sleeves for condition. Note Refer to Service Bulletin No. 6/502 and A.D. CF-79-22, CF-80-03, or F.A.A. 80-03-08, if applicable.	Every 2400 hours or 2 years whichever occurs first.
8. Primary Flight Control Cables	Replace all Aileron, Rudder and Elevator flight control cables every 60 months for landplane aircraft.	Every 5 years.
9. Rudder, Elevator Pulleys	Replace the rudder and elevator pulleys at STA 270.3 every 60 months (landplanes and/or floatplanes operating in any environment).	Every 5 years.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
D. WINGS		
1. Wing Struts	Pre Mod 6/1172, inspect jo-bolts on wing struts for looseness. Replace as necessary. Note 1. Refer to Service Bulletin No. 6/166 and A.D. CF-69-20, or 68-26-02, if applicable. Note 2. If a loose jo-bolt is found, check dimple surface of strut for corrosion and clean, as necessary, before installing replacement jo-bolt.	First 200, 500 and every 2000 hours. Mod incorporated
2. Wing Root Rib Forward Aluminum Adapter	Wing root rib forward (Pre Mod 6/1887) aluminum adapter for condition, corrosion and cracking. Note Refer to Service Bulletin No. 6/476 and A.D. CF-85-12, or 94-04-01, if applicable.	Every 500 hours. Mod incorporated

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
D. WINGS		
3. Wing Main Spar Lower Fwd Cap Angle and Doubler	Wing main spar lower cap angle and doubler detailed in Inspection Requirements Manual PSM 1-6-7, Part 3, Figure 6 after incorporating Mod 6/1318. Note Refer to Service Bulletin No. 6/268.	Every 1200 hours or 2400 flights whichever occurs first. Mod not incorporated
4. Wing Rear Spar Cap Adapter	Wing rear spar cap (Pre Mod 6/1301) for cracks. Note Refer to Service Bulletin No. 6/295 and A.D. CF-73-03, or 95-18-11, if applicable.	Every 1200 hours or 2400 flights whichever occurs first. Mod incorporated
5. Wing Strut and Link Attaching Bolt	Remove wing strut upper and lower attachment bolts and strut and strut link attachment bolts. Check bolt and bushing for wear and fretting. Inspect lower fuselage attachment bearing for free movement and wear. Install upper and lower attachment bolts.	Every 3000 hours or 2.5 years whichever occurs first.
6. Wing to Fuselage Attaching Bolts or Links	Remove wing to fuselage forward and aft attachment bolts or wing rear spar to fuselage pins, (Mod's 6/1752 and 6/1881) if incorporated, for wear, fretting and corrosion, bushing for wear and security. Install serviceable bolts, or rear spar pin, if modified.	Every 2.5 years.
7. Wing Main Spar Lower Fwd/Aft Cap Angles	Wing main spar lower forward and aft cap angles and adjacent structure for corrosion. Note Refer to Service Bulletin No. 6/492 and A.D. CF-87-02, or 94-08-10, if applicable.	Every 5 years.
8. Wing Strut Beam	Remove wing struts from aircraft and inspect strut beam for condition and corrosion. Install serviceable wing struts. Note Refer to Service Bulletin No. 6/474 and A.D. CF-85-14, or 87-04-23, if applicable.	Every 6000 hours or 5 years whichever occurs first. N/A by P/N
9. Inboard Trailing Flaps	Inboard (Mod 6/1556) Trailing Flap for condition, drain holes for obstruction, skin for dents, scores, corrosion, cracks, and fasteners for security.	Every 400 flight hours.
10. Lower Wing Skin at Wing Station 185	Inspect lower wing skin at wing station 185. Note Refer to PSM 1-6-11.	Every 1200 hours or 2400 flights whichever occurs first.

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
D. WINGS		
11. Lower Wing Skin Stringers, and Aft Spar Lower Flange From Wing Station 122 to 263 (Ribs 8-20)	Inspect lower wing skin stringers and aft spar lower flange from wing station 122 to 263 (Rib 8-20). Note Refer to PSM 1-6-7, Part 3, and PSM 1-6-11.	Every 1200 hours or 2400 flights whichever occurs first.
12. Lower Wing Attachment Fitting (C6W1045)	Inspect lower wing fitting (C6W1045) aft of wing station 97.5 for cracks. Check visible surfaces on inboard and outboard fittings particularly around fasteners holes. Removal of fasteners not necessary. Note Refer to PSM 1-6-7, Part 3, and PSM 1-6-11.	Every 2400 hours or 4800 flights whichever occurs first.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
E. EMPENNAGE		
1. Horizontal Stabilizer Attach Bolts (Pre Mod 6/1114)	Horizontal stabilizer loose attachment bolt torque check. Note Refer to Service Bulletin No. 6/39 and A.D. 67-28-03 for aircraft Serial No's. 001 to 063, if applicable.	Every 7 hours. Mod incorporated
2. Elevator Root Rib (Pre Mod 6/1769)	Elevator root ribs in vicinity of torque tube attachment for cracks. Note Refer to Service Bulletin No. 6/399, 6/287, and A.D. CF-82-21, or 81-10-11, if applicable.	Every 600 hours. Mod incorporated
3. Horizontal Stabilizer Attaching Brackets	Horizontal stabilizer Pre Mod and retrofitted forward and aft brackets (Mod's 6/1808 and 6/1809) material brackets including fastener replacement by Mod's 6/1855 and 6/1856 for cracks, loose brackets and fasteners. Note Refer to Service Bulletin No's. 6/438, 6/475 and 6/513, including A.D. CF-92-04, or 95-22-07, 86-15-08, if applicable.	Every 800 hours or every 8 months. N/A by acft S/N and Mod

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
E. EMPENNAGE		
4. Horizontal Stabilizer Center Hinge Arm	Horizontal stabilizer center hinge arm (Pre Mod and Mod 6/1341) for flange cracks. Note Refer to Service Bulletin No. 6/512 and A.D. CF-92-05, or 94-14-22, if applicable.	Every 1200 hours.
5. Horizontal Stabilizer Outb'd Hinge Arm Adapter Plates	Horizontal stabilizer outboard hinge arm adapter plate (Pre Mod's 6/1341 and 6/1799) for condition, corrosion, fretting and cracking. Note Refer to Service Bulletin No. 6/421 and A.D. CF-83-11, or 83-18-03, if applicable.	Every 1200 hours. Mod incorporated
6. Vertical Stabilizer Spar Adapter Plates	Remove vertical stabilizer from aft fuselage and inspect the forward and rear spar adapter plates (Pre Mods 6/1841 and 6/1842) for cracks, corrosion and fasteners for security. Note Refer to Service Bulletin No. 6/454 for Part B inspection.	Every 6000 hours or 5 years whichever occurs first. Mods incorporated
7. Fwd and Rear Spar Adapter Plates	Forward and rear spar adapter plates including the vertical stabilizer spar adapter plate (Mods 6/1843, 6/1844, 6/1845 and 6/1846); inspect visible areas and barrel nut recess for condition, corrosion and fasteners for security.	Every 6000 hours or 5 years whichever occurs first.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
F. FUSELAGE		
1. Fuselage Side Frames Stations 218 and 219	Fuselage side frames Stations 218 and 219 for cracks. (Pre Mod 6/1461 and 6/1462). Note Refer to Service Bulletin No. 6/371 and A.D. CF-78-17, or 78-26-02, if applicable.	Every 600 hours. Mods incorporated
2. DELETED		

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
F. FUSELAGE		
3. Aft Fuselage (Attaching Stabilizers) Adapter Plates	Remove vertical and horizontal stabilizers from aft fuselage and four location plates located on aft fuselage top rib for access to four aft fuselage frame upper adapter plates (Pre Mod's 6/1843, 6/1844, 6/1845 and 6/1846) and inspect for condition, corrosion, cracks and fasteners for security. Note 1. Refer to Service Bulletin No. 6/454 for Part B inspection. Note 2. Apply water displacement corrosion inhibitor (Bo-shield T9 or equivalent) to bolt heads and barrel nuts when bolts are torqued.	Every 6000 hours or 5 years whichever occurs first. Mods incorporated
4. Aft Fuselage (Attaching Stabilizers) Adapter Plates	For Mod's 6/1843, 6/1844, 6/1845 and 6/1846 adapter plates in aft fuselage inspect visible areas and barrel nut recess for condition, corrosion and fasteners for security. Note Remove barrel nuts from aft fuselage frame adapter plates, one at a time, for access to barrel nut recess area in adapter plate. Apply water displacement corrosion inhibitor (Bo-shield T9 or equivalent) to bolt heads and barrel nuts when bolts are torqued.	Every 6000 hours or 5 years whichever occurs first.
5. Elevator Bellcrank and Hydraulic Hand Pump Structure	Elevator bellcrank and hydraulic hand pump structure (Pre Mod 6/1594) for condition, security and cracking. Note Refer to Service Bulletin No. 6/348 and A.D. CF 77-05 or 93-02-04, if applicable to Pre Mod 6/1594 standard.	Every 200 hours. Mod incorporated

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
G. ENGINE AND PROPELLER		
1. Engine Vibration Isolator Bolts	Replace bolts (vibration isolators to engine casing) and bolt (vibration isolator to nacelle).	Every Engine change.
2. Engine Vibration Isolator Assembly	Remove vibration isolator assemblies for overhaul. Install serviceable units. Note Refer to the Aircraft Maintenance Manual.	Every 3000 hours.

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
G. ENGINE AND PROPELLER		
3. Constant Speed Governor (Woodward)	Remove for overhaul. Install serviceable unit. Note Refer to Woodward Governor Service Bulletin No. 33580 for interval extension.	Every 3500 hours.
4. Overspeed Governor (Woodward)	Remove for overhaul. Install serviceable unit. Note Refer to Woodward Governor Service Bulletin No. 33580 for interval extension.	Every 4500 hours.
5. Engine-driven Air Pump, Pneumatic System	Remove for internal inspection.	Every 500 hours.
6. Hartzell Propeller	Remove for overhaul. Install serviceable unit. Note Refer to Hartzell Service Letter HC-SL-61-61Y.	In accordance with Hartzell Service Letter HC-SL-61-61Y.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
H. FURNISHING		
1. Emergency Locator Transmitter	Emergency locator transmitter for condition. Replace or recharge batteries when 50% of useful battery life has expired. Note Refer to A.D. CF-78-01 and CF-81-29, or 74-20-10, 79-05-02 and 79-18-05, if applicable.	Refer to markings on equipment for Manufacturer's instructions. CALM
2. Life Jackets and Rafts	Remove life jackets and life rafts. Inspect and install serviceable units.	Refer to Manufacturer's instructions and Local Regulatory Authority for inspection details.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
I. AUTOPILOT		
1. Bendix M4C Primary Servos	Replace (Bendix M4C) primary servo bearings if necessary; turn and undercut commutator ring.	Every 2000 hours. not Installed

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
J. FIRE PROTECTION		
1. Portable Fire Extinguisher Units	Remove and weigh Model 28H water/glycol and Model 28H and 384 (BCF) hand fire extinguishers. Refer to Maintenance Manual. Install serviceable unit. Note 1. Partly or fully discharged containers must be replaced. Note 2. On BCF models check that nozzle cap is not seized.	Every 3 months. CALM
2. Portable Fire Extinguisher Units	Remove and weigh Model 2-10 Halon 1211 (BCF) hand fire extinguishers. Refer to Maintenance Manual. Install serviceable unit. Note 1. Partly or fully discharged containers must be replaced. Note 2. When check weighing make sure weight of extinguisher is within 4 ozs. of weight stamped on label.	Every 6 months. CALM
3. Engine Fire Extinguisher System	Check continuity of engine fire extinguisher system and check continuity of squib assembly in accordance with maintenance manual.	Every 6 months.
4. Portable Fire Extinguisher	Discharge, refill and pressurize water/glycol type Model 28H hand fire extinguisher. Refer to Maintenance Manual. Install serviceable unit.	Every 2 years.
5. Engine Fire Bottle	Remove engine fire extinguisher bottle for hydrostatic test.	Every 6000 hours or 5 years whichever occurs first. CALM
6. Engine Fire Bottle Squib	Remove squib and install a serviceable squib.	Every 4 years. CALM
7. Portable Fire Extinguisher	Remove and overhaul BFC Model 28H (BCF) hand fire extinguisher. Install serviceable unit.	Every 6000 hours or 5 years whichever occurs first. CALM

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
K. OXYGEN		
1. Oxygen Bottle (Type 3HT)	Hydrostatic test oxygen bottle.	Every 3 years. Not installed
2. Oxygen Bottle (Type 3AA)	Hydrostatic test oxygen bottle.	Every 5 years. not Installed

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
L. NAVIGATION CALM		
1. Standby Compass	Swing Compass.	Every 12 months or in accordance with Local Regulatory Authority.
2. ADAHRS (KSG 7200) (Mod SOO 6209) (Mod 6/2049)	Compass Accuracy Verification	Every 12 months or in accordance with Local Regulatory Authority.
3. ADAHRS (KSG 7200) (Mod SOO 6209) (Mod 6/2049)	Altimeter System Test	Every 24 months or in accordance with Local Regulatory Authority.
4. Transponder System (KXP 2290A) ADS-B Out (Post Mod 6/2354 with SOO 6347)	Conformity Verification and Functional Test	Every 24 months or in accordance with Local Regulatory Authority.
5. Transponder System (KXP 2290 or KXP 2290A)	Functional Test	Every 24 months or in accordance with Local Regulatory Authority.
6. Transponder System (KXP 2290 or KXP 2290A)	Transponder Air Data Input Verification	Every 24 months or in accordance with Local Regulatory Authority.

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
M. AUTOFLIGHT		
1. Collins AP-106 Autopilot	Disengage switch for condition and security. Clean as required.	Every 400 flight hours. Not Installed
2. Honeywell H14 Aileron, Rudder Pitch Trim, and Elevator Servo Mounting Bracket	Inspect mounting bracket for condition and security.	Every 2400 flight hours. not Installed

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
N. INDICATING & RECORDING SYSTEMS		
1. ESIS - Battery (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Periodic battery check.	Every 1000 hours or 3 months whichever occurs first. CALM
2. ESIS - Battery (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Battery capacity test.	Every 3000 hours or 12 months whichever occurs first. CALM
3. CVR (Mod 6/2049) (Mod SOO 6384)	ULB periodic system check.	Every 3000 hours or 12 months whichever occurs first. CALM
4. FDR (Mod 6/2049, Post Mod 6/2332) (Mod SOO 6385)	ULB periodic system check.	Every 3000 hours or 12 months whichever occurs first. CALM
5. CVR (Mod 6/2049) (Mod SOO 6384)	Intelligibility test.	As required by Local Regulatory Authority; however, not to exceed 5000 hours or 5 years, whichever occurs first. Transport Canada civil Aviation requirement is every 3000 hours or 12 months whichever occurs first. CALM

PART 2 SPECIAL INSPECTION - 2

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP2		
NON-ENVIRONMENTAL CONDITIONS		
N. INDICATING & RECORDING SYSTEMS		
6. FDR (Mod 6/2049, Post Mod 6/2332) (Mod SOO 6385)	Correlation check.	As required by Local Regulatory Authority; however, not to exceed 5000 hours or 5 years, whichever occurs first. Transport Canada civil Aviation requirement is every 3000 hours or 12 months whichever occurs first. CALM
7. ESIS (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Calibration Check.	Every 12 months or in accordance with Local Regulatory Authority. CALM
8. CVR (Mod 6/2048) (Mod SOO 6384)	Function Test.	Every 12 months. CALM
9. ESIS (Mod 6/2049, Pre Mod 6/2170) (Post Mod 6/2170) (Mod SOO 6209)	Altimeter System Test.	Every 24 months or in accordance with Local Regulatory Authority. CALM

PART 2 SPECIAL INSPECTION - 2

SP3 OPERATIONAL CONDITIONS

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ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
A. LIVESTOCK or CORROSIVE CARGO		
1. Floor Panels	Remove; clean and inspect understructure for corrosion.	Whenever a cargo of livestock or corrosive material has been transported.
2. General	The following inspections are to be carried out as applicable to cargo location: a. If a significant spillage of any corrosive fluid has occurred. Note Spillage from the aircraft battery falls in this category. b. When regular carriage occurs of a type of cargo which will deposit a quantity of corrosive fluid (e.g. salt water) every time it is carried. Note The use of floor coverage or cargo containers which resist and limit the migration of the corrosive fluid is recommended to minimize corrosion.	Immediately following discovery of spillage. Every 400 hours or more frequently if findings warrant.
2.a.(1) General - Structures	Baggage compartment floor, Bulkhead Station 376.00 adjacent to floor and structural members below floor and in battery compartment for corrosion.	Every 400 hours or more frequently if findings warrant.
2.a.(2) General - Structures	Cabin floor panels, adjacent side wall structure, underfloor skin panels or underfloor structure in areas where cargo carried, for corrosion.	Every 400 hours or more frequently if findings warrant.
2.b.(1) General - Controls	Elevator and rudder control cables below baggage compartment floor on either side of pulley clusters at Stations 267.00, 332.00 and 376.00 for corrosion. Clean as required. Note It is important to operate controls through full range during inspection so that cables move away from pulleys and all portions of cables are exposed for inspection.	Every 400 hours or more frequently if findings warrant.
2.b.(2) General - Controls	Replace elevator and rudder control cables below baggage compartment floor.	If spillage occurs.
2.c. General - Electrical System	Cables and components below baggage compartment floor adjacent to battery compartment for corrosion.	Every 400 hours or more frequently if findings warrant.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
B.		WHEEL SKI OPERATION	N/A
1.(1)	Main Skis	Condition; remove any accumulation of snow and/or ice which could effect ski operation.	Daily.
1.(2)	Main Skis	If in "wheel landing" configuration; aft end of main skis for ground clearance, and also for adequate clearance between sling and tire. Plastic tape or polyethylene coating (Mods. 6/1646, 6/2199) on lower surface of skis for serviceability.	Daily.
1.(3)	Main Skis	If in the "wheel landing" configuration; make sure that main wheel skis are parallel to the cabin floor; if not, re-rig skis.	Every 50 hours.
1.(4)	Main Skis	Skids and skegs for excessive wear and security.	Every 50 hours.
1.(5)	Main Skis	Remove inspection panels and remove any ice and/or snow from interior of skis. CAUTION PACKED SNOW OR ICE IN THE VICINITY OF EITHER THE ACTUATOR OR THE LIMIT SWITCHES COULD RESULT IN MALFUNCTIONING OF THE SKI AND POSSIBLE DAMAGE.	Every 50 hours.
1.(6)	Main Skis	Lubricate and operational test.	Every 50 hours.
2.	Slings, Sling Actuating Torque Link and Aft Torque Tubes	Condition.	Daily.
3.(1)	Ski Trim Cables and Bungee Shock Units or Torsion Bars (Mod 6/1236)	Cable and bungee cords for excessive wear, fraying and security; pulleys for freedom of movement; ski bungee restraining clips for security.	Daily.
3.(2)	Ski Trim Cables and Bungee Shock Units or Torsion Bars (Mod 6/1236)	Torsion bars (Mod 6/1236) and lever assemblies for condition and security.	Daily.
3.(3)	Ski Trim Cables and Bungee Shock Units or or Torsion Bars (Mod 6/1236)	Shock unit upper attachment brackets for signs of bending.	Every 50 hours.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
B.		WHEEL SKI OPERATION	N/A
3.(4)	Ski Trim Cables and Bungee Shock Units or or Torsion Bars (Mod 6/1236)	Torsion bars (Mod 6/1236) and lever assemblies for cracks and distortion, socket plates and pivot bearings for condition and security. Link assemblies for excessive play and security.	Every 50 hours.
4.(1)	Nose Wheel Ski	Condition; remove any accumulation of snow and/or ice which could effect ski operation.	Daily.
4.(2)	Nose Wheel Ski	If in "wheel landing" configuration; aft end of nose skis for ground clearance, and also for adequate clearance between sling and tire. Plastic tape or polyethylene coating (Mods 6/1646, 6/2199) on lower surface of skis for serviceability.	Daily.
4.(3)	Nose Wheel Ski	If in "wheel landing" configuration; make sure that nose wheel skis are parallel to cabin floor; if not, re-rig skis.	Every 50 hours.
4.(4)	Nose Wheel Ski	Skids and skegs for excessive wear and security.	Daily.
4.(5)	Nose Wheel Ski	Remove inspection panels and remove any ice and/or snow from interior of skis. CAUTION PACKED SNOW OR ICE IN THE VICINITY OF EITHER THE ACTUATOR OR THE LIMIT SWITCHES COULD RESULT IN MALFUNCTIONING OF THE SKI AND POSSIBLE DAMAGE.	Daily.
4.(6)	Nose Wheel Ski	Lubricate and operational test.	Daily.
5.	Slings, Sling Actuating Torque Link and Aft Torque Tube	Condition.	Daily.
6.(1)	Ski Trim Cables and Bungee Shock Units	Signs of wear, fraying and security; pulleys for freedom of movement.	Daily.
6.(2)	Ski Trim Cables and Bungee Shock Units	Shock unit upper attachment brackets for signs of bending.	Every 50 hours.
7.(1)	Ski Torque Link Assembly	Condition. Limit switches at sling pivot on nose wheel ski distortion and security.	Daily.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
B.		WHEEL SKI OPERATION	N/A
7.(2)	Ski Torque Link Assembly	On early production skis, check torque value on both nuts securing the pivot bolt torque link. Torque values are: - 2000 in. lb. (226.0 NVm) for plain nut. - 660-780 in. lb. (74.58-88.14 NVm) for castellated check nut. CAUTION NUTS MUST BE TIGHT AGAINST THE TORQUE ARM, NOT AGAINST THE BEARING BLOCK. Note Later production skis employing studs in place of pivot bolts do not require torque checks if properly installed.	Every 50 hours.
8.(1)	Hydraulics	Hydraulic pipes and hoses for condition and signs of leakage.	Daily.
8.(2)	Hydraulics	Hydraulic actuator for leaks and security; latch pin, latch pin end of sling actuating torque link for wear, actuator and limit switches, brackets for security.	Every 50 hours.
9.(1)	Electrical	Remove any snow or ice from electrical wiring.	Daily.
9.(2)	Electrical	Electrical wiring for condition and security.	Daily.
9.(3)	Electrical	a. Check the "press to test" function of the cockpit indicator lights (Pre Mod 6/2182). b. Confirm that the illuminated ski position indicator lamps (Post Mod 6/2182) accurately indicate the actual position of the skis. Confirm that all six ski position indicator lamps illuminate when the CAUTION LIGHT switch is moved to the TEST position. Confirm proper operation of the CAUTION LIGHT DIM switch position.	Daily.
9.(4)	Electrical	Remove any snow or ice from the ski limit switches and visually inspect for adjustment and security.	Every 50 hours.
10.	Inspection Panels	Condition, cracks and corrosion. Install after completion of the airframe and electrical inspections. CAUTION INSPECTION PANELS ARE PART OF STRESSED STRUCTURE. MAKE SURE THAT ALL SCREWS ARE INSTALLED.	Every 50 hours.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
B.		INSPECTIONS THAT FOLLOW REQUIRE DISASSEMBLY	N/A
11.	Main Skis	Remove.	Every 600 hours or at end of season, whichever occurs first.
11.a.	Main Skis - Actuators	Disconnect and retract.	Every 600 hours or at end of season, whichever occurs first.
11.b.	Main Skis - Components	Manually operate to check for any restriction in movement.	Every 600 hours or at end of season, whichever occurs first.
11.c.	Main Skis - Ski Base	Remove Polyethylene (Mod 6/2199). Inspect ski base and all hardware for wear, corrosion, and serviceability.	Every 600 hours or at end of season, whichever occurs first.
12.(1)	Sling Actuating Torque Link and Links Attaching Sling	Remove.	Every 600 hours or at end of season, whichever occurs first.
12.(2)	Sling Actuating Torque Link and Links Attaching Sling	Retaining screw holes for elongation and screws for wear.	Every 600 hours or at end of season, whichever occurs first.
12.(3)	Sling Actuating Torque Link and Links Attaching Sling	Lever arm retaining bolt holes for elongation and bolt holes for wear.	Every 600 hours or at end of season, whichever occurs first.
12.(4)	Sling Actuating Torque Link and Links Attaching Sling	Retaining bolt holes in links for elongation.	Every 600 hours or at end of season, whichever occurs first.
12.(5)	Sling Actuating Torque Link and Links Attaching Sling	Latch for elongation of attachment holes for actuator and wear on pins.	Every 600 hours or at end of season, whichever occurs first.
12.(6)	Sling Actuating Torque Link and Links Attaching Sling	Pins and sling at the sling link attachment points for undue wear.	Every 600 hours or at end of season, whichever occurs first.
13.	Pedestal Bearings	Disconnect and remove sling.	Every 600 hours or at end of season, whichever occurs first.
13.a.	Pedestal Bearings - Bolt and Spacer	Remove and lubricate.	Every 600 hours or at end of season, whichever occurs first.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
B.		INSPECTIONS THAT FOLLOW REQUIRE DISASSEMBLY	N/A
14.(1)	Crankshaft Assembly	Disconnect shaft from crankshaft assembly.	Every 600 hours or at end of season, whichever occurs first.
14.(2)	Crankshaft Assembly	Shaft bolt holes for elongation and bolt for wear.	Every 600 hours or at end of season, whichever occurs first.
14.(3)	Crankshaft Assembly	Sling/shaft attachment holes for elongation and attaching bolt for wear.	Every 600 hours or at end of season, whichever occurs first.
14.(4)	Crankshaft Assembly	Compensating linkage (i.e. crankshaft assembly, connecting rods and links) for excessive play.	Every 600 hours or at end of season, whichever occurs first.
14.(5)	Crankshaft Assembly	Lubricate bearings.	Every 600 hours or at end of season, whichever occurs first.
15.(1)	Main Ski - General	Bungee shock units (Pre Mod 6/1236), torsion bars and lever assemblies (Mod 6/1236), trim systems pulleys, links, brackets and attaching parts for undue wear.	Every 600 hours or at end of season, whichever occurs first.
15.(2)	Main Ski - General	Reassemble skis and reinstall.	Every 600 hours or at end of season, whichever occurs first.
15.(3)	Main Ski - General	Re-rig skis.	Every 600 hours or at end of season, whichever occurs first.
15.(4)	Main Ski - General	Functional test.	Every 600 hours or at end of season, whichever occurs first.
16.	Nose Ski	Remove.	Every 600 hours or at end of season, whichever occurs first.
16.a.	Nose Ski - Actuators	Disconnect and retract.	Every 600 hours or at end of season, whichever occurs first.
16.b.	Nose Ski - Components	Manually operate to check for any restriction in movement.	Every 600 hours or at end of season, whichever occurs first.
16.c.	Nose Ski - Base	Remove Polyethylene (Mod 6/2199). Inspect ski base and all hardware for wear, corrosion, and serviceability.	Every 600 hours or at end of season, whichever occurs first.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
B.		INSPECTIONS THAT FOLLOW REQUIRE DISASSEMBLY	N/A
17.(1)	Sling Actuating Torque Link and Links Attaching Sling	Remove.	Every 600 hours or at end of season, whichever occurs first.
17.(2)	Sling Actuating Torque Link and Links Attaching Sling	Retaining screw holes for elongation and screws for wear.	Every 600 hours or at end of season, whichever occurs first.
17.(3)	Sling Actuating Torque Link and Links Attaching Sling	Lever arm retaining bolt holes for elongation and bolt holes for wear.	Every 600 hours or at end of season, whichever occurs first.
17.(4)	Sling Actuating Torque Link and Links Attaching Sling	Retaining bolt holes in links for elongation.	Every 600 hours or at end of season, whichever occurs first.
17.(5)	Sling Actuating Torque Link and Links Attaching Sling	Latch for elongation of the attachment holes for actuator and wear on pins.	Every 600 hours or at end of season, whichever occurs first.
17.(6)	Sling Actuating Torque Link and Links Attaching Sling	Pins and sling and sling link attachment points for undue wear.	Every 600 hours or at end of season, whichever occurs first.
18.	Pedestal Bearings	Disconnect and remove sling.	Every 600 hours or at end of season, whichever occurs first.
18.a.	Pedestal Bearings - Bolt and Spacer	Remove and lubricate.	Every 600 hours or at end of season, whichever occurs first.
18.b.	Pedestal Bearings - Limiting Link Slot and Bolt	Wear.	Every 600 hours or at end of season, whichever occurs first.
19.(1)	Ski Torque Link	Link for wear, paying particular attention to the splines.	Every 600 hours or at end of season, whichever occurs first.
19.(2)	Ski Torque Link	Lubricate.	Every 600 hours or at end of season, whichever occurs first.
19.(3)	Ski Torque Link	Bolt holes for elongation and bolts for wear.	Every 600 hours or at end of season, whichever occurs first.

PART 2 SPECIAL INSPECTION - 3

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
B.	INSPECTIONS THAT FOLLOW REQUIRE DISASSEMBLY	N/A
19.(4) Ski Torque Link	Pivot bolt for wear.	Every 600 hours or at end of season, whichever occurs first.
19.(5) Ski Torque Link	Bearings for undue wear; lubricate.	Every 600 hours or at end of season, whichever occurs first.
20.(1) Nose Ski - General	Bungee shock units (Pre Mod 6/1236), torsion bars and lever assemblies (Mod 6/1236), trim systems pulleys, links, brackets and attaching parts for undue wear.	Every 600 hours or at end of season, whichever occurs first.
20.(2) Nose Ski - General	Reassemble skis and install.	Every 600 hours or at end of season, whichever occurs first.
20.(3) Nose Ski - General	Re-rig the skis.	Every 600 hours or at end of season, whichever occurs first.
20.(4) Nose Ski - General	Functional test.	Every 600 hours or at end of season, whichever occurs first.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
C.	SPRING SKI OPERATION	N/A
Main Skis		
1. Main Skis	General Condition: remove any accumulation of snow and/or ice which could affect ski operation.	Daily.
2. Ski Trim Cables and Bungee Shock Units	Cable and bungee cords for excessive wear, fraying and security; pulleys for freedom of movement, ski bungee restraining clips for security.	Daily.
3. Ski Leaf Spring and Attachments	Verify for condition, bending and cracks.	Daily.
Nose Ski		
4. Nose Ski	General Condition: remove any accumulation of snow and/or ice which could affect ski operation.	Daily.
5. Ski Trim Cables and Bungee Shock Units	Cable and bungee cords for excessive wear, fraying and security; pulleys for freedom of movement, ski bungee restraining clips for security.	Daily.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
C.		SPRING SKI OPERATION	N/A
6.	Ski Leaf Springs and Attachments	Verify for condition, bending and cracks.	Daily.
7.(1)	Nose and Main Skis	Remove.	Every 600 hours or at end of season, whichever occurs first.
7.(2)	Nose and Main Skis	Check bolt holes for elongation and bolts for wear.	Every 600 hours or at end of season, whichever occurs first.
7.(3)	Nose and Main Skis	Lubricate all bushes (3 places).	Every 600 hours or at end of season, whichever occurs first.
8.(1)	General	Bungee shock units, pulleys, brackets and attaching parts for wear or cracks.	Every 600 hours or at end of season, whichever occurs first.
8.(2)	General	Reassemble skis and install.	Every 600 hours or at end of season, whichever occurs first.

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
D.		FLOAT OPERATIONS	N/A
1.(1)	Float Installation	Condition and evidence of corrosion. Use bilge pump and check each float compartment for leaks, vent lines for obstruction.	Daily.
1.(2)	Float Installation	Corrosion, distortion, abrasions and loose fasteners.	Every 50 hours.
1.(3)	Float Installation	Rubber bumpers for damage and deterioration, mooring cleats for security.	Every 300 hours.
1.(4)	Float Installation	Floats internally for corrosion.	Every 300 hours.
2.	Strut Fairing	Cracks, distortion and security; seals for deterioration and proper fit.	Every 100 hours.
3.	Front and Rear Support Struts	Condition, corrosion and security.	Every 300 hours.
4.	Drag Struts	Condition, corrosion and security.	Every 300 hours.
5.	Spreader Bar	Condition, corrosion and security.	Every 300 hours.
6.	Tie-Rods	Fraying, damage, proper locking and security.	Every 300 hours.

PART 2 SPECIAL INSPECTION - 3

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
D.	FLOAT OPERATIONS	N/A
7. Main Leg		
7.a. Main Leg - Attachments to Floats	Corrosion, evidence of movement and security.	Every 100 hours.
7.b. Main Leg - Fittings and Lugs	Condition, cracks and security; slide fairing lugs back to accomplish this inspection.	Every 300 hours.
8. All Attachment Fittings, Lugs and Brackets	Condition, cracks, corrosion and security. Remove float attachment bolts in turn and check bolts for wear, scoring and ovality.	Every 600 hours.
9. Float Stowed Equipment and Stowage Equipment	Condition and security.	Every 300 hours.
10. Floor Understructure	Spot check for corrosion by removing a floor panel and inspecting understructure, especially channel sections.	Every 600 hours.
11. Feel Spring	Bungee for fraying, deterioration and security of end hooks. Attachment brackets and clamps for cracks and security. Clamp on elevator cable for evidence of movement.	Every 50 hours.
12. Stabilizer Finlets	Condition and security.	Every 600 hours.
13. Nose Wheel Well	Remove wheel well cover; inspect well for evidence of corrosion; stowed nose wheel steering cables for evidence of corrosion and security in stowed position. Replace wheel well cover.	Every 300 hours.
14. Elevator and Rudder Control Cables	Condition, corrosion, fraying. Note Stainless Steel Control Cables are approved for use on float aircraft in lieu of Carbon Steel Cables. Refer to PSM 1-6-2 (DHC-6 Series 100/200 Maintenance Manual), PSM 1-63-2 (DHC-6 Series 300 Maintenance Manual) and PSM 1-64-2 (DHC-6 Series 400 Maintenance Manual) and Technical Advisory Bulletin (TAB) 678/3 for cable specification.	Every 400 hours or 3 months, whichever is less. Note Inspection interval may be reduced if required.
14.a. Elevator and Rudder Control Cables	Replace Primary Rudder and Elevator flight control cables.	Every 12 months.
15.(1) Fuel Gallery (Mod 6/2275)	Remove all fuel gallery covers and rinse entire fuel gallery with fresh water.	Daily.

PART 2 SPECIAL INSPECTION - 3

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
D.	FLOAT OPERATIONS	N/A
15.(2) Fuel Gallery (Mod 6/2275)	Inspect entire fuel gallery for corrosion. Remove corrosion as required and reapply any protective finishes as required. Remove and replace any damaged components. For Mod 6/2390, visually inspect environmental wrap for condition, integrity (split, tear or removal etc.), corrosion, external wiring, connections and terminations for deterioration. Note Any degradation in the environmental wrap, remove wrap and do a detailed visual inspection of electrical wiring, connections and terminations for condition and corrosion. Replace damaged components. Install new environmental wrap (refer to PSM 1-64-2, Chapter 20-50-03). For Mod 6/2395, do a detailed inspection of the backshell and backshell sealant for deterioration in the seal cavities. If deterioration is evident, clean and reseal the backshell. Replace if deterioration is severe.	Every 125 hours.
15.(3) Fuel Gallery (Mod 6/2408)	Inspect access panels and seals for damage. Repair or replace as required.	Every 125 hours.
15.a.(1) Fuel Gallery - Boost Pump, EMI Filter and Pressure Switch	Inspect electrical connections for evidence of corrosion or sealant deterioration. Remove corrosion and reapply protective coatings as required. Note EMI filter removed if Mod 6/2267 incorporated.	Daily for one week after initial Mod incorporation, weekly thereafter.
15.a.(2) Fuel Gallery - Boost Pump, EMI Filter and Pressure Switch	Remove sealant from electrical connections and surrounding area. Clean per PSM 1-64-2, 12-20-05. Reapply sealant per PSM 1-64-2, 20-50-01.	Every 1000 hours.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
E.	INSPECTION AFTER HEAVY LANDING	
Inspections that follow are to be carried out after known or suspected heavy landing and before further flight. Inspection is in two stages: Stage 1 Consists of an inspection to determine whether there has been any damage caused by heavy landing and to look for evidence of internal structural failure. Stage 2 Consists of a more detailed examination of landing gear and of areas found to be damaged in Stage 1 inspection. If no unsatisfactory condition is found during Stage 1 inspection, it is not necessary to proceed to Stage 2.		
1.	General Structures	STAGE 1 INSPECTIONS Note Although buckles in wing or fuselage skin may be small enough to be classified as negligible damage (less than 0.060 inch deep), the possibility of damage to the back-up structure must not be overlooked.
1.a.	General Structures	Tires for scuffing, splits, creep and on main wheels evidence of tire bottoming, i.e., tires rubbing on wheel inner rim rivet heads and/or fold marks on tire sidewalls. Nose gear fork retaining nut properly secured. After heavy landing.
1.b.	General Structures	Check that the aircraft appears to rest evenly on landing gear when viewed from the front. After heavy landing.
1.c.	General Structures	Fuselage external skin around doors. After heavy landing.
1.d.	General Structures	Fuselage skin between wing pick-up frames, side and top area. After heavy landing.
1.e.	General Structures	Wing bottom skin inboard of nacelles. After heavy landing.
1.f.	General Structures	Cowlings for failures or cracks in hinges and adjacent structure, lower members for damage, and nacelle structure for evidence of engine bottoming. After heavy landing.
1.g.	General Structures	Hoses, pipes and cables leading from engines to firewall for signs of pinching, chafing and rupture. After heavy landing.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
E. INSPECTION AFTER HEAVY LANDING			
1.h.	General Structures	Engine control linkage in nacelle for security and distortion.	After heavy landing.
1.i.	General Structures	Propeller spinner body and spin plate for distortion due to engine bottoming.	After heavy landing.
1.j.	General Structures	With flaps extended, check flaps and ailerons for skin buckles.	After heavy landing.
1.k.	General Structures	Wing strut pick-up area of wing bottom surface for signs of damage.	After heavy landing.
1.l.	General Structures	Wing lift struts for signs of buckling, loose or sheared fasteners.	After heavy landing.
1.m.	General Structures	Fuselage skin at Station 60.0 around nose gear attachment and bulkhead face web panels.	After heavy landing.
1.n.	General Structures	Rear fuselage skins underneath horizontal stabilizer.	After heavy landing.
1.o.	General Structures	Rudder hinges for distortion and clearance.	After heavy landing.
1.p.	General Structures	Check all controls for freedom of movement.	After heavy landing.
1.q.	General Structures	Inspect nacelle longerons for cracks.	After heavy landing.
1.r.	General Structures	Inspect engine vibration isolator for cracks. Pay particular attention to cracks at the base of housing right next to the edge of the cores (pucks). Note For aircraft regularly operating on rough water, refer to J. 2.	After heavy landing.
		After completing Stage 1 inspections and provided that no internal structure damage is indicated, the aircraft may be returned to service and Stage 2 of this inspection may be disregarded. If damage is evident, proceed with Stage 2.	
2.	General Structures	STAGE 2 INSPECTIONS Note When investigating damage, inspect remainder of structure to which loads may have been transmitted, as well as area immediately surrounding damage. Skin buckles or loose rivets may be found some distance from original damage.	
2.a.	General Structures	Do a symmetry check according to (PSM 1-64-2, Maintenance Manual 06-00-00) (Series 400).	Stage 2.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
E. INSPECTION AFTER HEAVY LANDING			
2.b.	General Structures	Jack aircraft clear of ground.	Stage 2.
2.c.	General Structures	Remove main wheels and inspect casings for cracks and/or fracture.	Stage 2.
2.d.	General Structures	Remove undercarriage fairings and inspect for evidence of top pre-load bolts having hit underside of top chord of upper platen due to over-compression.	Stage 2.
2.e.	General Structures	Compression blocks for cracks or sign of break-up and hydraulic brake lines for damage.	Stage 2.
2.f.	General Structures	Fuselage structure around gear pick-ups.	Stage 2.
2.g.	General Structures	Remove undercarriage legs and check bolts and lugs for deformation.	Stage 2.
2.h.	General Structures	Inspect legs, including axles, for cracks. Note If damage is found in step f., remove fuel cell and inspect structure for damage.	Stage 2.
2.i.	General Structures	In addition to above inspections, further investigation of all damage found on Stage 1 must be accomplished. The extent of inspection required depends on the findings in Stage 1 and will vary from case to case, but the object is to establish the full extent of damage. An example of this progressive inspection follows: Example: Buckles around cargo door. 1 Remove rear seats, upholstery panels and floor covering. Inspect damaged area. 2 Remove sub-floor and inspect under-floor structure. 3 Inspect bulkheads and frames in vicinity of damage. 4 Inspect battery and radio equipment mountings for damage. 5 Inspect control cables and pulley mountings in center and rear fuselage.	Stage 2. If required.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
F. LIGHTNING STRIKE INSPECTION			
Inspections that follow are to be carried out after known lightning strike and before further flight.			
1.	External Inspections		
1.a.	External Inspections	Inspect composite structures for blistering of paint and damage where attached to airframe.	After Lightning Strike.
1.b.	External Inspections	Deformation of skin. Note Type of damage in the wing tip or tail fin are generally quite similar. In the case of the fin, the rotating beacon and VOR antennae are usually damaged and may be blown off entirely. The fin itself can swell from internal pressure and expand to such an extent that rivets holding skin in position are pulled from ribs. Damage to either wing tip is similar to fin damage, as fiberglass wing tip may be severely damaged or blown off entirely and wing skin may be blown apart to an extent that fasteners holding the skin to ribs are pulled away from ribs.	After Lightning Strike.
1.c.	External Inspections	If an exterior light is damaged by lightning strike check following: 1 Visually inspect wiring in the vicinity of the circuit breaker. If the wiring shows signs of damage or overheating, visually inspect the wiring from the exterior light fixture to the circuit breaker. 2 If wiring in vicinity of circuit breaker shows no evidence of physical damage or overheating, visually check wiring from external light fixture for a minimum distance of 10 feet (3.05 metres) or first disconnect (if distance is greater than 10 feet (3.05 metres)).	After Lightning Strike.
1.d.	External Inspections	Check operation of position lights, landing lights and anticollision lights.	After Lightning Strike.
1.e.	External Inspections	Check all flight control surfaces, hinges, bearings and bonding jumpers for evidence of damage.	After Lightning Strike.
1.f.	External Inspections	Inspect static dischargers for damage.	After Lightning Strike.
1.g.	External Inspections	Inspect antenna blades for damage.	After Lightning Strike.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
F. LIGHTNING STRIKE INSPECTION			
1.h.	External Inspections	Check windshields for delamination.	After Lightning Strike.
1.i.	External Inspections	Inspect undercarriage for damage. Note Damage to the nose leg assembly will be evidenced by darkened pits on the nose wheel rim. If these pits are evident, nose wheel bearings are to be inspected for pitting. Remove leg, disassemble and inspect as welding or pitting of the piston bushes and casing may have occurred. Nose legs may be magnetized and welding of pip pin between upper and lower torque links and attaching collar and fork bushes may have occurred. Rivets and attachment fittings must be inspected in nose areas as cherry attachment fasteners may have holes burned through their centers although their external surfaces are intact.	After Lightning Strike.
2.	Internal Inspections	If lightning strike has caused only loss of power from a generator, equipment on the main distribution buses will be operative when power is supplied from other generator. Examine generator and generator control wiring for signs of physical damage or overheating.	After Lightning Strike.
2.a.	Internal Inspections		
2.b.	Internal Inspections	Inspect generator control panel and control wiring for indications of damage.	After Lightning Strike.
2.c.	Internal Inspections	If lightning strike has caused loss of power from generator and additional damage to distribution system, some equipment may be inoperative. Check bus tie breaker, bus wiring and circuit breakers.	After Lightning Strike.
2.d.	Internal Inspections	Inspect radio and navigation systems, based on information by flight crew regarding conditions after lightning strike.	After Lightning Strike.
2.e.	Internal Inspections	Carry out operational checks on all radio communication and navigation systems.	After Lightning Strike.
2.f.	Internal Inspections	Make sure all electrical components function properly.	After Lightning Strike.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
F. LIGHTNING STRIKE INSPECTION			
2.g.	Internal Inspections	Check stand-by magnetic compass.	After Lightning Strike.
3.	Propeller Inspection	If a proper is involved in a lightning strike, carry out LIGHTNING STRIKE INSPECTION in accordance with instructions in TRW HARTZELL PROPELLER BLADE REPAIR SPECIFICATION MANUAL 133B. Note Lightning strikes on propellers show lightning leaves indication of its entry or exit on blade tips. This is generally in the form of a dark discoloration or corrosion and often the area around the strike is annealed. In all cases, steel parts of propeller are magnetized.	After Lightning Strike.
4.	Power Plant Inspection	If a propeller component requires replacement or repair as a result of inspection in accordance with paragraph 3, and lightning entry and exit locations indicate passage through engine, it should be assumed that engine power section may have been damaged. In this event, remove power section and inspect it at an approved facility in accordance with requirements of appropriate Pratt and Whitney Canada Inc. PT6A OVERHAUL MANUAL, LIGHT OVERHAUL FOR LIGHTNING STRIKE conditions.	After Lightning Strike.
4.a.	Power Plant Inspection		
4.b.	Power Plant Inspection	If it is not clear that power section has been subjected to lightning strike, remove propeller (if installed) and check propeller shaft internally for magnetization using a compass or similar equipment. If magnetization is found, reject power section. If magnetization is not found, power section can remain in service subject to oil filter and chip detector checks at double the normal frequency for the next 500 operating hours.	After Lightning Strike.
5.	Functional Check	On completion of items 3 and 4 carry out functional check of engine and propeller systems as follows:	After Lightning Strike.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
F. LIGHTNING STRIKE INSPECTION		
5.a. Functional Check	Carry out a complete functional check of the engine and propeller in accordance with the appropriate Aircraft Maintenance Manual. Note any incorrect instrument readings and repair these systems as required. Note Functional checks should be performed after any power section and/or propeller change.	After Lightning Strike.
6. Lightning Strike Incident Reporting	In order to achieve a better understanding of the effects of a lightning strike on aircraft structures and systems, it is important that any lightning strike incidents are reported to Viking Air Limited. Include as much information as possible regarding the lightning strike incident including: 1 Entry point of the strike. 2 Exit point of the strike. 3 Any swept stroke or intermediate attachment point. 4 Description of any physical damage or electrical upset. 5 Pilot's Report. 6 Strip report of damaged equipment. 7 Photographs of damaged areas.	After Lightning Strike.

PART 2 SPECIAL INSPECTION - 3

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
G.	SEVERE TURBULENCE OR BUFFETING INSPECTION	
If it is known or considered that aircraft has been subjected to severe turbulence or buffeting, carry out condition structural inspections in items 1. through 10., complying with instructions in notes as applicable.		
1. Fuselage Exterior Surface	Fuselage exterior surface for buckling, flaking paint, cracks and pulled or missing fasteners. Pay particular attention to areas around emergency exits, baggage and airstair doors surrounds, rear fuselage skins, frames and stringers. Note If any exterior damage is observed on these or any parts of fuselage, interior structure in the affected area must be examined.	After Severe Turbulence or Buffeting.
2. Fuselage Interior Surface	Inspect accessible interior structure in fuselage, including aft fuselage frames, for buckling, cracks, flaking paint and pulled or missing fasteners.	After Severe Turbulence or Buffeting.
3. Wing Root Area	Inspect exterior surfaces around top and bottom of wing root area, including wing-to-fuselage fairing for buckling, cracks and pulled or missing fasteners. Note If any exterior damage is observed, wing attachment fittings at Stations 200.36 and 239.88 and wing/fuselage attachments at front and rear spars must be examined for buckling, cracks, pulled or missing fasteners.	After Severe Turbulence or Buffeting.
4. Wing Exterior Surfaces	Inspect wing exterior surfaces, checking particularly at skin splices for misalignment and pulled or missing fasteners, and along trailing edge upper surface for skin buckling. Note If any exterior damage is observed, all accessible internal primary structure in affected area must be examined for buckling, cracks and pulled or missing fasteners.	After Severe Turbulence or Buffeting.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
G. SEVERE TURBULENCE OR BUFFETING INSPECTION		
5. Nacelles	Inspect nacelle exterior surfaces for skin buckling, flaking paint, cracks and pulled or missing fasteners. Pay particular attention to areas along the upper and lower longerons. Note If any exterior damage is observed on these or any parts of nacelle, interior structure in the affected area must be examined.	After Severe Turbulence or Buffeting.
6. Wing Flaps and Ailerons	Inspect wing flaps and ailerons for buckling, cracks, pulled or missing fasteners and for evidence of binding.	After Severe Turbulence or Buffeting.
7. Horizontal and Vertical Stabilizer Exterior Surfaces	Inspect horizontal and vertical stabilizer exterior surfaces for evidence of buckling, checking particularly at skin splices for cracking, yielding, and pulled or missing fasteners. Note If any exterior damage is observed, spars and all accessible internal primary structure in affected area must be examined for buckling, cracks, flaking paint, and pulled or missing fasteners.	After Severe Turbulence or Buffeting.
8. Elevators, Rudders and Tab Exterior Surfaces	Inspect elevators, rudder and tab exterior surfaces for cracks, pulled or missing fasteners, including pushrod and hinge bearings for evidence of binding. Note If any exterior damage is observed, spars must be examined for buckling, cracks, flaking paint, and pulled or missing fasteners.	After Severe Turbulence or Buffeting.
9. Flight Controls	Check all flight controls for freedom of movement. Note If any unusual handling conditions have been experienced, check flight controls for correct cable tensions and function (refer to applicable sections PSM 1-6-2, Part 2 - Airframe - Flight Controls for 100/200 Series or PSM 1-63-2, Chapter 27 - Flight Controls for 300 Series) or PSM 1-64-2, Chapter 27 - Flight Controls for 400 Series).	After Severe Turbulence or Buffeting.

PART 2 SPECIAL INSPECTION - 3

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
G. SEVERE TURBULENCE OR BUFFETING INSPECTION		
10. Panels and Cowlings	Inspect engine-to-wing fairings panels and lower edge cowlings for buckling, cracks, pulled or missing fasteners, or any unusual external condition. Note If any such conditions are observed, proceed with further examination of nacelles and fairings.	After Severe Turbulence or Buffeting.
11. Fuel or Fluid Leakage	Inspect fuselage, wing, wing struts, and nacelles external surfaces for evidence of fuel or any other fluid leakage.	After Severe Turbulence or Buffeting.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
H. GROUND GUST CONDITION INSPECTION		
1. General	Inspections that follow are to be carried out prior to flight if aircraft has been subjected to known or suspected high wind or jet blast conditions in excess of following:	As required.
1.a.(1) Gust Locks Disengaged	Winds with a mean velocity equal to, or greater than, 35 miles (48.3 km) per hour from any direction.	As required.
1.a.(2) Gust Locks Disengaged	Jet blast from any direction.	As required.
1.b.(1) Gust Locks Engaged	Winds with a mean velocity equal to, or greater than, 55 miles (88.5 km) per hour within 25 degrees of aircraft nose-into-wind position.	As required.
1.b.(2) Gust Locks Engaged	Winds with a mean velocity equal to, or greater than, 45 miles (72.4 km) per hour from up to 90 degrees of aircraft nose-into-wind position.	As required.
1.b.(3) Gust Locks Engaged	Winds with a mean velocity equal to, or greater than, 35 miles (48.3 km) per hour from any other direction.	As required.
1.b.(4) Gust Locks Engaged	Jet blast from any direction. Note A mean wind speed of 35 miles (48.3 km) per hour may involve occasional gusts in excess of 60 miles (96.5 km) per hour.	As required.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
H. GROUND GUST CONDITION INSPECTION			
2.	Aircraft Structure		
2.a.	Aircraft Structure - Fuselage	Visual external inspection for signs of buckling, local structural failure, and foreign object damage such as punctures or tears.	As required.
2.b.	Aircraft Structure - Empennage	Visual external inspection for signs of buckling, local structural failure, and foreign object damage such as punctures or tears.	As required.
2.c.(1)	Aircraft Structure - Wing	Visual external inspection for signs of buckling, local structural failure, and foreign object damage such as punctures or tears.	As required.
2.c.(2)	Aircraft Structure - Wing	If aircraft was tied down, inspect tie-down areas for damage. Note If visual external inspection reveals evidence of damage, a more detailed internal inspection of area must be carried out.	As required.
3.	Flight Controls		
3.A.	Rudder Control System		
3.A.1.	Rudder Control System - Support Assy Pushrods, Levers and Linkage	Condition, safety and security.	As required.
3.A.2.	Rudder Control System - Pedals	Condition and full and free movement. Pay particular attention to pushrods P/Nos. C6CF1033, Pre Mod 6/1351, or C6CF1435-1, Mod 6/1351. Note Refer to Service Bulletin No. 6/243.	As required.
3.A.3.	Rudder Control System - Torque Tube	Condition and security.	As required.
3.A.4.(a)	Rudder Control System - Gust Lock Control	Condition and correct operation.	As required.
3.A.4.(b)	Rudder Control System - Gust Lock Control	Brackets and connecting rods for cracks, buckling and security.	
3.A.5.	Rudder Control System - Cables	Condition, fraying, flattening and security, especially in areas of pulleys.	As required.

PART 2 SPECIAL INSPECTION - 3

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
H. GROUND GUST CONDITION INSPECTION		
3.A.6. Rudder Control System - Pulley Brackets	Brackets for buckling and cracking, and pulleys for chipping and free running as follows:	As required.
3.A.6.(a) Rudder Control System - Pulley Brackets	Under flight compartment floor at Stations 65.00 and 106.00.	As required.
3.A.6.(b) Rudder Control System - Pulley Brackets	Under baggage compartment floor at Station 376.00.	As required.
3.A.6.(c) Rudder Control System - Pulley Brackets	Rear fuselage at Stations 477.00 and 520.00.	As required.
3.A.7. Rudder Control System - Stops and Attachments	Condition, cracking and buckling.	As required.
3.A.8. Rudder Control System - Lower Rudder Hinge	Condition and distortion.	As required.
3.A.9. Rudder Control System - Rudder	Condition and security of attachments.	As required.
3.B. Elevator Control System		
3.B.1. Elevator Control System - Control Column	Condition, full and free movement, cracking and distortion. Note Refer to Service Bulletin No. 6/180.	As required.
3.B.2. Elevator Control System - Bellcrank Support Assembly	Condition and cracking. Note Refer to Service Bulletin No. 6/348.	As required.
3.B.3. Elevator Control System - Cables	Condition, fraying, flattening and security, especially in areas of pulleys and limiter stops.	As required.
3.B.4. Elevator Control System - Pulley Brackets	Condition buckling and cracking, pulleys for chipping and free running at following locations:	As required.
3.B.4.(a) Elevator Control System - Pulley Brackets	Under flight compartment floor at Stations 65.00 and 106.00.	As required.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
H. GROUND GUST CONDITION INSPECTION		
3.B.4.(b) Elevator Control System - Pulley Brackets	Under baggage compartment floor at Station 376.00.	As required.
3.B.4.(c) Elevator Control System - Pulley Brackets	Rear fuselage at Stations 477.00 and 520.00.	As required.
3.B.5. Elevator Control System - Quadrant Rear Fuselage Area	Condition, distortion and loose bolts. Note Refer to Service Bulletin Nos. 6/379 and 6/511.	As required.
3.B.6. Elevator Control System - Elevator Pushrod	Condition, buckling and security.	As required.
3.B.7.(a) Elevator Control System - Elevator Torque Tube	Security of attachment to elevator root rib.	As required.
3.B.7.(b) Elevator Control System - Elevator Torque Tube	Elevator root/nose ribs for cracking. Note Refer to Service Bulletin Nos. 6/287 and 6/399.	As required.
3.B.8. Elevator Control System - Elevator	Condition and security of attachment.	As required.
3.C. Aileron Control System		
3.C.1. Aileron Control System - Control Wheel	Condition, full and free movement.	As required.
3.C.2. Aileron Control System - Bellcrank (Outer Wing Area)	Condition, distortion and security.	As required.
3.C.3. Aileron Control System - Pushrod (Outer Wing Area)	Condition, buckling and security.	As required.
3.C.4. Aileron Control System - Aileron	Condition and security.	As required.

PART 2 SPECIAL INSPECTION - 3

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
I. HOT END INSPECTION		
	Accomplish hot end inspections as detailed in Engine Manufacturer's Manual and in compliance with Pratt and Whitney Canada Service Bulletins 1803, 1403 and 1002.	As specified in current Engine Manufacturer's directives.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
J. REGULAR ROUGH WATER OPERATION		
		N/A
1. All 3 (per engine) Engine Vibration Isolator Assemblies	Only applicable to operators who have experienced Engine Vibration Isolator failures due to regular operation on rough water.	
1.a. All 3 (per engine) Engine Vibration Isolator Assemblies	Accomplish overhaul check in accordance with Aircraft Maintenance Manual	Every 1000 hours flight time or 3000 flight cycles.
1.b. All 3 (per engine) Engine Vibration Isolator Assemblies	Replace engine vibration isolator assemblies. Replace bolts (vibration isolators to engine casing) and bolt (vibration isolator to nacelle).	Every 3000 hours flight time.
2. Top (only) Engine Vibration Isolator Assembly	Accomplish overhaul check in accordance with Aircraft Maintenance Manual on top engine vibration isolator.	After every heavy landing.

ITEM	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3		
OPERATIONAL CONDITIONS		
K. VOLCANIC ASH ENCOUNTER		
1. External Fuselage	Accomplish external inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section A.	After inadvertent flight or operation in areas of visible volcanic ash occurs.
2. Power Plants and Nacelles	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section B.	After inadvertent flight or operation in areas of visible volcanic ash occurs.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
K. VOLCANIC ASH ENCOUNTER			
3.	Heat, Vent and Engine Bleed System	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section C.	After inadvertent flight or operation in areas of visible volcanic ash occurs.
4.	Fuel System	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section D.	After inadvertent flight or operation in areas of visible volcanic ash occurs.
5.	Fire Extinguisher System	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section E.	After inadvertent flight or operation in areas of visible volcanic ash occurs.
6.	Landing Gear	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section F.	After inadvertent flight or operation in areas of visible volcanic ash occurs.
7.	Hydraulic System	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section G.	After inadvertent flight or operation in areas of visible volcanic ash occurs.
8.	Flight Controls	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section H.	After inadvertent flight or operation in areas of visible volcanic ash occurs.
9.	Internal Fuselage	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section I.	After inadvertent flight or operation in areas of visible volcanic ash occurs.
10.	Instruments - Pilot and Co-Pilot	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section J.	After inadvertent flight or operation in areas of visible volcanic ash occurs.
11.	Aircraft General	Accomplish inspection and cleaning procedures in accordance with SB V6/0003, Part II, Section K.	After inadvertent flight or operation in areas of visible volcanic ash occurs.

PART 2 SPECIAL INSPECTION - 3

ITEM		INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP3			
OPERATIONAL CONDITIONS			
L.		COLD WEATHER OPERATIONS KIT	
1.	Outlet (in cockpit) 230V or 115V	Condition and security; security of attachment (Mod SOO 6276 or 6287).	Every 300 hours or 12 months.
2.	External Power Receptacle	Condition and security. Clean as required.	Every 300 hours or 12 months.
3.(1)	Indication Lights	Clean as required prior to inspection. Condition and security; wires for condition and security of attachment.	Every 300 hours or 12 months.
3.(2)	Indication Lights	Operational test. (Power On).	Every 300 hours or 12 months.
4.	Heating Pads	Clean as required. Condition, security and bonding. Replace elements that shows signs of discoloration (Gray/ Yellow).	Every 300 hours or 12 months.
5.	Cables, Leads, Junctions	Clean as required. Condition and security; inspect for signs of fatigue, chafing, flexing, airflow or vibration.	Every 300 hours or 12 months.
6.	Emergency Lighting Battery	Heat System Test.	Every 300 hours or 12 months.
7.	Cold Weather Operation System	Operational test.	Seasonally.

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SP4 SPECIAL CONDITIONS

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**– Temporary Revision****PSM NO.:** 1-6-7**AIRCRAFT:** DHC-6**SERIES:** ALL**PUBLICATION:** Inspection Requirements Manual **TEMPORARY REVISION NO.:**147**Insert in Special Inspection, after Page 38 of 38****SPECIAL INSPECTION**

The contents of this Temporary Revision have been approved by Transport Canada, DAO 04-V-02, in accordance with TCCA MSI 53.

Date.....31 JULY 2013.....Signed.....[Signature].....**REASON FOR ISSUE:**

To introduce inspection and removal requirements for RH Propeller Spinner Bulkhead, P/N C-3064-1P, S/N 1300708.

ACTION:

In Special Inspection, disregard existing page 38 of 38 and substitute new page as shown on page 2 of this Temporary Revision.

— Continued overleaf —**RECORDING INSTRUCTIONS:**

Record this Temporary Revision No. and the relevant information in the appropriate columns of the TEMPORARY REVISION INDEX provided at the front of the manual.

Structural Limits (TR 147)**Page 1 of 2****Jul. 31/13**

Temporary Revision No. 147 (Cont'd)

ITEM	A/C APPL	INSPECTION REQUIREMENTS	INSPECTION INTERVAL
SP4			
SPECIAL CONDITIONS			
A.	AIRCRAFT SERIAL NUMBER SPECIFIC N/A by S/N		
1. RH Propeller Spinner Bulkhead P/N C-3064-1P S/N 1300708	881	Inspect existing surface flaws on forward face of spinner bulkhead for possible growth, additional deterioration or damage. NOTE: If additional deterioration or damage is found, replace the Propeller Spinner Bulkhead.	Every 50 hours (first inspection has been performed at 10.1 hours).
a.	881	Replace S/N 1300708 Spinner Bulkhead.	Within 200 hours from first inspection (210.1 hours total time).

PART 3

STRUCTURAL COMPONENT SERVICE LIFE LIMITS – SUPPLEMENTARY INFORMATION AND PROCEDURES

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SUPPLEMENTARY INFORMATION AND PROCEDURES

1. General

This part contains information on structural component service life limits (Para 2. through Para 5.), Pre Mod 6/1117 wing-spar, strut-lug, fastener hole inspection procedure (Para 6.), wing spar Fail-Safe inspections procedures (Para 7.), and detailed views of critical areas where inspections for cracks are to be concentrated (Para 8.).

This part complements the officially approved Service Life Limits specified in PSM 1-6-11 by adding certain background information on the subject. It explains the effects of operational environments which are unusually severe or unusually light compared by typical DHC-6 operations.

2. Airworthiness Limitations

- (1) The approved Service Life Limits are listed in PSM 1-6-11 and will, in most countries, be accepted by the Local Regulatory Authority. Observation of these limits is mandatory for aircraft required to meet the airworthiness standards of F.A.A. S.F.A.R. 23 regulations and is considered by Viking Air Limited to be mandatory for all DHC-6 aircraft.

These specified Service Life Limits are not, however, to be construed as a warranty in respect to the component. The warranty provisions relating to any component are to be determined in accordance with the warranty terms of the written sale contract.

The Service Life Limits of PSM 1-6-11 were obtained as a result of a comprehensive fatigue evaluation program on fatigue critical structural components of the DHC-6. The fatigue load spectra were determined in a conservative way from actual measurements on DHC-6 airplanes in commuter operations and other airplane types in air taxi operations. Fatigue strength data were obtained from full-scale fatigue tests of production components. The resulting estimated fatigue life was then reduced by a large factor to cover unavoidable "scatter" in fatigue strength of production parts and also "scatter" in fatigue load due to differences from surveyed operations. These service life limits apply directly to typical air taxi and commuter type operations.

It must be impressed upon the operator that these Service Life Limits are conditional upon all maintenance, repair and overhaul procedures as stipulated in the manufacturer's manuals having been carried out and that all protective treatments have been maintained in sufficient condition.

- (2) The approved Avionics Airworthiness Limitations are listed in PSM 1-6-13 and will, in most countries, be accepted by the Local Regulatory Authority. Observation of these limits is mandatory for aircraft required to meet the airworthiness standards of F.A.A. S.F.A.R. 23 regulations and is considered by Viking Air Limited to be mandatory for all DHC-6 aircraft.

These specified Avionics Airworthiness Limitations are not, however, to be construed as a warranty in respect to the component. The warranty provisions relating to any component are to be determined in accordance with the warranty terms of the written sale contract.

It must be impressed upon the operator that Avionics Airworthiness Limitations are conditional upon all maintenance, repair and overhaul procedures as stipulated in the manufacturer's manuals having been carried out and that all protective treatments have been maintained in sufficient condition.

3. "Severe" and "Light" Definitions

For operations which are more severe than typical commuter operations a lower Service Life Limit can be expected. Such operations will be called "severe".

Conversely, for operations less severe than typical commuter operations a higher Service Life Limit will result. Such operations will be called "light".

4. "Severe" and "Light" Conditions

Although it is difficult to describe conditions which would rate "severe" or "light" compared to commuter operations, some general observations are given in the following paragraphs.

PART 3 STRUCTURAL LIMITS

The conditions causing most fatigue damage to DHC-6 critical components are air turbulence and maneuvering. Therefore, all operational roles involving extensive usage in severe air turbulence and/or frequent severe maneuvers should be looked at as "severe" conditions. In most cases, since turbulence is more severe at low altitudes, these operational roles will, in general, be at altitudes under 2000 feet above ground. Typical examples of possibly "severe" operations are the following:

- 1 Aerial surveying (photography, mapping, and oil and mineral exploration).
- 2 Fire fighting.
- 3 Search and rescue.

If an operator from the above description finds that his operation may be "severe", it is recommended that he contact Viking Air Limited; refer to Para 5.

On the other hand, if an operator's airplanes are being used predominantly under low turbulence conditions (in most cases at altitudes in excess of 6000 feet above the terrain), and are not subjected to severe maneuvering, these conditions can be classed as "light". In this case, if desired, an extension of service life limits may be possible; refer to Para 5.

5. Data on Specific Operations

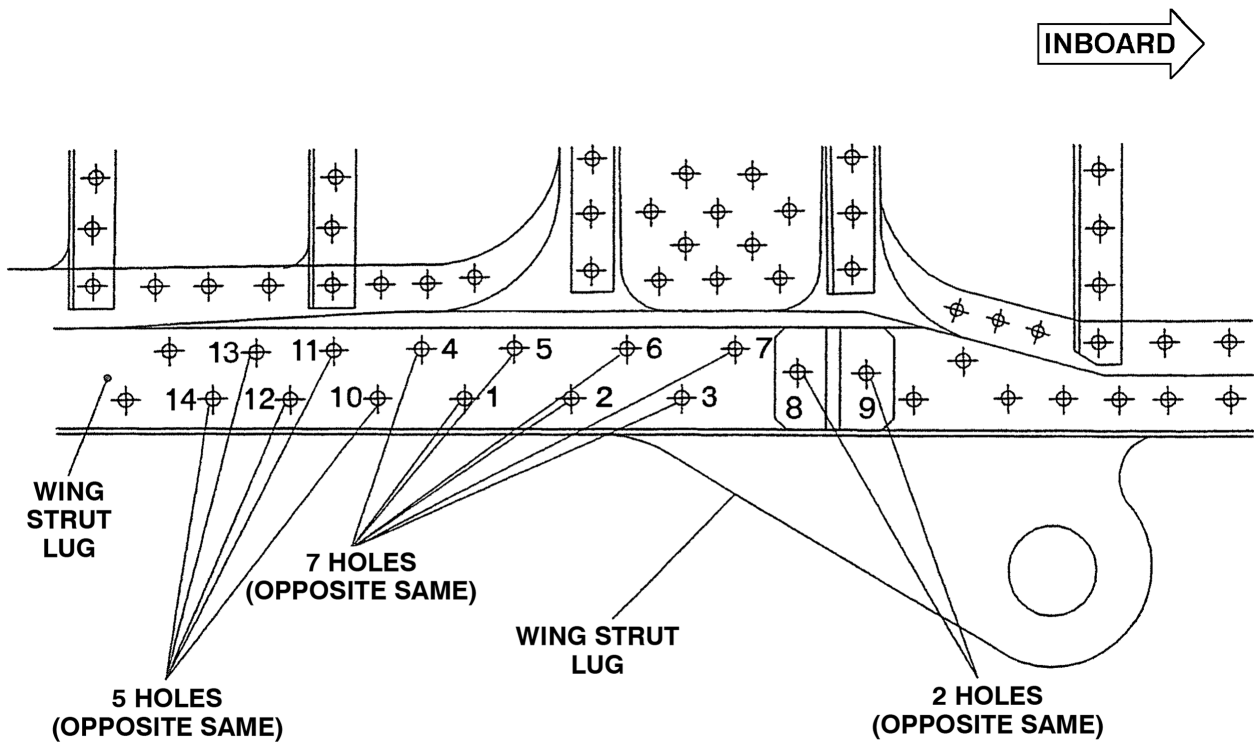
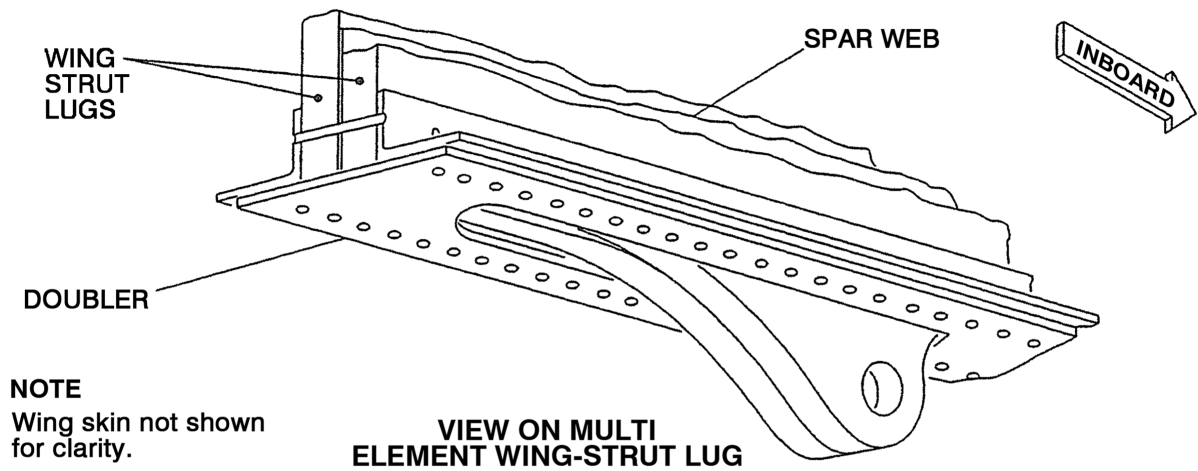
For any specific operation Viking Air Limited is prepared to conduct a special fatigue analysis, chargeable at an hourly rate to the operator, provided adequate load spectrum information is made available. This information may be in either of two forms:

- 1 Counting accelerometer (or equivalent) records of typical operations during one or preferably two calendar years together with a general description of the operation including operating weights and altitudes. Viking Air Limited will give advice on methods of obtaining and installing accelerometers as required. This data will enable an accurate assessment of the operation to be made.
- 2 A detailed description of the operation including flight profiles for all flying done in one typical calendar year. A standardized form is supplied to enable this data to be tabulated. Because such data is not so reliable as counting accelerometer records, an extra safety margin will be included in the Recommended Service Life Limits. For the case where extensions of service life limits are sought, it will be the operator's responsibility to approach their local airworthiness authorities in order to negotiate an extended life limit based on the substantiating data supplied by Viking Air Limited. As a general rule, the authorities would accept only accelerometer data for this purpose.

6. Pre Mod 6/1117, Wing-Spar, Strut-Lug, Fastener Hole Inspection Procedure

This high frequency eddy current inspection procedure is carried out on Twin Otter, Pre Mod 6/1117 wings. The purpose of this NDT procedure is to inspect seven (7) fastener holes for possible cracks and/or corrosion. It also provides for the additional inspection of up to seven (7) more fasteners if required (refer to Figure 1).

PART 3 STRUCTURAL LIMITS



WING STRUT LUG CRACK/CORROSION INSPECT AREA (TOTAL 14 HOLES)

Figure 1

PART 3 STRUCTURAL LIMITS

Note Personnel performing this inspection shall be qualified in the Eddy Current method, Level 2 or 3 of Canadian NDT Certification Standard CAN/CGSB-48.9712-95, or NAS410, or equivalent standard approved by the operator's airworthiness authority.

A. EQUIPMENT REQUIRED:

Note The following equipment was used to develop this inspection. Equivalent or better may be used, provided all inspection requirements are met.

- 1) Eddy Current (impedance plane type)
Instrument Model: Zetec MIZ-20A.
- 2) Probe(s) : Special adjustable bolt hole probes Absolute/Reflection type with 0.050 inch stem increments, from NDT Engineering Corp. for;

- (a) Basic & 1st oversize – 0.186 inch (plus or minus 0.001 inch) – Part Number NEC3076AR – .187,
- (b) 2nd oversize – 0.216 inch (plus or minus 0.0001 inch) – Part Number NEC3076AR – .215,
- (c) 0.250" Diameter hole – 0.246 inch (plus or minus 0.001 inch) – Part Number NEC3076AR – .246,
- (d) 0.3125" Diameter hole – 0.3125 inch (plus or minus 0.001 inch) – Part Number NEC3076AR – .312.

Address for NDT Engineering Corp:
NDT Engineering Corp.
19620 Russell Road
Kent, Washington 98032
Tel: (253) 872-3565
Fax: (253) 872-0857

- 3) Cable: CZ-TF-6 or any other cable with Fisher Triax Quick Disconnect (QD) 102 Type to mate probe connectors.
- 4) DHI Calibration Test Standard (CTS), drawing #DHC 29343-001, approval #D6-5700-01.

B. PREPARATION:

- 1) Get access for the Wing Strut Lug Eddy Current Inspection at YW122.5 through the access holes in front of the wing spar.
- 2) Before proceeding with the inspection procedure, ensure the required fastener and quantities are available. The required fasteners #1 – 7 are to be removed and the bores Eddy Current inspected.

Note If the aircraft still has the Hi-shear HS26-6 fasteners installed, in this instance, the starting hole size will be 0.1995 to 0.2015 inch and the corresponding fastener is to be installed.

All holes must be smooth and nick free. If any crack or corrosion indications are found, the hole is to be enlarged to the next larger fastener size as per Table 1 — Fastener Installation. A repeat Eddy Current inspection must be performed to ensure the hole is free of all defects.

Note Maintain (2D) edge distance on all fastener locations. The edge distance is measured from the center of the fastener hole to the edge of the material and must be maintained on all material through which the fastener passes.

PART 3 STRUCTURAL LIMITS

3) Inspection surface preparation:

- a) Clean the exposed surface by using a suitable cleaning substance. The surface should be smooth after cleaning. If the paint and/or primer around the hole edges is chipped, flaked or damaged, remove paint and/or primer.

C. CALIBRATION OF EQUIPMENT:

Note 1. The NDT Technician must get familiar with the special Calibration Test Standard as shown in Figure 5. By disassembling and interchanging #1 and #2 lug coupons, known flaws in #1 lug coupon can be located at various areas within the specimen for detection practice purpose.

Note 2. A new larger probe size must be selected and calibrated for re-inspection if reaming process is carried out (refer to Para 6.A.2)).

Note 3. The calibration and familiarization steps are done using the NEC33076AR- .187 probe. Use the same Calibration and Inspection Steps for all size holes using predetermined size probes listed in Para 6.A.2) (a), (b), (c) and (d). When calibrating 2nd oversize, 0.250 and 0.3125 inch Diameter size probes, refer to the appropriate CTS holes (refer to Figure 5).

D. EDGE SCAN CALIBRATION

- 1) Connect the NEC3076AR- .187 probe to the eddy current instrument.
 - 2) Turn on equipment according to the manufacturer's instructions in the operator's manual.
 - 3) Set up the instrument controls as per Figure 3.
 - 4) Assemble the CTS by positioning the simulated flaws of #1 wing strut lug coupon on the farthest side.
 - a) With the high-pass Filter OFF, insert the probe from the #2 wing strut lug coupon side in the A1 hole (refer to Figure 5),
 - b) Adjust tip screw for proper fit.
 - 5) Balance the instrument on defect-free area inside the hole bore, approximately at the middle of the #2 lug coupon.
 - 6) Position the dot at the lower right hand corner of the screen.
 - 7) Loosen-up the tip screw, rock the probe left to right, up and down, and adjust the phase until the wobble causes the dot to move horizontally (refer to Figure 2).
 - 8) Observe the edge indications and push the probe farther in the A1 hole, through the #2 and #1 wing strut lug coupons, and up to the last lug coupon edge (approximate distance: 1.6 inch).
 - a) As the probe is moved towards the edge, the edge point is reached when the dot has moved to its maximum height on the screen (refer to Figure 2).
 - 9) Adjust the Gain and V/H control, if necessary, to keep the dot on the screen when the probe is moved over the edges.
- Note** Record the edge indication instrument control settings for later reference.
- 10) Lock the probe collar at the edge distance:
 - a) Remove the probe from the hole and note the collar position on the probe shank.
 - b) Depending on the edge to be inspected, adjust the collar by either increasing or decreasing the distance by half an increment (0.025 inch) on the probe shank.

PART 3 STRUCTURAL LIMITS

c) Put the probe on the outside of the CTS, parallel to the A1 hole, to confirm coil location.

- 11) By balancing on defect free area near the edge and adjusting the Phase and Gain only, calibrate the instrument so that the 0.040 inch edge notch in the A1 hole gives full-scale dot movement and the wobble is horizontal (refer to Figure 3).

Note Record the edge indication instrument control settings for later reference.

- 12) Using the same probe collar distance, scan the edges and compare the A1 indication (0.040 inch edge notch simulating crack) with the A4 indication (0.040 inch edge corrosion simulation), with the high-pass Filter ON and OFF, as shown in Figure 3 and Figure 4.

Note When the Filter is ON, reposition the balance point at the screen center and scan the edges with a speed that gives distinguishable pattern from the notch simulating corrosion (hole A4), as shown in Figure 4, signal B.

- 13) Practice locating hole edges (set up in Figure 2) and scanning hole edges (set up in Figure 4) with and without notches at different positions (refer to Para 6.C, Note 1). Equipment is now ready for inspection of hole edges (refer to Para 6.F).

E. BORE SCAN CALIBRATION

- 1) Insert the probe from #2 wing strut lug coupon side in the A1 hole (refer to Edge Scan Calibration Para 6.D, step 4, for CTS assembly and position).
- 2) Set up the instrument controls as per Figure 2.
- 3) Balance the instrument and locate the farthest lug edge (refer to Para 6.D.5), Para 6.D.6), Para 6.D.7) and Para 6.D.8)).
- 4) Lock the probe collar at the lug's farthest edge distance.
 - a) Remove the probe from the hole and note the collar position on the probe shank.
 - b) Adjust the collar by decreasing the distance by an increment (0.050 inch) on the probe shank.
 - c) Put the probe on the outside of the CTS, parallel to the A1 hole, to confirm coil location.
 - d) This is the starting point of the hole bore scans.
- 5) Set up the instrument controls as per Figure 4 with the Filter ON.
- 6) Balance the instrument on defect free area and adjust the Phase, if necessary, to position wobble signal horizontally.
- 7) Carry out at 360 degree scan.
- 8) By decreasing the distance by only ONE increment at a time (0.050 inch), scan the circumference of the complete A1 hole bore.
- 9) Repeat Para 6.E.1) through Para 6.E.8) in hole A2 to find the 0.040 inch notch (refer to Figure 5).
- 10) Once the inside notch is found, maximize the notch signal by minor distance adjustments (plus or minus 0.025 inch).
- 11) Change the coupon position (refer to Para 6.C, Note 1).
- 12) Inspect hole A2 again by repeating Para 6.E.1) through Para 6.E.8). Equipment is now ready for inspection of the hole bores (refer to Para 6.F).

PART 3 STRUCTURAL LIMITS

F. INSPECTION

- Note** 1. Investigate all inconclusive indications using the CTS along with the high-pass Filter ON and OFF and minor distance adjustments (plus or minus 0.025 inch).
- Note** 2. During the hole bore inspection, indexing of the probe must be no more than one increment step (0.050 inch) at a time after every 360 degree scan.
- Note** 3. Balance before each scan.
- Note** 4. The approximate distance referred to throughout this procedure is measured from the probe search coil to the collar face.
- Note** 5. From the list in Para 6.A EQUIPMENT REQUIRED, use the largest diameter probe available for each fastener hole inspection.
- Note** 6. Additional rib adapters are located forward and aft of the spar lug assembly at #8 and #9 hole locations. For #8 and #9 holes only, add 0.200 inch probe collar distance all throughout the procedure to account for the FWD Rib Adapter thickness. Note that when the probe is pushed all the way through #8 or #9 holes, the search coil is located in the AFT Rib Adapter. Then, when the probe is slowly pulled back, the first interface indication is the AFT Rib Adapter/AFT Spar Cap interface. The next interface to reach will be the AFT Spar Cap/AFT Spar Lug interface (the starting point of the inspection).
- Note** 7. Alignment of all segments (spar caps, webs, strut lugs and rib adapter) must be maintained in order to prevent probe damage.

INSPECTION OF LUG HOLE EDGES

- Note** Ensure all selected fastener holes have been visually inspected and cleaned.

Start on LH Side of Aircraft.

- 1) Insert the probe in #1 hole (refer to Figure 1) and adjust the tip screw for proper fit.
- 2) Set up the instrument (refer to Figure 2).
- 3) Balance the instrument and locate the AFT edge of the AFT lug by repeating Para 6.D.5), Para 6.D.6), Para 6.D.7) and Para 6.D.8).
- 4) Adjust the collar (refer to Para 6.D.10)), by locking at the edge and decreasing the distance (approximately 1.6 inch) by half an increment (0.025 inch).
- 5) Set up the instrument with the Filter ON (refer to Figure 4).
- 6) Balance the instrument and adjust the Phase, if necessary, to position the wobble signal horizontally.
- 7) Carry out a 360 degree scan of the AFT lug AFT edge of hole #1.
- 8) With the same probe collar set-up, repeat the edge scan in other selected holes as per Para 6.G (refer to Para 6.C, Notes 2 and 3).
- 9) Locate the AFT lug FWD edge of hole #1 by repeating Para 6.F.5), Para 6.F.6), Para 6.F.7), Para 6.F.8), and Para 6.F.9).
 - a) Increase the distance (approximately 0.95 inch) by half an increment (0.025 inch).
 - b) Carry out a 360 degree scan.

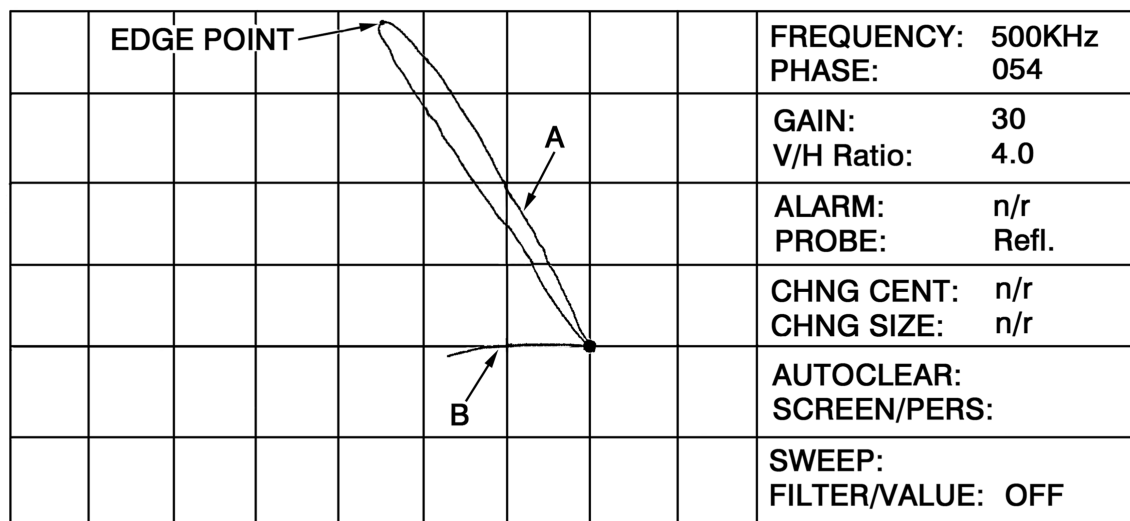
PART 3 STRUCTURAL LIMITS

- c) With the same probe collar set-up, repeat the edge scan in other selected holes as per Para 6.G (refer to Para 6.C, Notes 2 and 3).
- d) Locate the FWD lug AFT edge of hole #1 by repeating Para 6.F.5), Para 6.F.6), Para 6.F.7), Para 6.F.8), and Para 6.F.9).
- e) Decrease the distance (approximately 0.8 inch), by half an increment (0.025 inch).
- f) Carry out a 360 degree scan.
- g) With the same probe collar distance set-up, repeat the edge scan in other selected holes as per Para 6.G (refer to Para 6.C, Notes 2 and 3).

Note Balance before each scan.

- 10) Locate the FWD lug FWD edge of hole #1 by repeating Para 6.F.5), Para 6.F.6), Para 6.F.7), Para 6.F.8), and Para 6.F.9).
 - a) Increase the distance (approximately 0.2 inch) by half an increment (0.025 inch).
 - b) Carry out a 360 degree scan.
 - c) With the same probe collar set-up, repeat the edge scan in other selected holes as per Para 6.G (refer to Para 6.C, Notes 2 and 3).

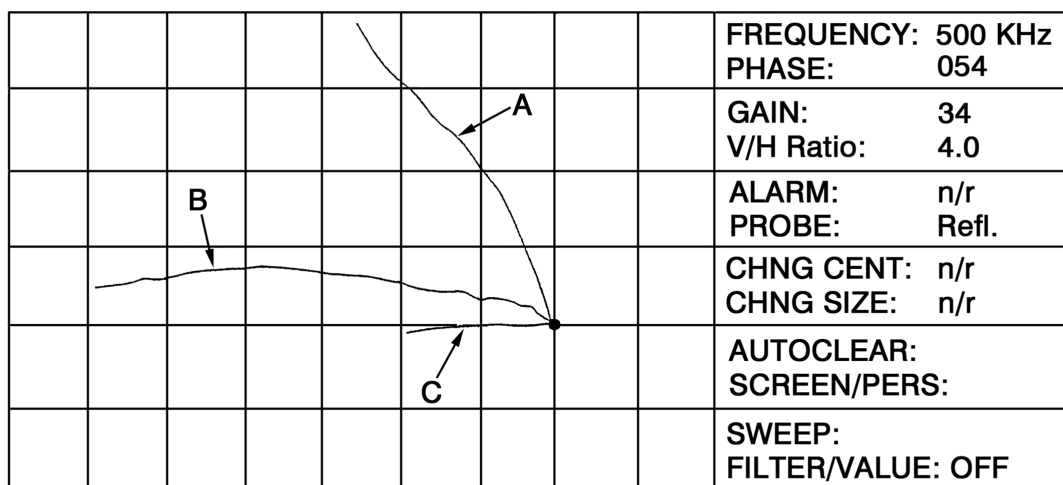
Note Balance before each scan.



- A. Edge signal
- B. Wobble

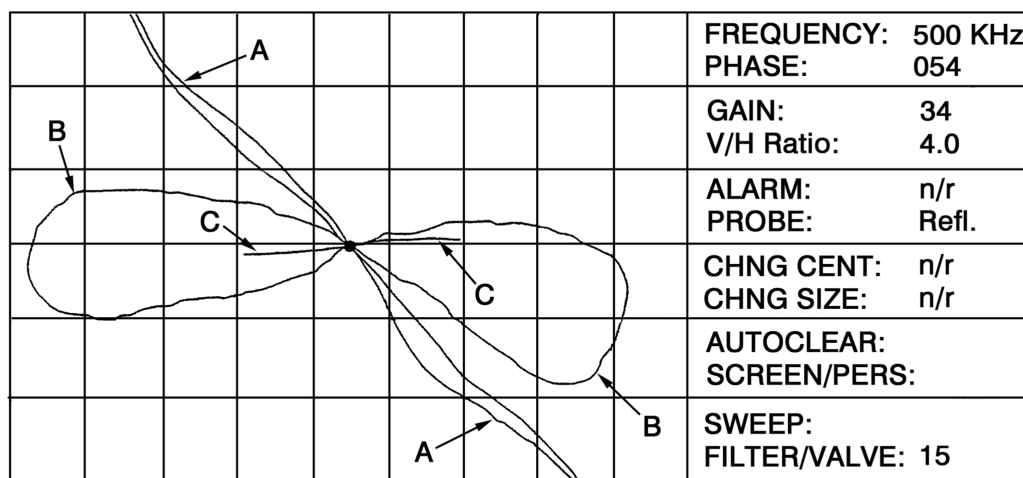
CRT PRESENTATION FOR EDGE INDICATION
Figure 2

PART 3 STRUCTURAL LIMITS



- A. 0.040" EDM Edge Notch Signal (crack simulation)
 B. 0.040" Edge Loss Signal (corrosion simulation)
 C. Wobble

CRT PRESENTATION FOR HOLE EDGE INSPECTION
Figure 3



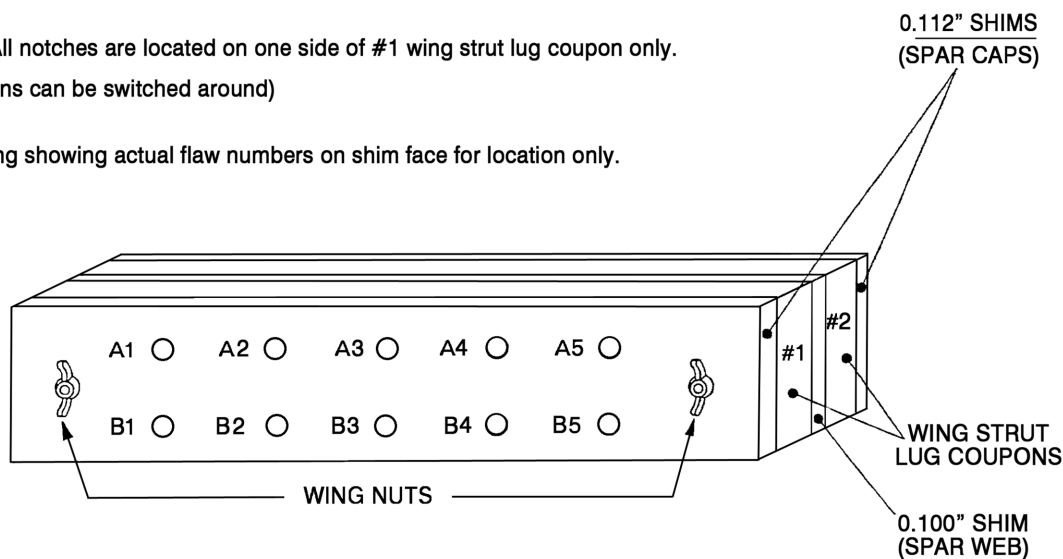
- A. 0.040" Edge Notch Signal (crack simulation)
 B. 0.040" Edge Loss Signal (corrosion simulation)
 C. Wobble

CRT PRESENTATION FOR HOLE BORE INSPECTION
Figure 4

PART 3 STRUCTURAL LIMITS

NOTE: All notches are located on one side of #1 wing strut lug coupon only.
(coupons can be switched around)

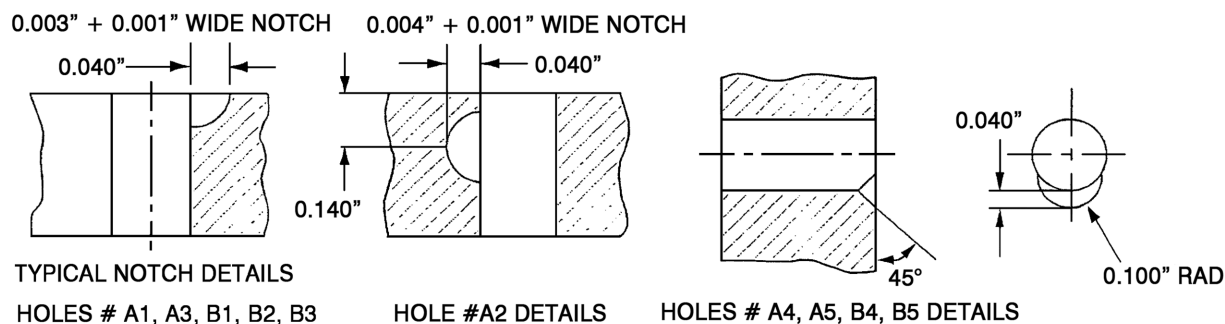
Drawing showing actual flaw numbers on shim face for location only.



HOLE	DIAMETER	SIZE	SIMULATED FLAW
A1	0.1877 INCH – 0.1897 INCH	B	EDGE CRACK
A2	0.1877 INCH – 0.1897 INCH	B	BORE CRACK
A3	0.3125 INCH – 0.3145 INCH	IV	EDGE CRACK
A4	0.1877 INCH – 0.1897 INCH	B	EDGE CORR
A5	0.2460 INCH – 0.2480 INCH	III	EDGE CORR
B1	0.1995 INCH – 0.2015 INCH	I	EDGE CRACK
B2	0.2150 INCH – 0.2170 INCH	II	EDGE CRACK
B3	0.2460 INCH – 0.2480 INCH	III	EDGE CRACK
B4	0.1995 INCH – 0.2015 INCH	I	EDGE CORR
B5	0.2150 INCH – 0.2170 INCH	II	EDGE CORR

SIZES

B = BASIC SIZE
I = 1ST OVERSIZE
II = 2ND OVERSIZE
III = 0.250"
IV = 0.3125"



CALIBRATION TEST STANDARD (CTS)

Figure 5

PART 3 STRUCTURAL LIMITS

INSPECTION OF LUG HOLE BORES

Start on LH Side of Aircraft

- 11) Insert the probe in #1 hole (refer to Figure 1) and adjust the tip screw for proper fit.
- 12) Locate the AFT lug AFT edge and adjust the distance (refer to Para 6.E.2), Para 6.E.3), Para 6.E.4), Para 6.E.5) and Para 6.E.6)).
- 13) Carry out a 360 degree scan.
- 14) With the same probe collar distance set-up, repeat same scan in other selected holes as per Para 6.G (refer to Para 6.C, Notes 2 and 3).
- 15) Decrease the distance by ONE increment (0.050 inch).
- 16) Carry out a 360 degree scan for seven holes (refer to Figure 1), or other selected fastener holes when applicable (refer to Para 6.G).

Note Out of phase wobble indications might be obtained when approaching an edge while carrying out hole bore scans. To investigate such indications, refer to Para 6.F , Note 1.

- 17) Repeat and Para 6.F.16) until reaching the FWD mount lug FWD edge in all applicable holes.
- 18) Carry out and on the RH side of the aircraft.

Note If the fastener holes are to be reamed out to a new size after the initial inspection, THE COMPLETE HIGH FREQUENCY EDDY CURRENT INSPECTION OF THAT FASTENER HOLE MUST BE REPEATED using predetermined size probe and additional inspection documented accordingly.

G. ACCEPTANCE/REJECT CRITERIA

- 1) Any signal of 50% of the original calibration amplitude (0.040 inch edge notch corrosion or crack simulation), or more, is cause for rejection. Report all test results to Viking Air Limited - Product Support at (250) 656-7227
- 2) If any cracks/corrosion are found in Holes #1 to #7, (refer to Figure 1), then additional locations are to be inspected as follows:
 - a) The MS20470AD6 rivets from holes #10 to #14 (refer to Figure 1) are to be removed and the bores Eddy Current inspected. Provided no defects are found, install the required fastener to the specified hole requirements. If any corrosion or damage exists in holes #10 to #13 inclusive, progressively open hole to next listed rivet size, as shown in Table 4 — Rivet Fastener Installation for Holes #10 to #14 and repeat the Eddy Current inspection until no remaining damage exists. If damage also exists in hole #14, submit complete damage report to Viking Air Limited - Product Support at (250) 656-7227 before proceeding further.
 - b) Bolts in Holes #8 and #9 (refer to Figure 1) are to be removed and discarded. The bores are to be Eddy Current inspected. If the rib adapters are not aligned with the holes, contact Viking Air Limited - Product Support at (250) 656-7227 for further instructions before proceeding with the inspection. If any corrosion or damage is found in these holes, submit a complete damage report to Viking Air Limited - Product Support at (250) 656-7227 before proceeding further.

H. FASTENER INSTALLATION

- 1) If, following the inspection of all required holes, the lugs are found serviceable, install the appropriate fasteners as per Table 1 to 4.

PART 3 STRUCTURAL LIMITS

CAUTION UNDER NO CIRCUMSTANCES IS THERE TO BE MIXING OF THE STEEL AND TITANIUM HI-LOKS. THE FASTENERS INSTALLED MUST BE EITHER ALL STEEL OR ALL TITANIUM.

Table 1 Fastener Installation

TABLE 1 FASTENER INSTALLATION (SEE CAUTION IN Para 6.H.1)			
Hole #	Hole Size inch (mm)	Hi-lok Fastener	Collar
#1 to #7	0.1995 to 0.2015 (5.07 to 5.12)	HLT428-6-28	HLT270-6
	0.2150 to 0.2170 (5.46 to 5.51)	HLT628-6-28	HLT270-6
	0.2460 to 0.2480 (6.25 to 6.30)	HLT328-8-28	HLT77-8
	0.2615 to 0.2635 (6.64 to 6.69)	HLT428-8-28	HLT270-8
	0.2770 to 0.2790 (7.04 to 7.09)	HLT628-8-28	HLT270-6
#8 to #9	0.313 to 0.315 inch (7.95 to 8.00)	NAS625-34 bolt with MS20002-C5 washer under bolt.	NAS679-A5 nut with MS20002-5 washer under nut. Torque to 155 to 165 in lbs.

Table 2 Alternate Steel Hi-Lok Installation

TABLE 2 ALTERNATE STEEL HI-LOK INSTALLATION (SEE CAUTION IN Para 6.H.1)			
Hole #	Hole Size inch (mm)	Hi-lok Fastener	Collar
#1 to #7	0.1995 to 0.2015 (5.07 to 5.12)	HLT426-6-28	HLT289PB-6 or HL93-6
	0.2150 to 0.2170 (5.46 to 5.51)	HLT626-6-28	HLT289PB-6 or HL93-6
	0.2460 to 0.2480 (6.25 to 6.30)	HLT326-8-28	HL86-8
	0.2615 to 0.2635 (6.64 to 6.69)	HLT426-8-28	HLT289PB-8 or HL93-8
	0.2770 to 0.2790 (7.04 to 7.09)	HLT626-8-28	HLT289PB-8 or HL93-8

PART 3 STRUCTURAL LIMITS

Table 3 Alternate Titanium Fastener Installation

TABLE 3 ALTERNATE TITANIUM FASTENERS INSTALLATION (SEE CAUTION IN Para 6.H.1))			
Hole #	Hole Size inch (mm)	Hi-lok Fastener	Collar
#1 TO # 7	0.1995 to 0.2015 (5.07 to 5.12)	HL110VAZ-6-28	HL79-6
	0.2150 to 0.2170 (5.46 to 5.51)	HL410VAZ-6-28	HL84-6
	0.2460 to 0.2480 (6.25 to 6.30)	HL10VAZ-8-28	HL79-8
	0.2615 to 0.2635 (6.64 to 6.69)	HL110VAZ-8-28	HL79-8
	0.2770 to 0.2790 (7.04 to 7.09)	HL410VAZ-8-28	HL84-8
Titanium fasteners prove to be more difficult to remove and it is recommended that the steel type Hi-loks be installed.			

Table 4 Rivet Fastener Installation for Holes #10 to #14

TABLE 4 RIVET FASTENER INSTALLATION FOR HOLES #10 TO #14		
Hole #	Hole Size inch (mm)	Rivet
Holes #10 to #14	0.191 to 0.196 (4.85 to 4.98)	MS20470AD6-33
	0.205 to 0.209 (5.21 to 5.31)	B02-05-024DN6-33S or B02-05-024DN6-33
	0.223 to 0.226 (5.66 to 5.74)	MS20470AD7-33
	0.253 to 0.263 (6.43 to 6.68)	MS20470AD8-33

I. Close-Out

On completion of this inspection, make the following entry in the "Record of Airframe Modifications" or equivalent document: "Eddy Current Inspection of Wing-Spar, Strut-Lug, Fastener Hole Procedure complete"

7. Fail-Safe Inspection – Lower Wing Skin Structure

This inspection is to be performed on the lower wing skin structure at STN 152.8 of Post Mod 6/1117 wings. Refer to Special Inspections, Part 2 for "when" inspection must be performed.

A. Procedure for Inspection

Ensure adequate lighting as required for the inspection.

- 1) Inspect hole (Mod 6/1318) and inspect bottom spar cap in areas shown in Figure 6. Pay particular attention to radius of angles, as possible cracks in angles may be covered by doubler plates.

PART 3 STRUCTURAL LIMITS

- 2) Repeat procedure through other hole for opposite face of spar.

Note The spar rear face is accessible through the existing access openings.

- 3) If no cracks are visible, cover inspection holes with flush button plugs. Paint as desired.
- 4) If crack is found, notify Viking Air Limited Product Support by e-mail at technical.support@vikingair.com, including a sketch and description of crack location and pattern. An individual repair scheme will be supplied. In the interim the aircraft may be flown in accordance with the procedure given in Para 7.A.5).
- 5) If crack or cracks are detected in one element only (one side of a Spar Cap Angle or a Single Doubler), the aircraft may be flown, provided daily inspections of this area are carried out. The repair must be incorporated within 20 hours time in service.

CAUTION IF MORE THAN ONE ELEMENT IS FOUND CRACKED, NO FURTHER FLYING IS PERMITTED PRIOR TO REPAIR.

8. Structural Inspections for Cracks

Structural inspections referred to in the Airframe Airworthiness Manual PSM 1-6-11, define a threshold or commencement of the first inspection. After this time, the following inspections need to be repeated at the intervals specified:

A. Wings Post Mod 6/1117 Series

- 1) The Wing lower skin adjacent to the doubler Sta. 185, which is installed by Modification 6/1318 (ref Service Bulletin 6/268), require close visual inspection for cracks at intervals of 1200 service hours or 2400 flights, whichever comes first. Particular attention should be paid to the doubler fingers at the inboard and outboard areas. Refer to Figure 7 for typical crack locations.
- 2) The inspection interval for the Main Spar lower cap angle at Sta. 152, (refer to Figure 6), is also increased to 1200 service hours or 2400 flights, whichever comes first, to be compatible with the outer wing doubler skin inspection area.

B. Flaps. Series I. 100. 200 Landplanes Only

- 1) The Inboard Trailing Flap D-nose skin require close visual inspection for cracks at intervals of 1200 hours or 2400 flights, whichever comes first. Inspect between Stations 94.5 to 100.5, and Stations 116.0 to 154.0. Particular attention should be paid to the front spar and skin upper and lower fasteners, including rib and skin fasteners at rib Stations 97.5, 123.6, 132.6, 141.6 and 150.6.
- 2) The Inboard Foreflap upper skin, between the front and rear spar caps from Stations 122.0 to 150.0, require close visual inspection for cracks at intervals of 2400 service hours or 4800 flights, whichever comes first. Particular attention should be paid to the front spar and rear spar fasteners, and to the rib and skin fasteners at Stations 122.43, 134.74 and 147.05.

C. Nacelle. Series 300 and 400 Only

- 1) Visually inspect the LH side of both Nacelles near Sta. 66.76 inline with the firewall and the wing nose spar at intervals not exceeding 3,000 hours or 6,000 flights, whichever occurs first. Particular attention should be paid to the skin 12 inches above the lower longeron.

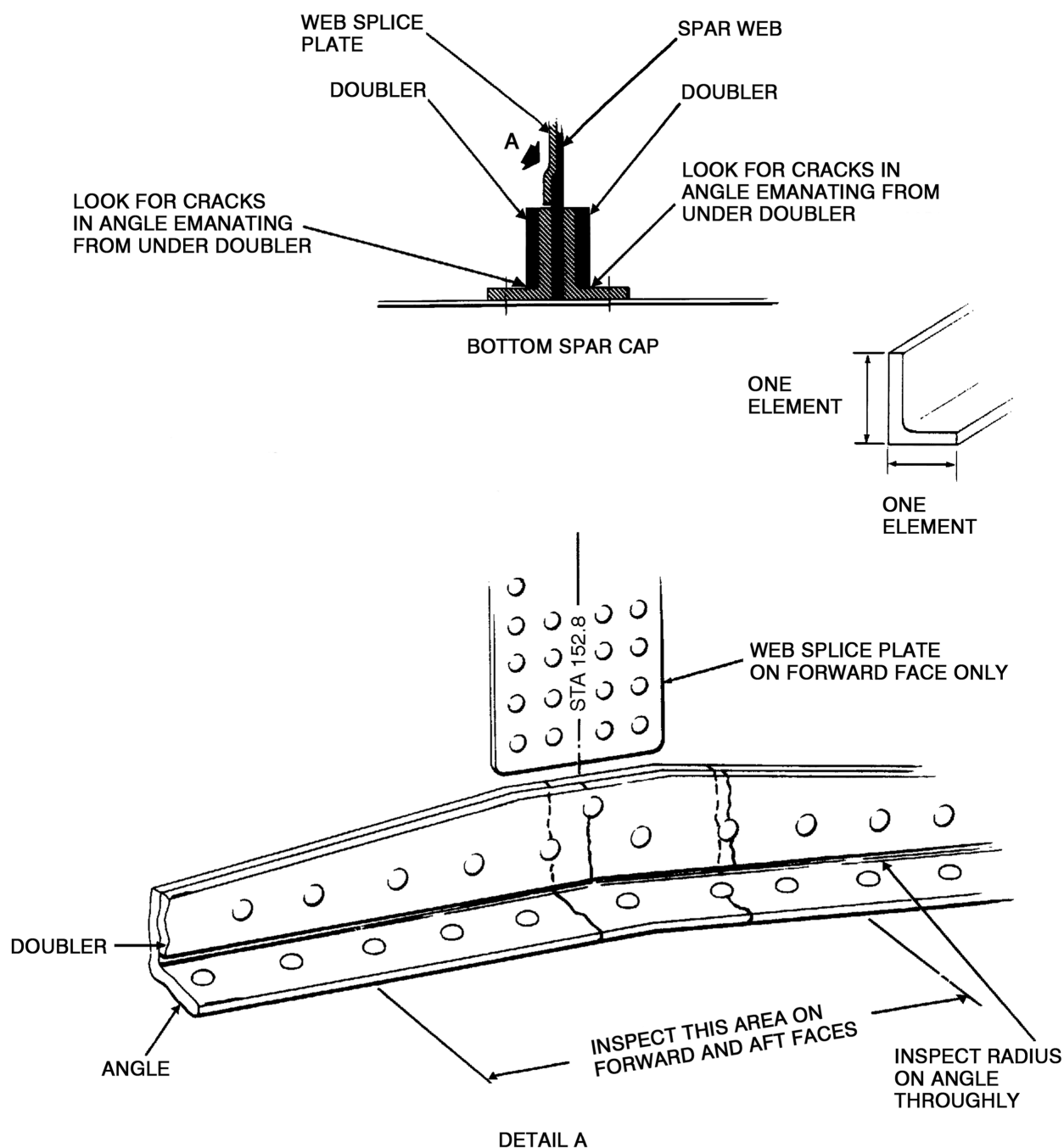
For planes in alternating operating modes such as landplane and floatplane operations, conservatively apply all airplane hours for all modes as landplane hours.

9. Special Inspection for Cracks

As a result of the fatigue testing program, certain components showed evidence of cracking in particular areas when the test requirements were exceeded. Refer to Figures 8 through 10.

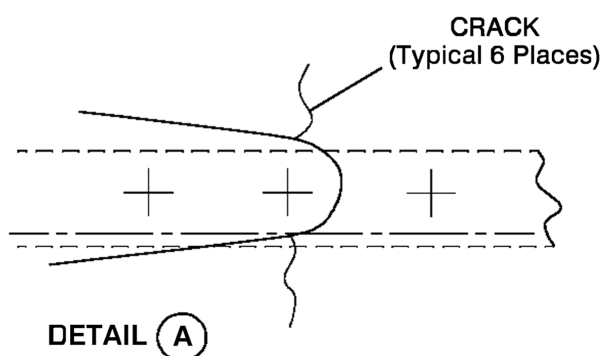
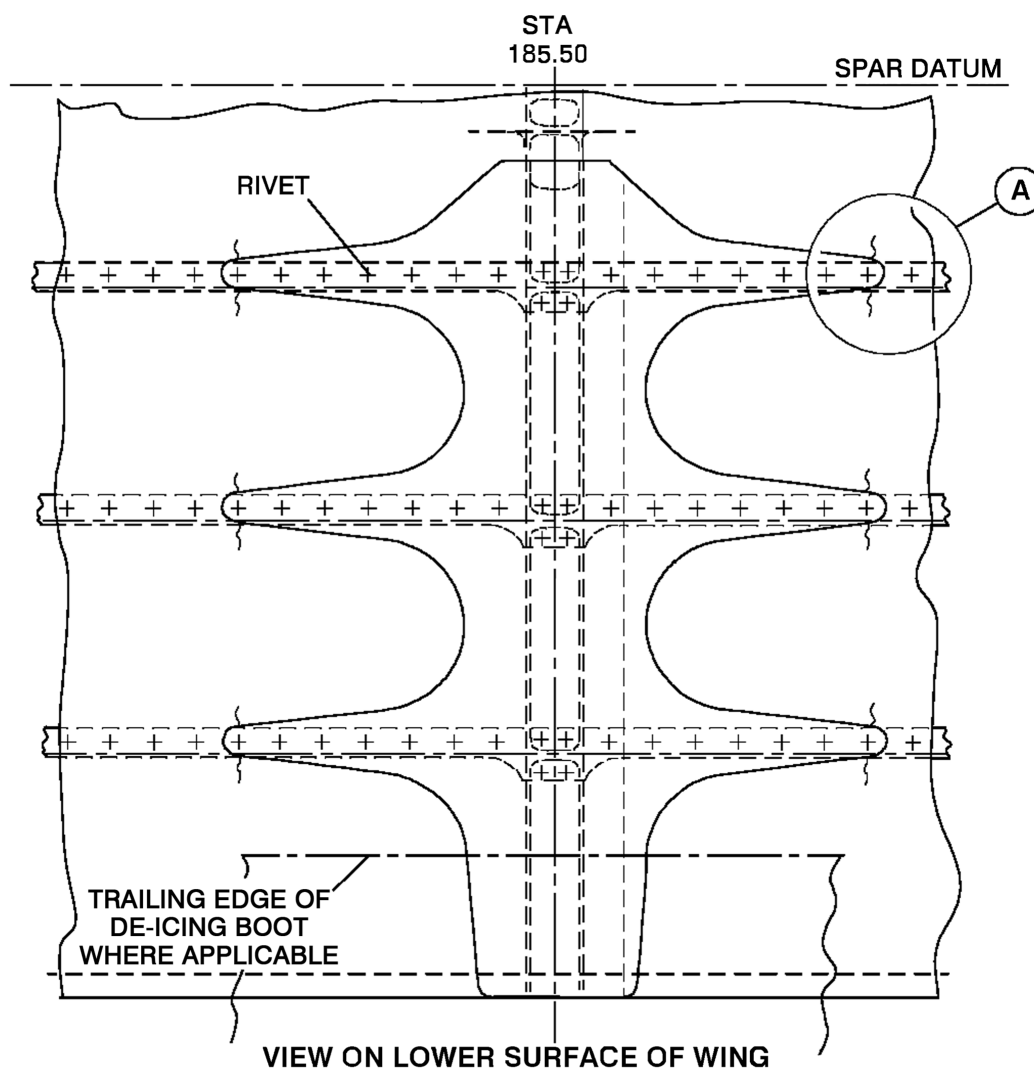
PART 3 STRUCTURAL LIMITS

However, the conditions shown in the figures will only be sought as a result of unusual circumstances, such as; a heavy landing (refer to Part 2 Special Inspection Requirements, Heavy Landing), accident, etc. Under normal conditions, the Basic Inspection Requirements at 2400 hours for these items or 7000 landings for the landing gear leg will suffice. A reference to the figures is provided in the requirements should any unsatisfactory condition be observed.



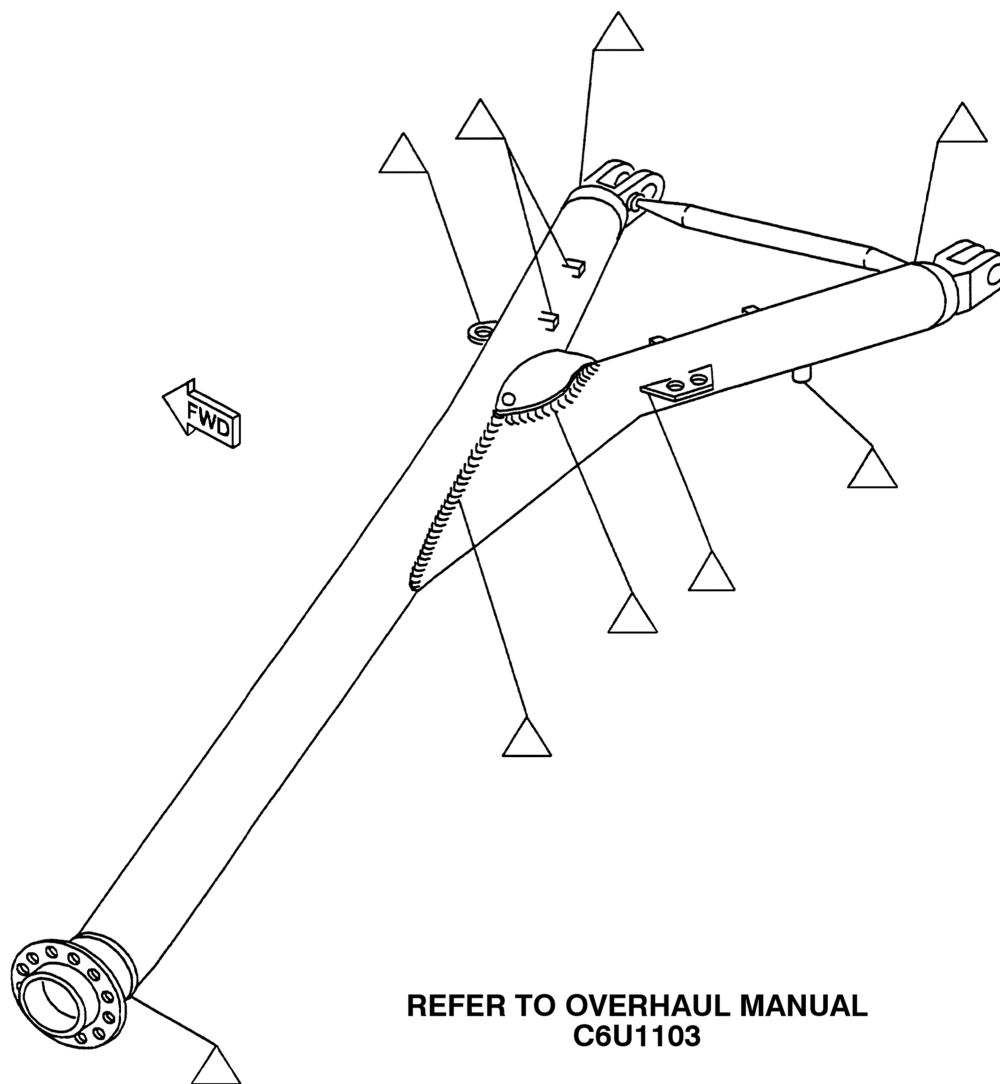
POSSIBLE CRACK LOCATIONS – WING BOTTOM SPAR CAP
Figure 6

PART 3 STRUCTURAL LIMITS



POSSIBLE CRACK LOCATIONS – LOWER WING SKIN
Figure 7

PART 3 STRUCTURAL LIMITS



NOTE

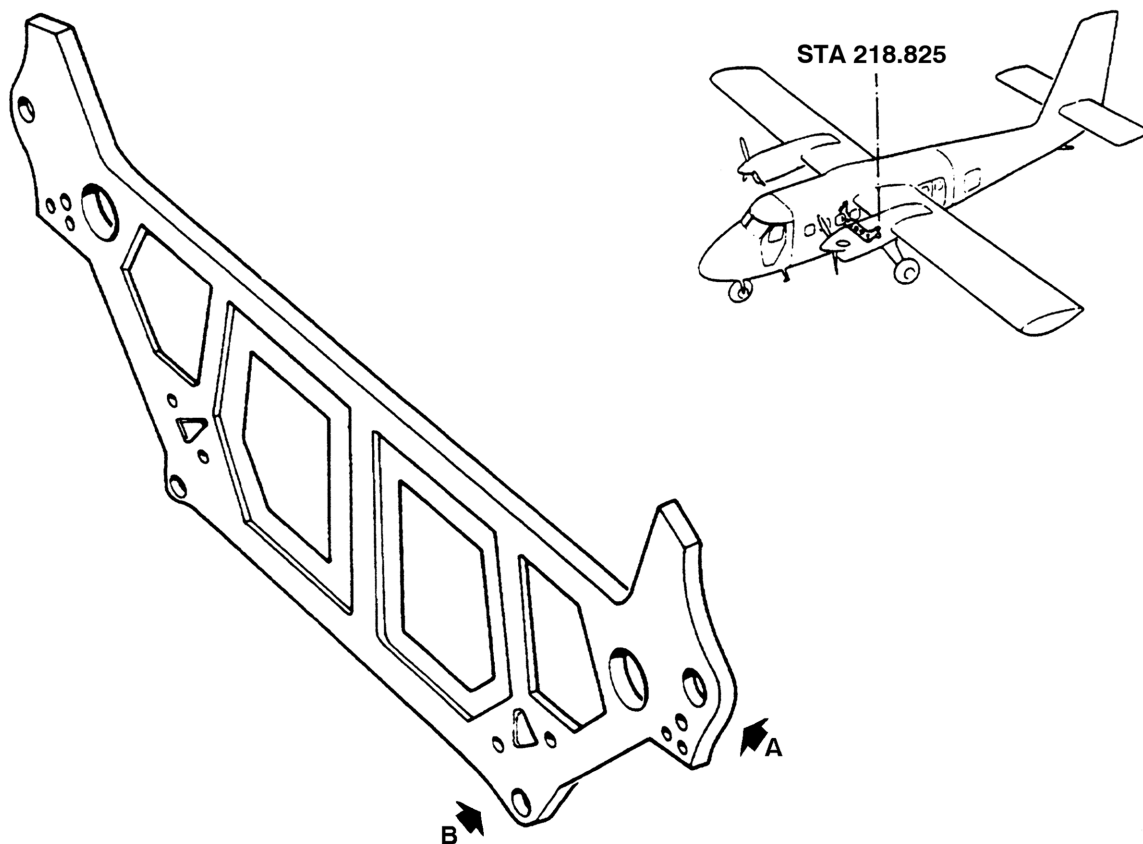


Denotes welded areas where crack detection should be concentrated.

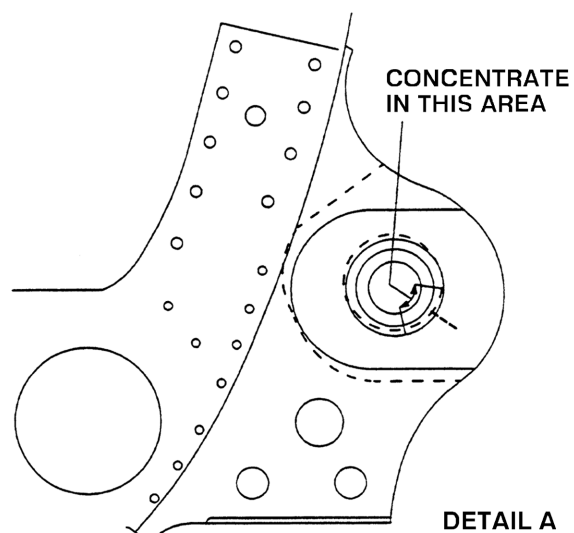
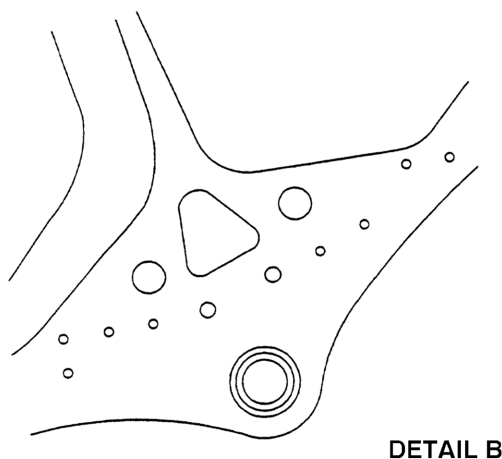
POSSIBLE CRACK LOCATIONS – MAIN GEAR LEG STRUCTURAL LIMITS

Figure 8

PART 3 STRUCTURAL LIMITS

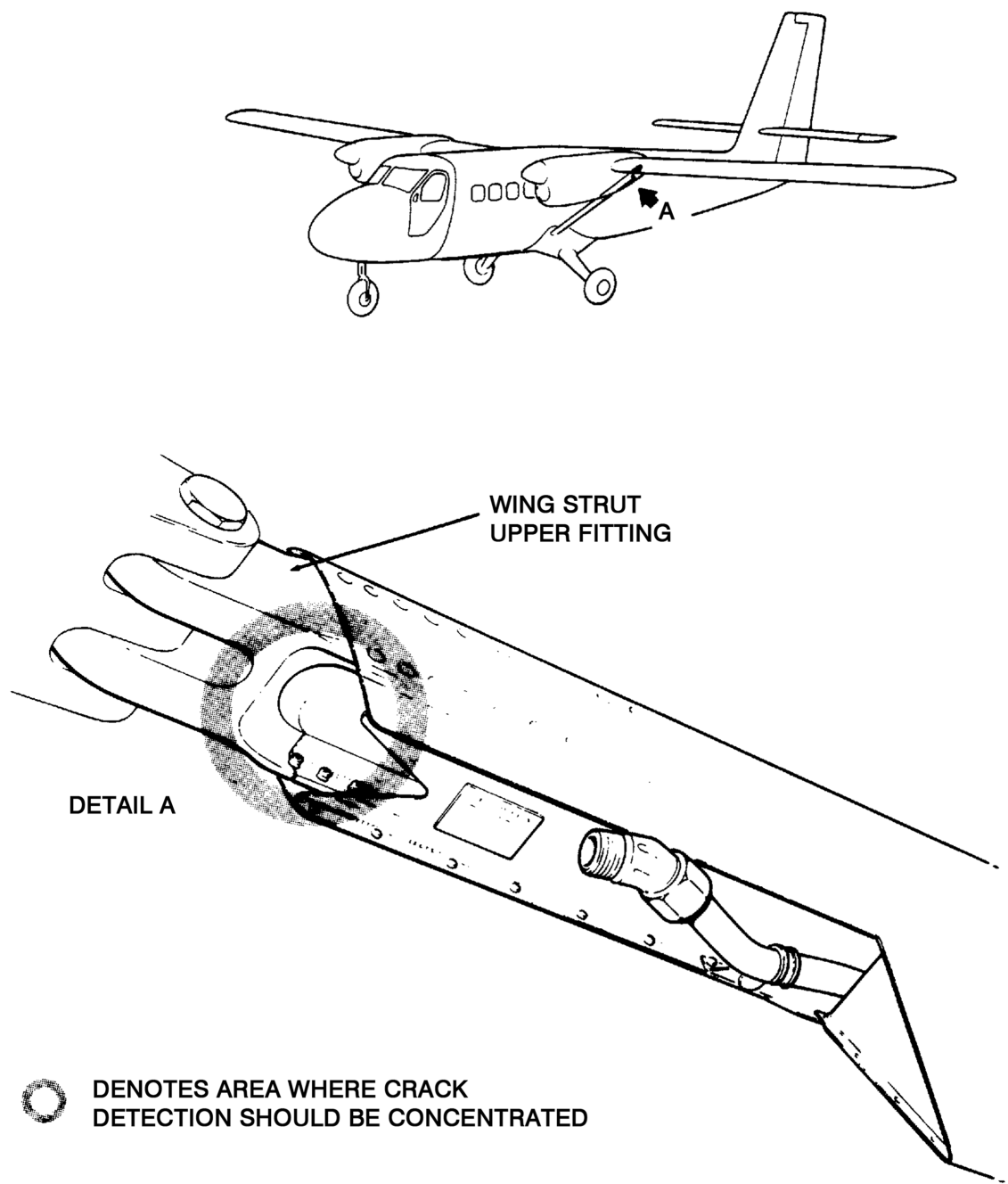


□ DENOTES AREAS WHERE CRACK
DETECTION SHOULD BE CARRIED OUT



POSSIBLE CRACK LOCATIONS – FUSELAGE FRAME
Figure 9

PART 3 STRUCTURAL LIMITS



POSSIBLE CRACK LOCATIONS – WING STRUT UPPER FITTING
Figure 10

PART 3 STRUCTURAL LIMITS

10. Inspection of Lower Wing Skins, Stringers and Aft Spar Lower Flange for Cracking

Detailed visual inspection of the wing lower skins, stringers and aft spar web flange from WS122.0 to WS263.0 inclusive for cracking, using a video borescope on all DHC-6 aircraft with wing boxes incorporating Modification No. 6/1117.

A. Equipment and Materials:

- 24 CR3243-4 Cherry Max Rivets (Locally Procured)
- 2 Wing Supports
- Access Stand or Ladder (6 to 8 foot)
- Grease Marker
- Mineral Spirits or equivalent
- Inspection Light
- 10X Magnifying Glass

Remote Visual Inspection System – Everest Imaging Videoprobe XL portable 8.4mm diameter video borescope with an 85 degree forward field of view and 5mm to infinity depth of field, high intensity metal halide lamp, and a borescope working length of 1.5m.

Availability: Intek Systems, Irvine California USA

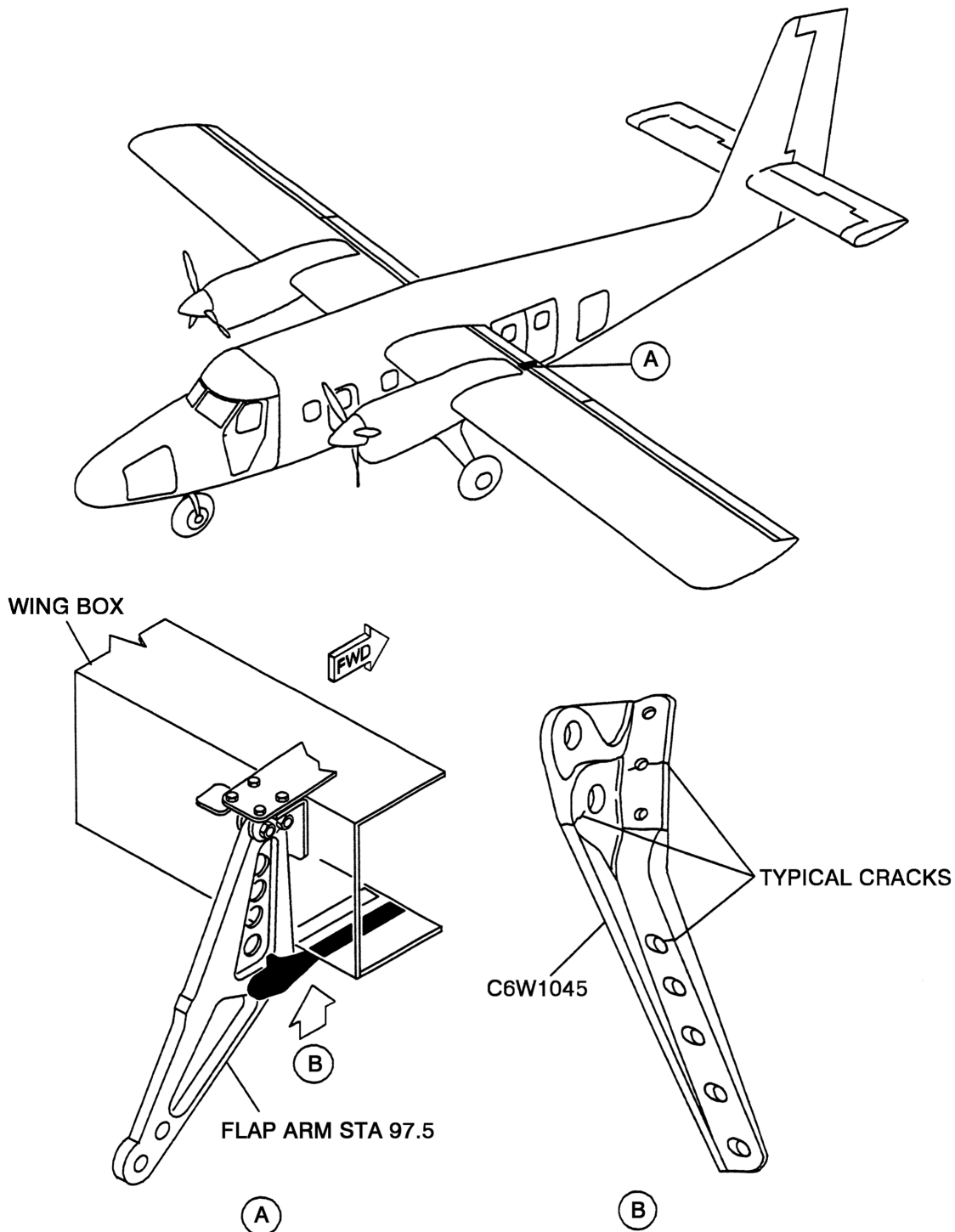
Telephone: (714) 833-5225

Fax: (714) 833-5228

Note Any other Fiberscope or Videoscope inspection system that complies with the requirements of this inspection procedure is considered acceptable.

B. Preparation:

- 1) Locate aircraft in hangar or, if outdoors, an area that provides a calm environment with minimal winds.
- 2) Place a wing support under each wing to minimize movement (if required).
- 3) Remove upper strut fairing, lower aft nacelle cowl fairing, all applicable access panels (refer to PSM 1-6(3)-3, Chapter 12-00-00). Also, remove all applicable hole plugs.
- 4) Use a grease marker, or other non-permanent marker or tape, to locate WS122.0 to WS263.0 on the lower wing skin, and identify each rib with the applicable rib Station Numbers 8 through 20. Rib 8 is located just outboard of the engine cowling.
- 5) Clean the lower wing skin inspection area with approved cleaner until clear paint or primer can be seen.



FLAP HINGE ARM ATTACHMENT (C6W1045)

Figure 11

PART 3 STRUCTURAL LIMITS

C. Inspection:

Note Procedures given are for the left-hand side; right-hand side is similar.

1) Inspection of Lower Stringers

- a) Insert the borescope at the access to each bay between Rib Stations 8 and 20.
- b) If necessary, as a reference point, remove one rivet from the lower skin at the aft spar flange in the middle of each bay.
- c) Do a Detailed Visual Inspection (DVI) of each stringer section (fore and aft) and aft spar lower flange.

Note If a Detailed Visual Inspection (DVI) cannot be performed because of previously applied corrosion inhibiting compound or other foreign particles, clean area with mineral spirits or equivalent. Dry area before proceeding with inspection.

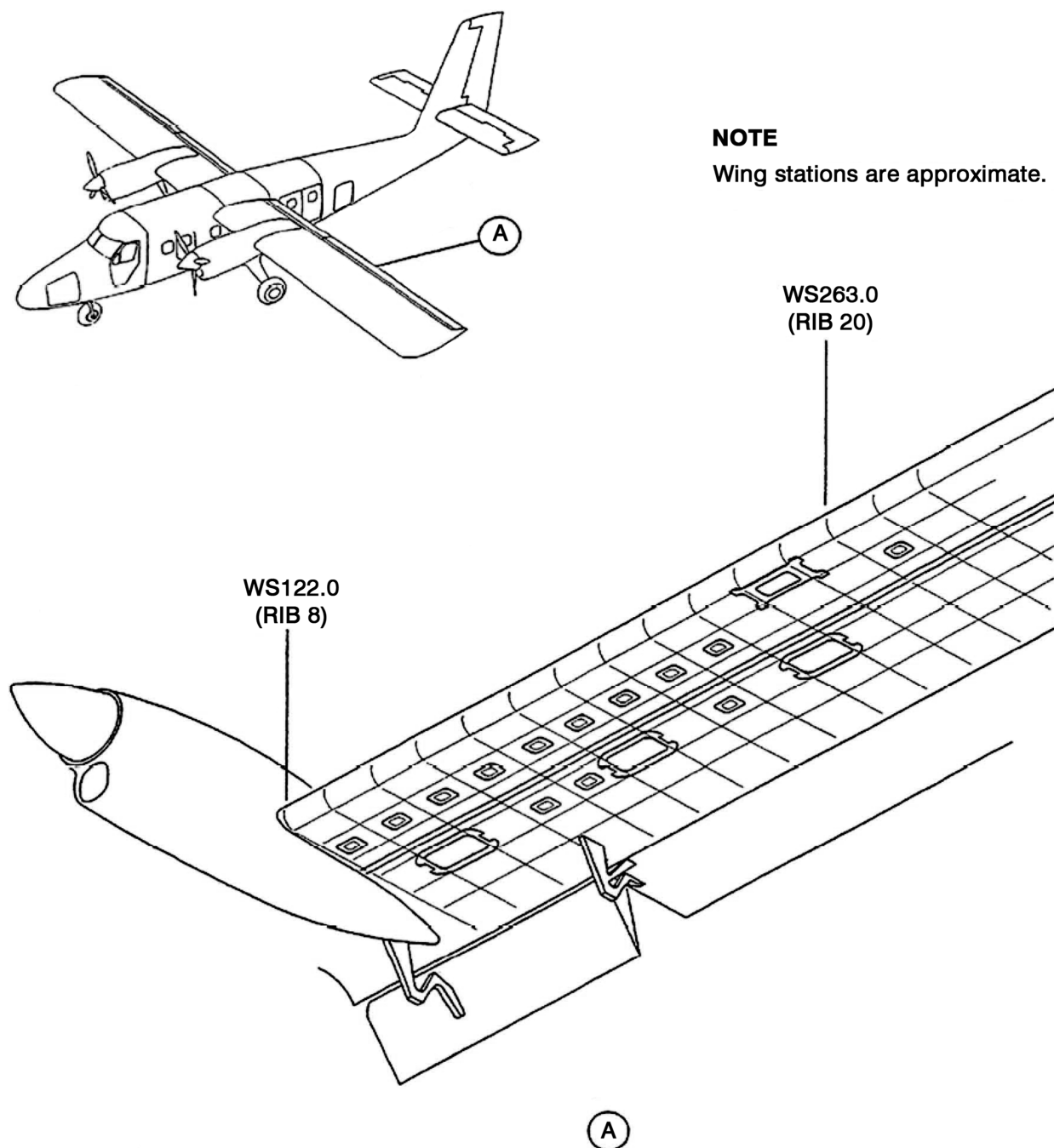
- d) Pay particular attention to those areas where the stringers and spar caps pass through the rib openings. These transition areas are to be viewed inboard and outboard of each rib to avoid missing any stringer or spar cap failure.

2) Inspection of Lower Wing Skin

- a) Do a Detailed Visual Inspection (DVI) of the external lower skin assemblies at WS122.0 to WS263.0. Use inspection light and 10X magnifying glass.
- b) Pay particular attention to the area around the rivets at Rib Stations 8 through 20.

D. Reporting and Close-up:

- 1) If cracks or other damage is found, contact Viking Air Limited Product Support at (250) 656-7227 for repair. Cracks or damage must be rectified before next flight.
- 2) Ensure all tools and equipment are removed from the aircraft.
- 3) Make sure that the internal inspection area is clean and dry. Apply corrosion inhibiting compound as necessary.
- 4) Install the upper strut fairing, lower aft nacelle cowl fairing, and all applicable access panels and hole plugs.
- 5) Upon completion of this inspection, make the following entry in the "Record of Airframe Modifications" or equivalent document: "Inspection of Lower Wing Skins, Stringers and Aft Spar Lower Flange for Cracking at WS122.0 to WS263.0 complete"



LOWER WING
Figure 12

PART 3 STRUCTURAL LIMITS

**– Temporary Revision****PSM NO.:** 1-6-7**AIRCRAFT:** DHC-6**SERIES:** ALL**PUBLICATION:** Inspection Requirements Manual **TEMPORARY REVISION NO.:**142

Insert in Service Life Limits, after Page 26**SERVICE LIFE LIMITS**

The Airworthiness Limitations in this Temporary Revision have been approved by the Technical Team Lead – Engineering, Aircraft Certification, Transport Canada.

REASON FOR ISSUE:

Applies to Aircraft with Mod 6/2268 Installed.

To introduce Structural Inspections of the Fuel Gallery for damage as a result of corrosion.

ACTION:

In Service Life Limits, add Para 11.1 as shown on pages 2 to 7 of this Temporary Revision.

— Continued overleaf —

RECORDING INSTRUCTIONS:

Record this Temporary Revision No. and the relevant information in the appropriate columns of the TEMPORARY REVISION INDEX provided at the front of the manual.

Structural Limits (TR 142)**Page 1 of 8****June 14/13**

Temporary Revision No. 142 (Cont'd)

11.1. Applies to Aircraft with Mod 6/2268 Installed Structural Inspections of the Fuel Gallery for Damage Associated with Corrosion

A. Inspection Definition

At the end of water operations for each day:

- (1) Remove all fuel gallery panels and rinse gallery with fresh water.

Every day for the week following the installation of the corrosion protection listed in 11.1.B:

- (1) Within the fuel gallery inspect for any signs of heat, corrosion, sealant and protection, deterioration or other damage.

NOTE: Pay special attention to fuel lines and systems for signs of corrosion damage. If corrosion damage is found on fuel lines or other fuel system components, repair before next flight.

- (2) Inspect the sealant and coating for degradation.
- (3) If necessary, reapply corrosion sealant and coating in accordance with 11.1.B.
- (4) Report findings to Viking Technical Support.

Once a week thereafter:

- (1) If operated on water, continue to rinse fuel gallery daily with fresh water.
- (2) Remove all fuel gallery panels, within the fuel gallery inspect for any signs of heat, corrosion, sealant and protection, deterioration or other damage.

NOTE: Pay special attention to fuel lines and systems for signs of corrosion damage. If corrosion damage is found on fuel lines or other fuel system components, repair before next flight.

- (3) Inspect the sealant and coating for degradation.
- (4) If necessary, reapply corrosion sealant and coating in accordance with 11.1.B.
- (5) Report findings to Viking Technical Support.

B. Application of Coating

As soon as practical, preferably before next flight that includes water landing or takeoff, the following actions are to be taken within the fuel gallery.

- (1) Ensure that all aircraft power sources are off.
- (2) Ensure the fuel gallery area is cleaned and remove all residue. Rinse with clean fresh water.
- (3) Ensure the fuel gallery area is dry from water after wash.
- (4) Inspect fuel gallery area as per PSM 1-6-5 and 1-GEN-5 for corrosion and condition.
- (5) Remove all traces of corrosion, and only if necessary, replace corroded fuel gallery fasteners and components.
- (6) Clean the fuel gallery carefully with isopropyl alcohol using brush H-B-681, or toothbrush, A-A-59.
- (7) Remove extra solvent and residue with cleaning cloth CCC-C-46 Type I, Class 4.
- (8) Mix Pro-Seal P/S 870 A1/2 sealant as per manufacturer's instructions.

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- (9) Brush apply the 870 sealant on areas marked in the attached diagram.
- NOTE:** Ensure all surfaces are clean without any loose residue before applying sealant and spraying the coating.
- (10) Allow sealant to cure a minimum of 2 hours.
- (11) Inspect to ensure sealant is dry to touch and there is no delamination after application.
- (12) Prepare IFT (IFT 823-707 system) coating for spray as per manufacturer's instruction. Mask exterior body of the fuel gallery surrounding area. Spray the entire fuel gallery with the IFT coating (refer to figures below). For those areas which cannot be sprayed, touch up IFT coating with a brush.
- (13) Allow coating to cure a minimum of 12 hours before putting aircraft into service.

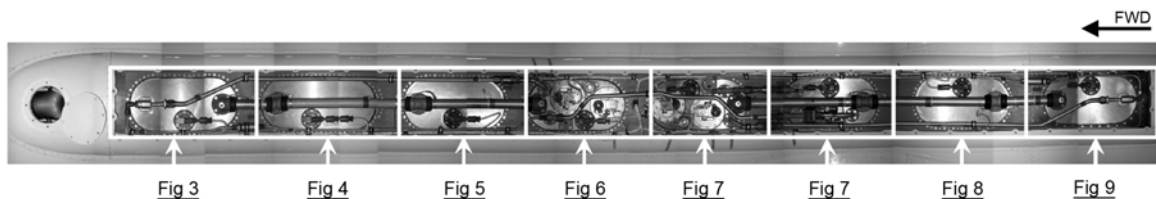
Airworthiness Limitations

It is mandatory to carry out the actions of Sections A and B above.

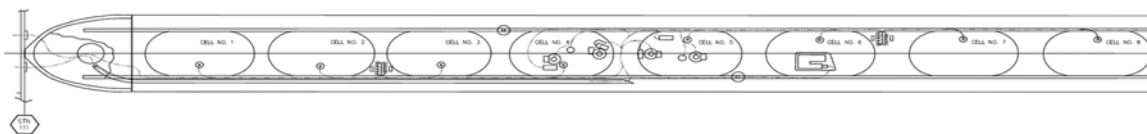
The Airworthiness Limitations Section is approved by the Minister and specifies maintenance required under any applicable airworthiness or operating rule, unless an alternative program has been approved by the Minister.

Date June 14, 2013

Signed P. J. And

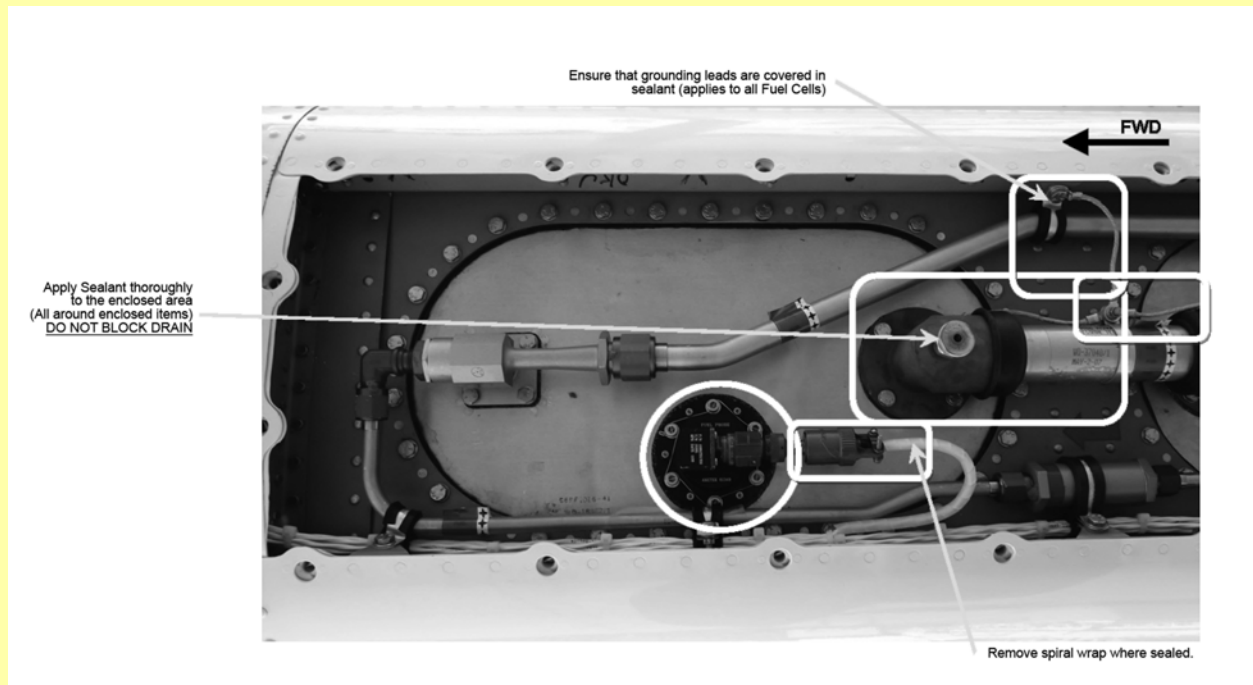


FUEL CELL OVERVIEW (PHOTO)
FIGURE 1A

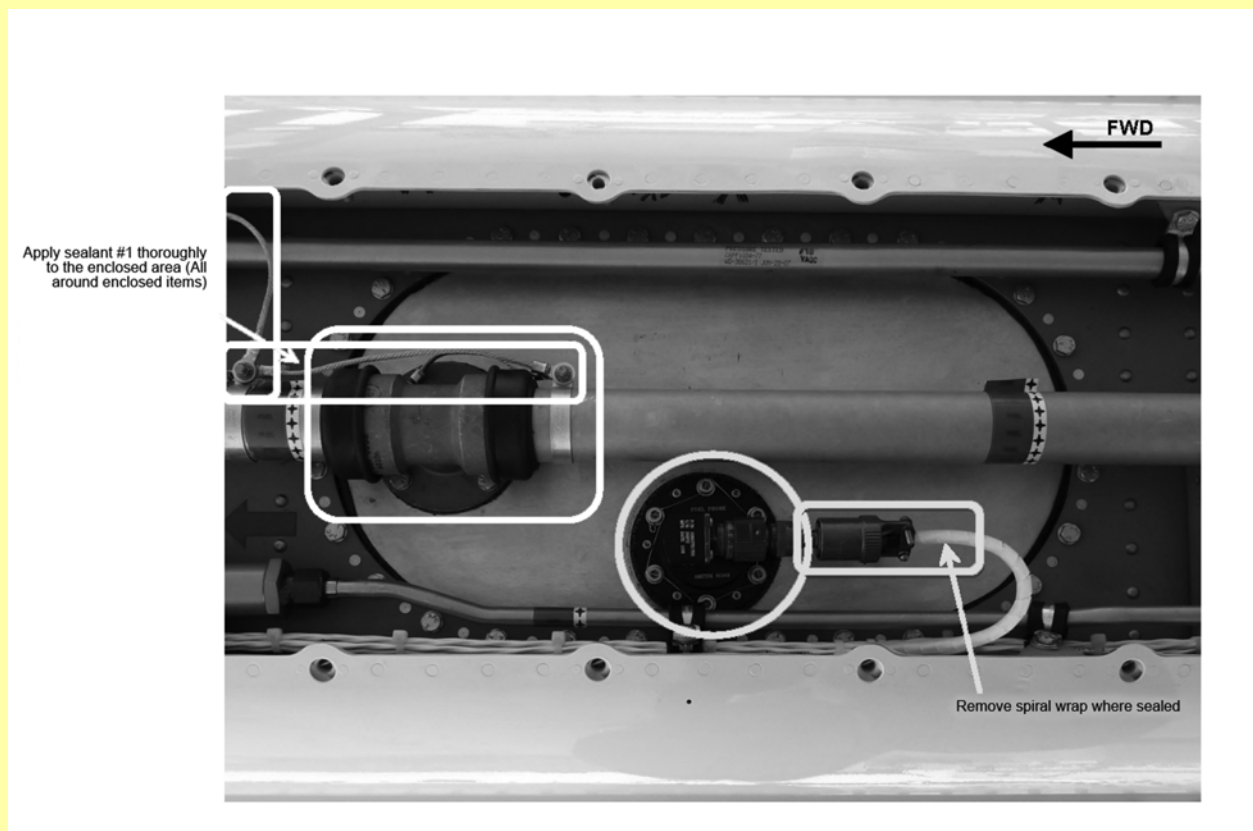


FUEL CELL OVERVIEW (DRAWING)
FIGURE 1B

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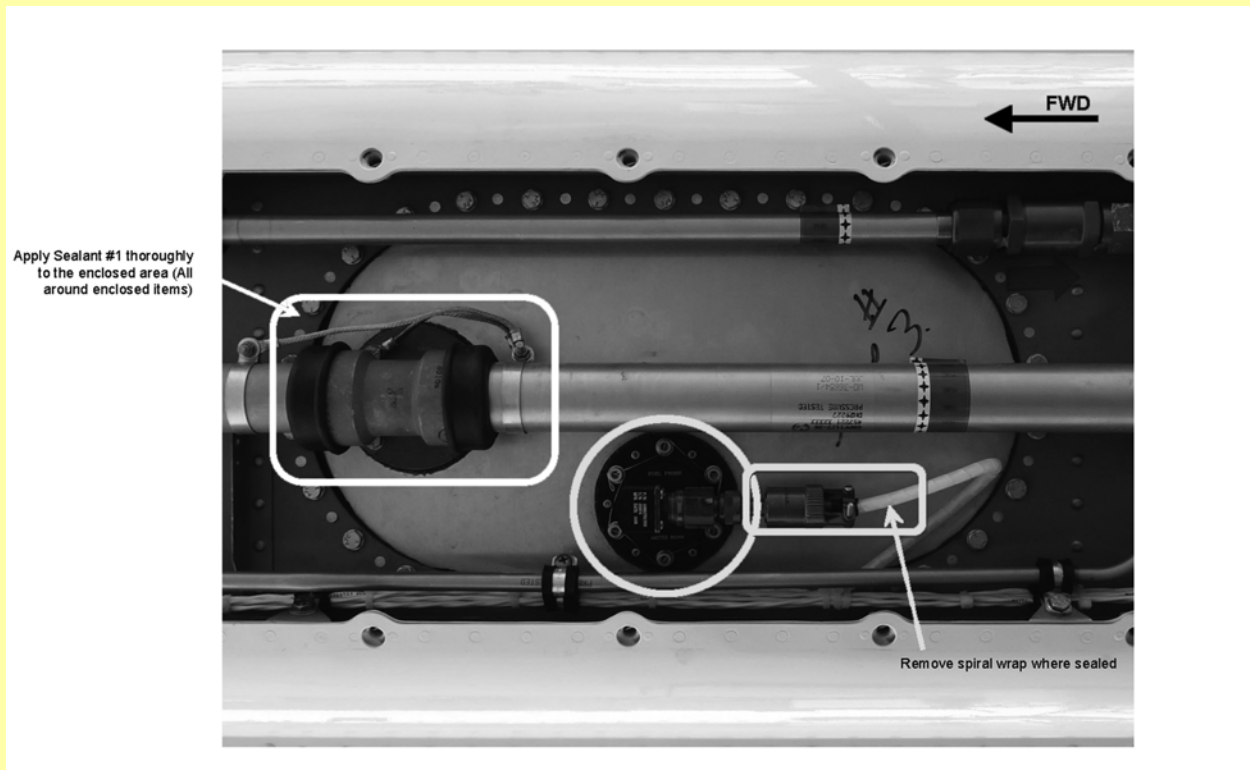


**FUEL CELL #1 SEALANT INSTALLATION
FIGURE 2**

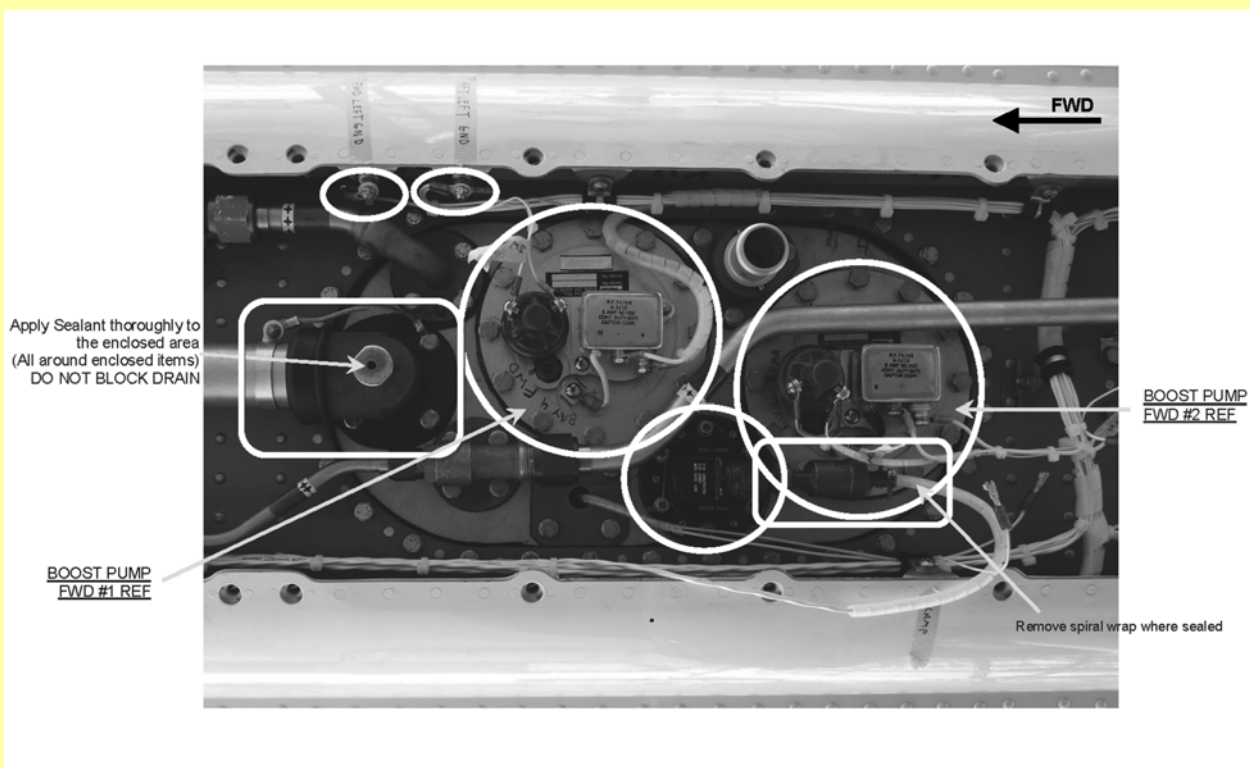


**FUEL CELL #2 SEALANT INSTALLATION
FIGURE 3**

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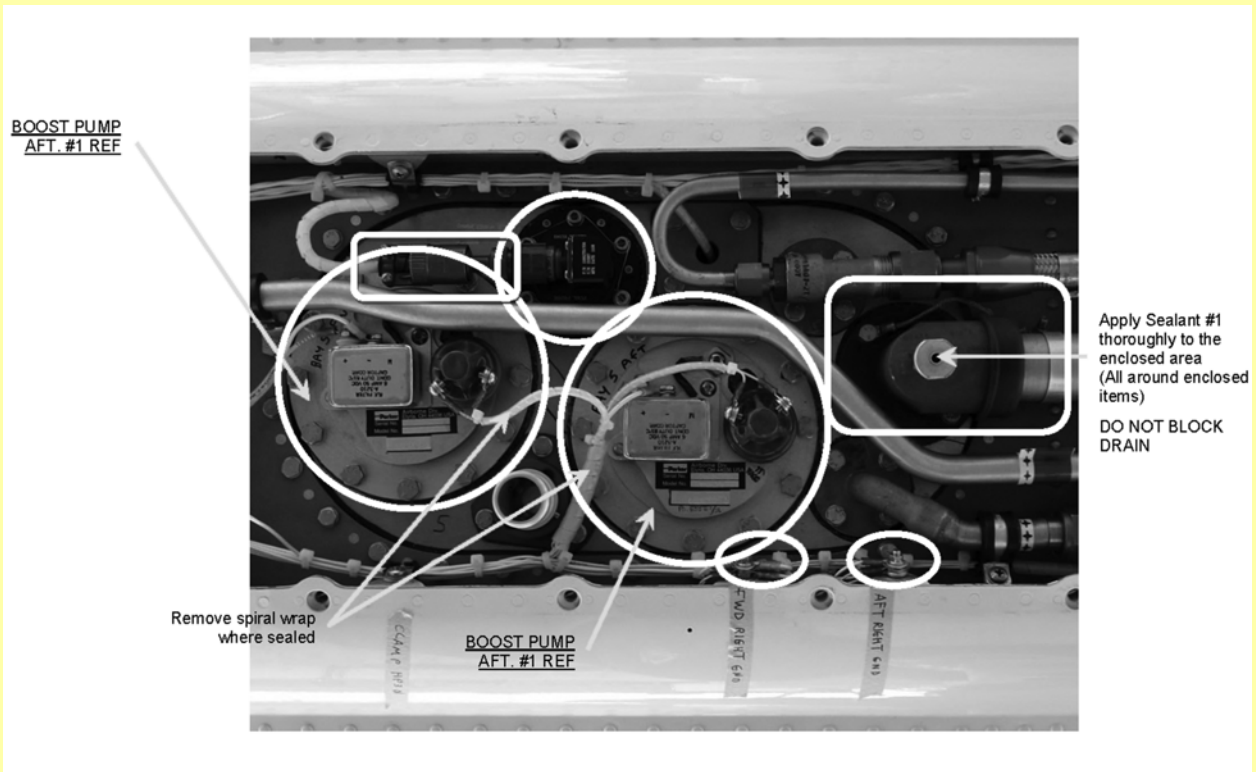


FUEL CELL #3 SEALANT INSTALLATION
FIGURE 4

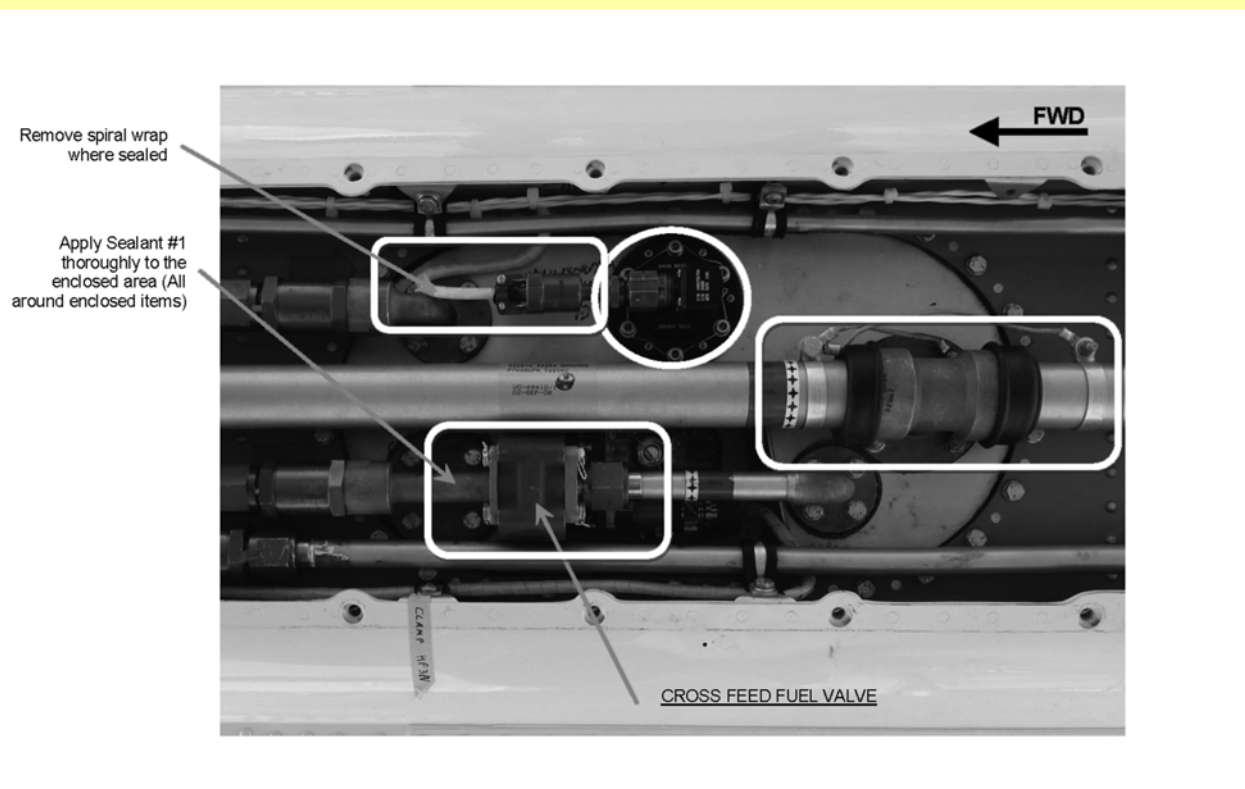


FUEL CELL #4 SEALANT INSTALLATION
FIGURE 5

Temporary Revision No. 142 (Cont'd)

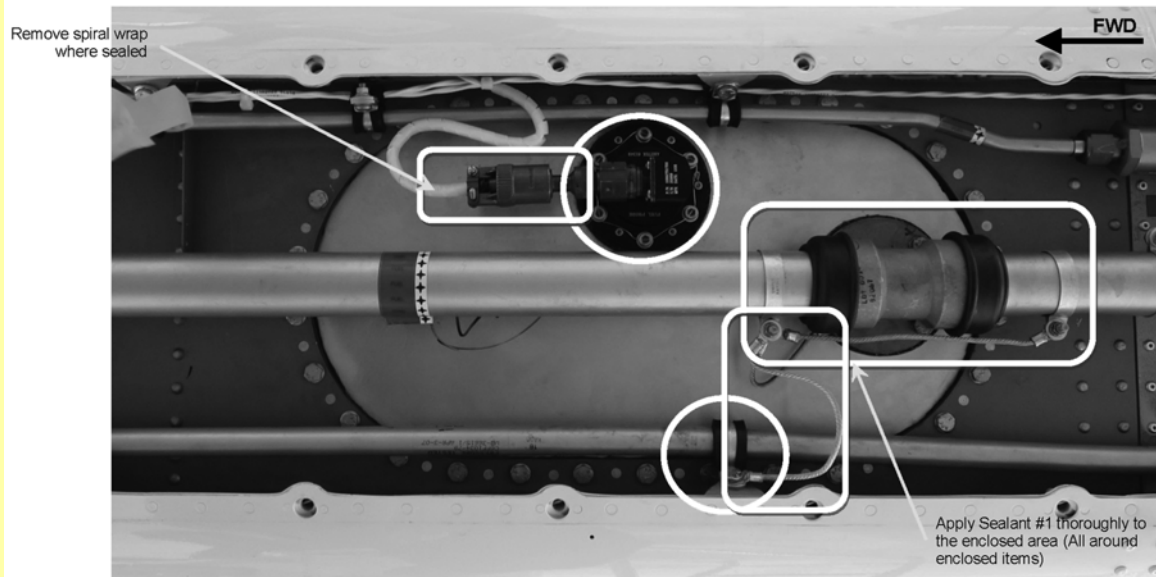


**FUEL CELL # 5 SEALANT INSTALLATION
FIGURE 6**

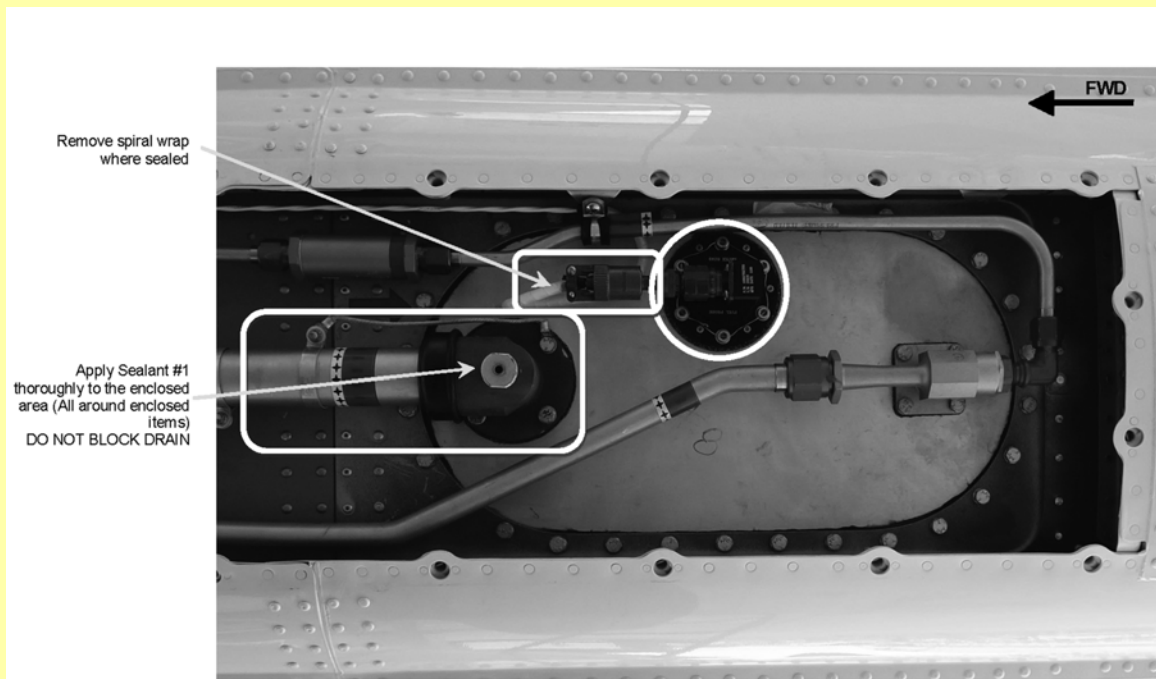


**FUEL CELL #6 SEALING INSTRUCTIONS
FIGURE 7**

Temporary Revision No. 142 (Cont'd)



FUEL CELL #7 SEALING INSTRUCTIONS
FIGURE 8



FUEL CELL #8 SEALING INSTRUCTIONS
FIGURE 9

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