Maintenance Manual

Embraer EMB-120

THIS MANUAL IS THE PROPERTY OF EVERTS AIR CARGO

The person, or office, this manual has been assigned to will be responsible for the general maintenance and insertion of revisions.

MANUAL NUMBER _____

ASSIGNED TO _____

POSITION _____

DATE _____

Intentionally Left Blank

List of Effective Pages

Ch. #	Page #	Revision & Date (mm/dd/yyyy)		Ch. #	Page #	Revision & Date (mm/dd/yyyy)	
COV	1	Rev 1	04/25/2008	2	10	Rev 0	12/01/2006
COV	2	Rev 1	04/25/2008	2	11	Rev 0	12/01/2006
LEP	1	Rev 6	12/17/2010	2	12	Rev 0	12/01/2006
LEP	2	Rev 6	12/17/2010	2	13	Rev 0	12/01/2006
LEP	3	Rev 6	12/17/2010	2	14	Rev 0	12/01/2006
LEP	4	Rev 6	12/17/2010	2	15	Rev 0	12/01/2006
TOC	1	Rev 6	12/17/2010	2	16	Rev 0	12/01/2006
TOC	2	Rev 6	12/17/2010	2	17	Rev 0	12/01/2006
TOC	3	Rev 6	12/17/2010	2	18	Rev 0	12/01/2006
TOC	4	Rev 6	12/17/2010	2	19	Rev 0	12/01/2006
TOC	5	Rev 6	12/17/2010	2	20	Rev 0	12/01/2006
TOC	6	Rev 6	12/17/2010	2	21	Rev 0	12/01/2006
TOC	7	Rev 6	12/17/2010	2	22	Rev 0	12/01/2006
TOC	8	Rev 6	12/17/2010	2	23	Rev 0	12/01/2006
INTRO	1	Rev 1	04/25/2008	2	24	Rev 0	12/01/2006
INTRO	2	Rev 0	12/01/2006	2	25	Rev 0	12/01/2006
INTRO	3	Rev 1	04/25/2008	2	26	Rev 0	12/01/2006
INTRO	4	Rev 6	12/17/2010	2	27	Rev 0	12/01/2006
1	1	Rev 1	04/25/2008	2	28	Rev 0	12/01/2006
1	2	Rev 6	12/17/2010	2	29	Rev 0	12/01/2006
1	3	Rev 6	12/17/2010	2	30	Rev 0	12/01/2006
1	4	Rev 6	12/17/2010	2	31	Rev 0	12/01/2006
1	5	Rev 6	12/17/2010	2	32	Rev 0	12/01/2006
1	6	Rev 6	12/17/2010	2	33	Rev 0	12/01/2006
1	7	Rev 6	12/17/2010	2	34	Rev 0	12/01/2006
1	8	Rev 6	12/17/2010	2	35	Rev 0	12/01/2006
1	9	Rev 6	12/17/2010	2	36	Rev 0	12/01/2006
1	10	Rev 6	12/17/2010	2	37	Rev 0	12/01/2006
2	1	Rev 0	12/01/2006	2	38	Rev 0	12/01/2006
2	2	Rev 0	12/01/2006	2	39	Rev 0	12/01/2006
2	3	Rev 0	12/01/2006	2	40	Rev 0	12/01/2006
2	4	Rev 0	12/01/2006	2	41	Rev 0	12/01/2006
2	5	Rev 0	12/01/2006	2	42	Rev 0	12/01/2006
2	6	Rev 0	12/01/2006	2	43	Rev 0	12/01/2006
2	7	Rev 0	12/01/2006	2	44	Rev 4	10/01/2009
2	8	Rev 0	12/01/2006	2	45	Rev 0	12/01/2006
2	9	Rev 0	12/01/2006	2	46	Rev 0	12/01/2006

FAA AL - FSDO 01

EXAMINED & ACCEPTED

12-14-2010 William A. Mahaffey

DATE & SIGNATURE

List of Effective Pages

Ch. #	Page #	Revision & Date (mm/dd/yyyy)		Ch. #	Page #	Revision & Date (mm/dd/yyyy)	
2	47	Rev 0	12/01/2006	6	4	Rev 6	12/17/2010
2	48	Rev 6	12/17/2010	6	5	Rev 6	12/17/2010
2	49	Rev 0	12/01/2006	6	6	Rev 6	12/17/2010
2	50	Rev 6	12/17/2010	6	7	Rev 6	12/17/2010
2	51	Rev 6	12/17/2010	6	8	Rev 6	12/17/2010
2	52	Rev 6	12/17/2010	6	9	Rev 6	12/17/2010
2	53	Rev 6	12/17/2010	6	10	Rev 6	12/17/2010
2	54	Rev 6	12/17/2010	6	11	Rev 6	12/17/2010
2	55	Rev 6	12/17/2010	6	12	Rev 6	12/17/2010
2	56	Rev 6	12/17/2010	6	13	Rev 6	12/17/2010
2	57	Rev 6	12/17/2010	6	14	Rev 6	12/17/2010
2	58	Rev 6	12/17/2010	6	15	Rev 6	12/17/2010
2	59	Rev 6	12/17/2010	6	16	Rev 6	12/17/2010
2	60	Rev 6	12/17/2010	6	17	Rev 6	12/17/2010
3	1	Rev 4	10/01/2009	6	18	Rev 6	12/17/2010
3	2	Rev 3	06/19/2009	7	1	Rev 5	12/01/2009
3	3	Rev 0	12/01/2006	7	2	Rev 5	12/01/2009
3	4	Rev 0	12/01/2006	7	3	Rev 5	12/01/2009
3	5	Rev 0	12/01/2006	7	4	Rev 5	12/01/2009
3	6	Rev 6	12/17/2010	7	5	Rev 5	12/01/2009
4	1	Rev 0	12/01/2006	7	6	Rev 5	12/01/2009
4	2	Rev 6	12/17/2010	7	7	Rev 5	12/01/2009
4	3	Rev 6	12/17/2010	7	8	Rev 5	12/01/2009
4	4	Rev 6	12/17/2010	7	9	Rev 5	12/01/2009
5	1	Rev 0	12/01/2006	7	10	Rev 5	12/01/2009
5	2	Rev 6	12/17/2010	7	11	Rev 5	12/01/2009
5	3	Rev 6	12/17/2010	7	12	Rev 5	12/01/2009
5	4	Rev 5	12/01/2009	7	13	Rev 5	12/01/2009
5	5	Rev 4	10/01/2009	7	14	Rev 6	12/17/2010
5	6	Rev 4	10/01/2009	7	15	Rev 5	12/01/2009
5	7	Rev 5	12/01/2009	7	16	Rev 5	12/01/2009
5	8	Rev 4	10/01/2009	7	17	Rev 6	12/17/2010
5	9	Rev 6	12/17/2010	7	18	Rev 5	12/01/2009
5	10	Rev 4	10/01/2009	8	1	Rev 4	10/01/2009
6	1	Rev 0	12/01/2006	8	2	Rev 0	12/01/2006
6	2	Rev 6	12/17/2010	8	3	Rev 0	12/01/2006
6	3	Rev 6	12/17/2010	8	4	Rev 0	12/01/2006

FAA AL - FSDO 01

EXAMINED & ACCEPTED

12-14-2010 William W Mahaffey

DATE & SIGNATURE

List of Effective Pages

Ch. #	Page #	Revision & Date (mm/dd/yyyy)		Ch. #	Page #	Revision & Date (mm/dd/yyyy)	
8	5	Rev 0	12/01/2006	10	22	Rev 4	10/01/2009
8	6	Rev 0	12/01/2006	10	23	Rev 4	10/01/2009
8	7	Rev 2	07/20/2008	10	24	Rev 4	10/01/2009
8	8	Rev 1	04/25/2008	10	25	Rev 6	12/17/2010
9	1	Rev 0	12/01/2006	10	26	Rev 6	12/17/2010
9	2	Rev 0	12/01/2006	10	27	Rev 6	12/17/2010
9	3	Rev 4	10/01/2009	10	28	Rev 6	12/17/2010
9	4	Rev 4	10/01/2009	10	29	Rev 6	12/17/2010
9	5	Rev 4	10/01/2009	10	30	Rev 6	12/17/2010
9	6	Rev 0	12/01/2006	10	31	Rev 6	12/17/2010
9	7	Rev 0	12/01/2006	10	32	Rev 6	12/17/2010
9	8	Rev 1	04/25/2008	10	33	Rev 6	12/17/2010
9	9	Rev 4	10/01/2009	10	34	Rev 6	12/17/2010
9	10	Rev 1	04/25/2008	10	35	Rev 6	12/17/2010
9	11	Rev 1	04/25/2008	10	36	Rev 6	12/17/2010
9	12	Rev 1	04/25/2008	10	37	Rev 6	12/17/2010
10	1	Rev 1	04/25/2008	10	38	Rev 6	12/17/2010
10	2	Rev 1	04/25/2008	10	39	Rev 6	12/17/2010
10	3	Rev 1	04/25/2008	10	40	Rev 6	12/17/2010
10	4	Rev 1	04/25/2008	10	41	Rev 6	12/17/2010
10	5	Rev 1	04/25/2008	10	42	Rev 6	12/17/2010
10	6	Rev 1	04/25/2008	10	43	Rev 6	12/17/2010
10	7	Rev 6	12/17/2010	10	44	Rev 6	12/17/2010
10	8	Rev 1	04/25/2008	10	45	Rev 6	12/17/2010
10	9	Rev 4	10/01/2009	10	46	Rev 6	12/17/2010
10	10	Rev 4	10/01/2009	10	47	Rev 6	12/17/2010
10	11	Rev 4	10/01/2009	10	48	Rev 6	12/17/2010
10	12	Rev 4	10/01/2009	10	49	Rev 6	12/17/2010
10	13	Rev 4	10/01/2009	10	50	Rev 6	12/17/2010
10	14	Rev 4	10/01/2009	10	51	Rev 6	12/17/2010
10	15	Rev 4	10/01/2009	10	52	Rev 6	12/17/2010
10	16	Rev 4	10/01/2009	10	53	Rev 6	12/17/2010
10	17	Rev 4	10/01/2009	10	54	Rev 6	12/17/2010
10	18	Rev 4	10/01/2009	10	55	Rev 6	12/17/2010
10	19	Rev 5	12/01/2009	10	56	Rev 6	12/17/2010
10	20	Rev 5	12/01/2009	10	57	Rev 6	12/17/2010
10	21	Rev 4	10/01/2009	10	58	Rev 6	12/17/2010

FAA AL - FSDO 01

EXAMINED & ACCEPTED

12-14-2010 William W Mahaffey

DATE & SIGNATURE

List of Effective Pages

Ch. #	Page #	Revision & Date (mm/dd/yyyy)	Ch. #	Page #	Revision & Date (mm/dd/yyyy)
10	59	Rev 6 12/17/2010	12	14	Rev 2 07/20/2008
10	60	Rev 6 12/17/2010	12	15	Rev 2 07/20/2008
10	61	Rev 6 12/17/2010	12	16	Rev 2 07/20/2008
10	62	Rev 6 12/17/2010	12	17	Rev 5 12/01/2009
10	63	Rev 6 12/17/2010	12	18	Rev 5 12/01/2009
10	64	Rev 6 12/17/2010	12	19	Rev 2 07/20/2008
10	65	Rev 6 12/17/2010	12	20	Rev 3 06/19/2009
10	66	Rev 6 12/17/2010	12	21	Rev 3 06/19/2009
10	67	Rev 6 12/17/2010	12	22	Rev 2 07/20/2008
10	68	Rev 6 12/17/2010	12	23	Rev 3 06/19/2009
10	69	Rev 6 12/17/2010	12	24	Rev 6 12/17/2010
10	70	Rev 6 12/17/2010	12	25	Rev 4 10/01/2009
10	71	Rev 6 12/17/2010	12	26	Rev 3 06/19/2009
10	72	Rev 6 12/17/2010	12	27	Rev 3 06/19/2009
10	73	Rev 6 12/17/2010	12	28	Rev 3 06/19/2009
10	74	Rev 6 12/17/2010	12	29	Rev 3 06/19/2009
10	75	Rev 6 12/17/2010	12	30	Rev 6 12/17/2010
10	76	Rev 6 12/17/2010	12	31	Rev 3 06/19/2009
10	77	Rev 6 12/17/2010	12	32	Rev 3 06/19/2009
10	78	Rev 6 12/17/2010	12	33	Rev 3 06/19/2009
11	1	Rev 0 12/01/2006	12	34	Rev 4 10/01/2009
11	2	Rev 3 06/19/2009	12	35	Rev 6 12/17/2010
11	3	Rev 4 10/01/2009	12	36	Rev 6 12/17/2010
11	4	Rev 5 12/01/2009	12	37	Rev 3 06/19/2009
12	1	Rev 4 10/01/2009	12	38	Rev 6 12/17/2010
12	2	Rev 3 06/19/2009	12	39	Rev 6 12/17/2010
12	3	Rev 2 07/20/2008	12	40	Rev 6 12/17/2010
12	4	Rev 2 07/20/2008	12	41	Rev 6 12/17/2010
12	5	Rev 5 12/01/2009	12	42	Rev 2 07/20/2008
12	6	Rev 5 12/01/2009	12	43	Rev 5 12/01/2009
12	7	Rev 4 10/01/2009	12	44	Rev 3 06/19/2009
12	8	Rev 5 12/01/2009	12	45	Rev 4 10/01/2009
12	9	Rev 5 12/01/2009	12	46	Rev 2 07/20/2008
12	10	Rev 3 06/19/2009	12	47	Rev 5 12/01/2009
12	11	Rev 2 07/20/2008	12	48	Rev 6 12/17/2010
12	12	Rev 6 12/17/2010	12	49	Rev 6 12/17/2010
12	13	Rev 4 10/01/2009	12	50	Rev 6 12/17/2010

FAA AL - FSDO 01

EXAMINED & ACCEPTED

12-14-2010 William W Mahaffey

DATE & SIGNATURE

Table of Contents

Chapter Preface- INTRO-1

Chapter 1 Introduction - 1-1

1.1 MSG-3 Definitions (14 CFR Part 121.135(b)) - 1-1
1.2 General - 1-7
1.3 Scheduled Maintenance Content - 1-7
1.4 Task Cards - 1-7
1.5 Inspection Packages - 1-8
1.6 Master Control Forms - 1-8
1.7 Controlled Inspections- 1-9
1.8 Controlled Inspection Procedures - 1-10
1.9 Controlled Inspection Oversight - 1-10

Chapter 2 General Information - 2-1

2.1 General Dimensions and Areas - 2-1
2.1.1 Dimensions - 2-1
2.1.2 Wing Group- 2-1
2.1.3 Areas - 2-1
2.1.4 Horizontal Tail Surfaces - 2-1
2.1.5 Vertical Tail Surfaces - 2-1
2.1.6 Leading Particulars Main Gear - 2-2
2.1.7 Nose Gear - 2-2
2.1.8 Engines - 2-2
2.1.9 Hamilton Standard Propellers - 2-2
2.2 Zonal Information- 2-2
2.3 Aircraft Zoning - Description and Operation - 2-3
2.3.1 General - 2-3
2.3.2 Major Zones (Diagram 2-A) - 2-3
Diagram 2-A Aircraft Zoning - 2-4
Diagram 2-B Fuselage Stations Diagram - 2-5
Diagram 2-C Vertical Stabilizer Stations Diagram - 2-6
Diagram 2-D Horizontal Stabilizer Stations Diagram - 2-7
Diagram 2-E Nacelle Stations Diagram- 2-8
Diagram 2-F Wing Stations Diagram - 2-9
Diagram 2-G Major Zone 100 - Fuselage Lower Portion - 2-10
2.4 Major Zone 100 - Lower Fuselage- 2-11
Diagram 2-H Major Zone 100 - Fuselage Lower Portion - 2-12
Diagram 2-I Major Zone 100 - Fuselage Lower Portion - 2-13
Diagram 2-J Major Zone 100 - Fuselage Upper Portion - 2-14
2.5 Major Zone 200 - Fuselage Upper Portion - 2-15
Diagram 2-K Major Zone 300 - Tail Cone and Empennage Group- - - - - - - - - - - - - - - - - - 2-16
2.6 Major Zone 300 - Tail Cone and Empennage Group- 2-17
Diagram 2-L Major Zone 400 - Powerplant and Nacelle Structure - - - - - - - - - - - - - - - - 2-18
2.7 Major Zone 400 - Powerplant and Nacelle Structure - 2-19
Diagram 2-M Major Zone 500/600 - Left/Right Half-Wing- 2-20
2.8 Major Zone 500/600 – Left/Right Half-Wing - 2-21
Diagram 2-N Major Zone 700 - Landing Gear and Wheelwell Doors - - - - - - - - - - - - - - - 2-22
2.9 Major Zone 700 – Landing Gears and Wheelwell Doors - 2-23

Table of Contents

Diagram 2-O Major Zone 800 - Doors (Main, Cargo, Emergency) - - - - - - - - - - - - - - 2-24
2.10 Major Zone 800 – Doors (Main, Cargo Emergency) - 2-25
2.11 Access Doors and Panels - 2-25
2.11.1 General - 2-25
Diagram 2-P Fuselage (Major Zone 100 and 200) Access Doors and Panels - - - - - - - 2-26
Diagram 2-Q Fuselage (Major Zone 100 and 200) Access Doors and Panels - - - - - - - 2-27
Diagram 2-R Fuselage Aft Section (Sub-zone 310) Access Doors and Panels- - - - - - - 2-28
Diagram 2-S Vertical Stabilizer and Rudders (Sub-zone 320) Access Doors and Panels 2-29
Diagram 2-T Vertical Stabilizer and Elevators (Sub-zone 330)
Access Doors and Panels - 2-30
Diagram 2-U Powerplant and Nacelle (Major Zone 400) Access Doors and Panels - - - 2-31
Diagram 2-V Powerplant and Nacelles (Major Zone 400) Access Doors and Panels - - 2-32
Diagram 2-W Left and Right Wings (Major Zones 500 and 600)
Access Doors and Panels - 2-33
Diagram 2-X Left and Right Wings (Major Zones 500 and 600)
Access Doors and Panels - 2-34
Diagram 2-Y Left and Right Wings (Major Zones 500 and 600)
Access Doors and Panels - 2-35
Diagram 2-Z Left and Right Wings (Major Zones 500 and 600)
Access Doors and Panels - 2-36
Diagram 2-AA Left and Right Wings (Major Zones 500 and 600)
Access Doors and Panels - 2-37
Diagram 2-AB Left and Right Wings (Major Zones 500 and 600)
Access Doors and Panels - 2-38
Diagram 2-AC Landing Gears and Doors (Major Zones 700) Access Doors and Panels - 2-39
Diagram 2-AD Door (Main, Cargo) Major Zone 800 Access Doors and Panels- - - - - - - 2-40
Diagram 2-AE Main Door Lining Panels - 2-41
Diagram 2-AF Cargo Door Lining Panels- 2-42
2.12 Ground Handling Procedures- 2-43
2.12.1 Wheel Chocks- 2-43
2.13 Towing General- 2-43
2.13.1 General - 2-43
2.13.2 Referenced Procedures - 2-43
2.13.3 Equipment - 2-43
2.13.4 Towing Precautions - 2-43
2.14 Towing Description and Operation - 2-44
2.14.1 General - 2-44
2.14.2 Install Tow Bar (tractor towing) - 2-44
2.14.3 Remove Tow Bar (tractor towing) - 2-44
2.15 General Aircraft Servicing - 2-44
2.16 Filling Fuel Tanks - 2-44
2.16.1 Jet Fuel Specifications - 2-44
2.17 Engine Servicing - 2-45
2.17.1 Engine Oil Specification - 2-45
2.18 APU Servicing - 2-45
2.19 Filling Hydraulic Reservoirs - 2-45
2.20 Inflating Pressure Accumulators- 2-45
2.21 Inflating Shock Struts- 2-45
2.22 Tire Servicing - 2-45

Table of Contents

2.23 Oxygen Servicing - 2-46
2.24 Aircraft Lubrication - 2-46
2.24.1 General Notes - 2-46
2.24.1.1 Lubrication Applications - 2-46
2.24.1.2 Anti-Friction Bearings - 2-46
2.24.1.3 Control Cables - 2-46
2.24.1.4 Specific Lubricants - 2-46
2.25 Aircraft Test Flight Requirements - 2-47
2.25.1 Engines, Propellers and Governors - 2-47
2.25.1.1 Single Engine, Propeller, or Governor Change - 2-47
2.25.1.2 Double Engine Change - 2-47
2.25.1.3 Changing Propellers and Governors - 2-47
2.25.2 Aircraft - 2-47
2.26 Cold Weather Maintenance and Servicing - 2-48
2.27 Special Inspections - 2-48
2.28 EMB-120 Instrument Markings - 2-48
2.29 Final Inspection Control - 2-48
2.29.1 Final Inspection Control Form - 2-49
2.30 Engine Condition Trend Monitoring Alternate Data Collection Form - 2-50
2.30.1 Engine Condition Trend Monitoring - 2-50
2.31 Everts Air Cargo EMB-120 Task Card - 2-51
2.31.1 Everts Air Cargo EMB-120 Task Card - 2-52
2.32 DFDR Maintenance Program (14 CFR Part 121.344(a)(b)(c)) - 2-54
2.32.1 General - 2-54
2.32.2 System Description - 2-54
2.32.3 Scheduled Maintenance Tasks - 2-54
2.32.4 Data Conversion SSDFDR - 2-54
2.32.5 Functional Checks - 2-54
2.32.6 Underwater Locator Device (ULD) - 2-55
2.32.7 Correlation Requirements - 2-55
2.32.8 Abbreviations and Acronyms - 2-55
2.32.9 Accessing Online References - 2-55
2.33 Enhanced GNS-XLS Maintenance Program - 2-55
2.33.1 General - 2-55
2.33.2 Abbreviations and Definitions - 2-56
2.33.3 System Description - 2-56
2.33.4 Scheduled Maintenance Tasks - 2-56
2.33.5 Functional Checks - 2-56
2.33.6 Database Updates - 2-56
2.33.7 System Deactivation - 2-56
2.34 Enhanced Ground Proximity Warning System Maintenance Program - 2-56
2.34.1 General - 2-56
2.34.2 Abbreviations and Definitions - 2-57
2.34.3 System Description - 2-57
2.34.4 Maintenance Requirements - 2-57
2.34.5 Database Updates - 2-57
2.34.6 Loading a Database - 2-57
2.34.7 System Removal and Installation Procedures - 2-58
2.35 Cockpit Voice Recorder Maintenance Program (14 CFR Part 121.359) - 2-58

Table of Contents

2.35.1 General - 2-58
2.35.2 System Description - 2-58
2.35.3 Scheduled Maintenance Tasks - 2-58
2.35.4 Functional Checks - 2-58
2.35.5 Accessing Online References - 2-59
2.36 Tire Serviceability Criteria - 2-59
2.36.1 Removal Criteria for Wear - 2-59
2.36.2 Removal Criteria for Flat Spotting - 2-59
2.36.3 Removal Criteria for Asymmetrical Wear - 2-59
2.36.4 Removal Criteria for Cuts - 2-60
2.36.5 Removal Criteria for Bulges or Separation - 2-60
2.36.6 Removal Criteria for Skid Burns from Hydroplaning - 2-60
2.36.7 Removal Criteria for Side Wall Cuts or Foreign Object Damage - 2-60
2.36.8 Removal Criteria for Weather/Ozone Cracking - 2-60
2.36.9 Hard Landing Inspection - 2-60

Chapter 3 Daily Check - 3-1

3.1 General - 3-1
3.2 Daily Check Instructions - 3-1
3.2.1 Daily Check Master Control Form - 3-2
3.3 Service Check General - 3-5
3.4 Service Check Instructions - 3-5
3.4.1 Service Check Master Control Form - 3-6

Chapter 4 Line Check - 4-1

4.1 General - 4-1
4.2 Engine Ground Run General - 4-1
4.3 Line Check Master Control Form - 4-2

Chapter 5 “A” Checks - 5-1

5.1 ”A” Check and A Check Multiples - 5-1
5.2 Engine Ground Run General - 5-1
5.3 “A1” Check Master Control Form - 5-2
5.4 “A2” Check Master Control Form - 5-5
5.5 “A3” Check Master Control Form - 5-6
5.6 “A4” Check Master Control Form - 5-7
5.7 “A5” Check Master Control Form - 5-8

Chapter 6 “C” Checks - 6-1

6.1 “C” Check and “C” Check Multiples - 6-1
6.2 Engine Ground Run General - 6-1
6.3 “C1” Check Master Control Form - 6-2
6.4 “C2” Check Master Control Form - 6-9
6.5 ”C3” Check Master Control Form - 6-16
6.6 “C4” Check Master Control Form - 6-17

Chapter 7 Controlled Inspections - 7-1

7.1 Controlled Inspection Items - 7-1

Table of Contents

7.2 Inspection Items by APU Hour Intervals - 7-8
7.3 Inspection Items By Flight Cycles - 7-9
7.4 Inspection Items By Landings- 7-12
7.5 Inspection Items By Tire Change Intervals - 7-13
7.6 Inspection Items by Date (Month/Year) - 7-14

Chapter 8 PW100 Engine On Condition Program - 8-1

8.1 General - 8-1
8.2 Revisions to Engine Condition Monitoring Program - 8-1
8.3 Fuel Nozzle Maintenance- 8-1
8.4 Component and Module Maintenance - 8-1
8.5 Compressor Wash- 8-2
8.6 PW100 Series Engine Programs - 8-2
8.6.1 General Concepts - 8-2
8.6.2 Authority- 8-2
8.6.3 Support Functions- 8-3
8.6.4 Data Flow of Engine Trend Information - 8-3
8.6.5 Decision Process - 8-3
8.6.6 Technical Support- 8-4
8.6.7 Maintenance Action Procedures - 8-4
8.6.8 Data Collection - 8-5
8.6.9 Calculating and Plotting the Deltas - 8-6
8.6.10 Scale Symbols - 8-6
8.6.11 Maintenance Action Input Procedures - 8-6
8.7 PW118, 118A, 118B Engines Operating on Engine Condition Monitoring Program - - - 8-7
8.7.1 Propeller Dynamic Balance - 8-8
8.8 TBO Engines - 8-8

Chapter 9 Weight and Balance Control - 9-1

9.1 Individual Aircraft Weight and Balance Control - 9-1
9.2 Responsibility - 9-1
9.3 Weight and Balance Forms - 9-1
9.3.1 Airplane Basic Weight and Balance Record (Form M-9)- - - - - - - - - - - - - - - - - - 9-1
9.3.2 Pre-Weighing Check List (Form M-9A) - 9-1
9.3.3 Aircraft Equipment List (Form M-9B) - 9-1
9.3.4 Aircraft Actual Weight and Balance (Form M-9C)- 9-2
9.3.5 Operational Weight and Balance (Form M-9E) - 9-2
9.3.6 Accumulative Weight Change Record (Form M-9G) - 9-2
9.4 EMB 120FC Weight and Balance Form M-9A: Pre-weighing Check List - - - - - - - - - - 9-3
9.5 Emb 120QC Cargo Weight and Balance Form M-9A: Pre-weighing Check List - - - - - - 9-4
9.6 Emb 120QC/ER Pax Weight and Balance Form M-9A: Pre-weighing Check List - - - - - 9-5
9.7 Aircraft Equipment List Form M-9B - 9-6
9.8 EMB 120 Aircraft Actual Weight & Balance Form M-9C - 9-7
9.9 EMB 120FC Operational Weight and Balance Form M-9E - 9-8
9.10 EMB 120QC/ER PAX Operational Weight and Balance Form M-9E - - - - - - - - - - - - - 9-9
9.11 EMB 120QC Cargo Operational Weight and Balance Form M-9E - - - - - - - - - - - - - - 9-10
9.12 Accumulative Weight Change Record Form M-9G - 9-11
9.13 Change to Basic Operating Weight (BOW) Form M-9H - 9-12

Table of Contents

Chapter 10 EAC Task Cards - 10-1

10.1 EAC Developed Task Cards - 10-1
10.2 Responsibility - 10-1
10.3 EMB-120 Task Card 05-10 EAC - 10-3
10.4 EMB-120 Task Card 08-02 EAC - 10-5
10.5 EMB-120 Task Card 24-08 EAC - 10-7
10.6 EMB-120 Task Card 25-16 EAC - 10-9
10.7 EMB-120 Task Card 25-28 EAC - 10-11
10.8 EMB-120 Task Card 25-35 EAC - 10-13
10.9 EMB-120 Task Card 25-40 EAC - 10-17
10.10 EMB-120 Task Card 25-41 EAC - 10-19
10.11 EMB-120 Task Card 25-42 EAC - 10-21
10.12 EMB-120 Task Card 25-50 EAC - 10-23
10.13 EMB-120 Task Card 27-200 EAC - 10-25
10.14 EMB-120 Task Card 29-10 EAC - 10-27
10.15 EMB-120 Task Card 32-57 EAC - 10-29
10.16 EMB-120 Task Card 32-58 EAC - 10-31
10.17 EMB-120 Task Card 32-59 EAC - 10-33
10.18 EMB-120 Task Card 32-200 EAC - 10-35
10.19 EMB-120 Task Card 32-201 EAC - 10-37
10.20 EMB-120 Task Card 33-200 EAC - 10-39
10.21 EMB-120 Task Card 34-02 EAC - 10-41
10.22 EMB-120 Task Card 34-03 EAC - 10-43
10.23 EMB-120 Task Card 34-08 EAC - 10-45
10.24 EMB-120 Task Card 34-14 EAC - 10-47
10.25 EMB-120 Task Card 34-15 EAC - 10-49
10.26 EMB-120 Task Card 34-16 EAC - 10-51
10.27 EMB-120 Task Card 35-21 EAC - 10-53
10.28 EMB-120 Task Card 61-61 EAC - 10-55
10.29 EMB-120 Task Card 72-13 EAC - 10-58
10.30 EMB-120 Task Card 72-14 EAC - 10-60
10.31 EMB-120 Task Card 73-04 EAC - 10-62
10.32 EMB-120 Task Card 73-14 EAC - 10-64
10.33 EMB-120 Task Card 74-13 EAC - 10-66
10.34 EMB-120 Task Card 74-14 EAC - 10-68
10.35 EMB-120 Task Card 77-01 EAC - 10-70
10.36 EMB-120 Task Card 79-01 EAC - 10-72
10.37 EMB-120 Task Card 79-16 EAC - 10-74
10.38 EMB-120 Task Card 79-60 EAC - 10-76

Chapter 11 Vendor Instructions - 11-1

11.1 General - 11-1
11.2 Propeller Parts - 11-1
11.3 Propeller Control Unit - 11-1
11.4 Propeller Control Unit Pump - 11-1
11.5 Honeywell and Hamilton Sundstrand APU - 11-2
11.6 APU Fuel Nozzles - 11-2
11.7 PW100 Series Engines - 11-2

Table of Contents

11.8 Reduction Gear Box Module - - - - 11-3
11.9 Turbo Machine (Gas Generator) Module - - - - 11-3
11.10 Hydro Mechanical Unit (HMU) - - - - 11-3
11.11 Over-speed Governor (OSG) - - - - 11-3
11.12 Wheels and Tires - - - - 11-3
11.13 Brakes - - - - 11-3
11.14 Starter Generator Engine and APU - - - - 11-4

Chapter 12 Low utilization program - - - - 12-1

12.1 Introduction - - - - 12-1
Diagram 12-A Low Utilization Letter Checks, Structural, and Zonal Inspections - - - - 12-1
12.2 Low Utilization “A1” Check Master Control Form - - - - 12-2
12.3 Low Utilization “A2” Check Master Control Form - - - - 12-6
12.4 Low Utilization “A3” Check Master Control Form - - - - 12-8
12.5 Low Utilization “A4” Check Master Control Form - - - - 12-10
12.6 Low Utilization “A5” Check Master Control Form - - - - 12-11
12.7 Low Utilization Structural “A1” Check Master Control Form - - - - 12-14
12.8 Low Utilization Structural “A2” Check Master Control Form - - - - 12-15
12.9 Low Utilization Structural “A4” Check Master Control Form - - - - 12-16
12.10 Low Utilization Structural “A5” Check Master Control Form - - - - 12-17
12.11 Low Utilization “C” Check Master Control Form - - - - 12-19
12.12 Low Utilization “C2” Check Master Control Form - - - - 12-26
12.13 Low Utilization “C4” Check Master Control Form - - - - 12-30
12.14 Low Utilization Structural “C” Check Master Control Form - - - - 12-31
12.15 Low Utilization Structural “C2” Check Master Control Form - - - - 12-33
12.16 Low Utilization Structural “C4” Check Master Control Form - - - - 12-34
12.17 Low Utilization Zonal “C” Check Master Control Form - - - - 12-35
12.18 Low Utilization Zonal “C2” Check Master Control Form - - - - 12-37
12.19 Low Utilization Zonal “C4” Check Master Control Form - - - - 12-40
12.20 Low Utilization Inspection Items by Hourly Intervals (TAT) - - - - 12-41
12.21 Low Utilization Inspection Items by APU Hour Intervals - - - - 12-44
12.22 Low Utilization Inspection Items By Flight Cycles - - - - 12-45
12.23 Low Utilization Inspection Items By Landings - - - - 12-46
12.24 Low Utilization Inspection Items By Tire Change Intervals - - - - 12-47
12.25 Low Utilization Inspection Items by Date (Month/Year) - - - - 12-48

Table of Contents

PREFACE

This manual remains the property of Everts Air Cargo. As required by 14 CFR Part 121.137 the person to whom this manual is issued shall be responsible for keeping the manual in usable form and in current condition, inserting revisions when received and recording insertion dates on the revision control page.

This manual must be returned to Everts Air Cargo in the event of termination of employment.

This manual contains instructions, information and data necessary to guide operations personnel in the performance of their assigned duties with the highest degree of safety possible.

All information contained herein is in accordance with the various 14 CFR's pertaining thereto, and as required by the provisions of 14 CFR Part 121: Certification and Operations: Domestic, Flag and Supplemental Air Carriers and Commercial Operators of large aircraft. This manual must be used in conjunction with the 14 CFR's which are referenced throughout the manual. Compliance with each Operations Specification requirement is mandatory. REF: 14 CFR Part 119.43(b)(2) In the event there is a conflict between this manual and the 14 CFR's, the regulations will preside.

The company will issue a copy of this manual either in paper or electronic format to company employees and such other persons as may be required to ensure the proper performance of the duties and functions.

All copies of manufacturer and company operational manuals, electronic or paper, will be assigned a control number for accountability and tracking purposes by the Publications Manager. Each holder of a paper manual is responsible for keeping their copy up to date with the revision service provided.

Revision procedures for all Everts Air Cargo manuals are found in the GOM, Volume I, Chapter 1, Page 1.

Whenever a revision is issued, the Revision Transmittal Sheet will contain instructions for adding, removing and replacing revised pages if necessary.

Upon the completion of a revision to a paper manual, the old pages will be destroyed and the person making the revision will enter the date and his name, for the appropriate revision on the Revision Record page located in the affected volume.

Errors or comments regarding the contents of this manual should be brought to the attention of the Publications Manager.

Revision Records

MAKE ENTRIES WHEN INSERTING REVISIONS IN THIS MANUAL.

REVISION NO	BY	DATE	REVISION NO	BY	DATE

Everts Air Cargo Revision Transmittal Sheet

REVISION NUMBER _____
DATE _____

The following revisions apply to your EVERTS AIR CARGO EMB-120 MAINTENANCE MANUAL. These changes have been incorporated into the Everts Air Cargo electronic manual system. Please review the changes below.

CHAPTER	PAGE	DESCRIPTION OF CHANGES	INSTRUCTIONS

.

For future reference it is recommended that you copy this page.

14 CFR REGULATIONS REQUIRE THAT COMPANY MANUALS BE MAINTAINED CURRENT. MANUAL HOLDERS NEED TO SIGN BELOW. YOUR SIGNATURE ATTESTS THAT YOU HAVE RECEIVED, REVIEWED, UNDERSTAND, AND INSERTED THIS REVISION.

REPLACED PAGES WILL BE DESTROYED.

NAME OF MANUAL HOLDER/USER _____MANUAL # _____

SIGNATURE OF MANUAL HOLDER/USER _____ DATE _____

UPON COMPLETION, MAIL/FAX TO:

EVERTS AIR CARGO
PUBLICATIONS MANAGER
P.O. BOX 61680
FAIRBANKS, AK 99706
FAX: 907-450-2320

Manuals

The EMB120 aircraft operated by EVERTS AIR CARGO, Inc. shall be serviced and maintained in accordance with procedures detailed in relevant chapters of this manual. This manual complies with the requirements of current Federal Aviation Regulations.

The following manuals are to be used in conjunction with the EAC General Maintenance Manual and the EAC EMB120 Maintenance Manual:

- EMB120 Manufacturer's Maintenance Manual
- EMB120 Maintenance Planning Guide.
- EMB120 Structural Repair Manual
- EMB120 Illustrated Parts Breakdown.
- EMB120 MRB document.
- EMB120 Power Plant Buildup Manual.
- EMB120 Wiring Manual.
- EMB120 Illustrated Tool and Equipment Manual.
- Applicable Avionics manuals.
- Pratt and Whitney PW100 series Maintenance Manual
- Pratt and Whitney Hot Section Inspection Manual.
- Pratt and Whitney PW100 series Service and Overhaul Manuals
- Pratt and Whitney PW100 series Parts Catalogs.
- Pratt and Whitney PW100 series Service Bulletins.
- Pratt and Whitney PW100 series Work Scope Planning Guide.
- Hamilton Standard Overhaul Manual Model 14RF.
- Hamilton Standard Composite Blade Overhaul Manual.
- Hamilton Standard Propeller Service Manual Model 14RF.

NOTE: In any conflict of information between the above manuals, and the EAC EMB120 Maintenance Manual, the manufacturer's manual shall take precedence over the information in question.

Any references in this manual to EAC shall be taken to mean EVERTS AIR CARGO.

NOTE: For manuals required aboard the aircraft, refer to section 1.6 of the General Maintenance Manual.

CHAPTER: 1 INTRODUCTION

1.1 MSG-3 Definitions (14 CFR Part 121.135(b))

The following words and definitions are associated with MSG-3 logic:

- **Accidental Damage (AD)**: Physical deterioration of an item caused by contact or impact with an object or influence which is not a part of the aircraft, or by improper manufacturing or maintenance practices.
- **Age Exploration**: A systematic evaluation of an item based on analysis of collected information from in-service experience. It assesses the item's resistance to a deterioration process with respect to increasing age.
- **Airworthiness Limitations**: A section of the Instructions for Continued Airworthiness that contains each mandatory replacement time, structural inspection interval, and related structural inspection task. This section may also be used to define inspections and the need to control corrosion to Level 1 or better. The information contained in the Airworthiness Limitations Section may be changed to reflect service and/or test experience or new analysis methods.
- **Conditional Probability Of Failure**: The probability that a failure will occur in a specific period provided that the item concerned has survived to the beginning of that period.
- **Corrosion Level 1**: Corrosion occurring between successive inspections that is local and can be reworked/blended out within manufacturer-allowable limits (e.g. SRM, SB, etc.) Or

  Corrosion occurring between successive inspections which exceeds allowable limits but is local and can be attributed to an event not typical of operator usage of other aircraft in the same fleet (e.g. mercury spill).

  Or

  Operator experience over several inspections has demonstrated only light corrosion between each scheduled inspection but the latest inspection and cumulative blend-out now exceeds allowable limits.

  The terms "local corrosion" and "light corrosion" are model-specific and will be determined by the manufacturer and published in appropriate maintenance documents.
- **Corrosion Level 2**: Corrosion level 2 is damage occurring between successive inspections that requires a single rework/blend-out and then exceeds the allowable limits, requiring a repair/reinforcement, or complete/partial replacement of a structural significant item (as defined by the original equipment manufacturer's structural repair manual), or a damage occurring between successive inspections that is widespread and requires a single blend-out approaching allowable rework limits.
- **Corrosion Level 3**: Corrosion level 3 is damage found during the first or subsequent inspection(s) which is determined (normally by the operator) to be an urgent airworthiness concern requiring expeditious action.
- **Corrosion Prevention and Control Program (CPCP)**: A program of maintenance tasks implemented at a threshold designed to control an aircraft structure to Corrosion Level 1 or better.
- **Damage Tolerant**: A qualification standard for aircraft structure. An item is judged to be damage tolerant if it can sustain damage and the remaining structure can withstand reasonable loads without structural failure or excessive structural deformation until the damage is detected.
- **Delamination/Disbond**: Structural separation or cracking that occurs at or in the bond plane of a structural element, within a structural assembly, caused by in service accidental damage, environmental effects and/or cyclic loading.
- **Discard**: The removal from service of an item at a specific life limit.
- **Direct Adverse Effect On Operating Safety**
  - **Direct**: To be direct, it must achieve its effect by itself, not in combination with other functional failures (no redundancy exists and it is a primary dispatch item).

  - **Adverse Effect on Safety**: Implies that the consequences are extremely serious or possibly catastrophic and might cause the loss of aircraft or injury to occupants.
  - **Operating**: Means the time from the moment the aircraft first moves under its own power for the purpose of flight to the moment it comes to rest at the next point of landing (FAR 1. Block-to-Block).
- **Economic Effects**: Failure effects which do not prevent aircraft operation, but are economically undesirable due to added labor and material cost for aircraft or shop repair.
- **Environmental Deterioration (ED)**: Physical deterioration of an item's strength or resistance to failure as a result of chemical interaction with its climate or environment.
- **EWIS:** Any wire, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals between two or more intended termination points.

  This includes: wires and cables, bus bars, termination point on electrical devices, including those on relays, interrupters, switches, contactors, terminal blocks and circuit breakers, and other circuit protection devices, connectors, including feed-through connectors, connector accessories, eletrical grounding and bonding devices and their associated connections, electrical splices, materials used to provide additional protection for wires, including wire insulation, wire sleeving, and conduits that have electrical termination for the purpose of bonding, shields or braids, clamps and other devices used to route and support the wire bundle, cable tie devices, labels or other means of identification and pressure seals.
- **Failure**: The inability of an item to perform within previously specified limits.
- **Failure Cause**: Why the functional failure occurs.
- **Failure Condition**: The effect on the aircraft and its occupants, both direct and consequential, caused by or contributed to by one or more failures, considering relevant adverse operational or environmental conditions.
- **Failure Effect**: What is the result of the functional failure.
- **Fatigue Damage (FD)**: The initiation of a crack due to cyclic loading and subsequent propagation.
- **Fatigue Related Sampling Inspection**: Inspections on specific aircraft selected from those which have the highest operating age/usage in order to identify the first evidence of deterioration in their condition caused by fatigue damage.
- **Fleet Leader Connect**: Inspection on specific aircraft selected from those which have the highest operating age/usage in order to identify the first evidence of deterioration in their condition caused by fatigue damage.
- **Flight Cycle**: A completed take-off and landing sequence.
- **Flight Hour**: With respect to maintenance time records, means the time from the moment an aircraft leaves the surface at the earth until it touches it at the next point of landing.
- **Fault**: An identifiable condition in which one element of a redundant system has failed (no longer available) without impact on the required function output of the system (MSI). At the system level, a fault is not considered a functional failure.
- **Fault-Tolerant System**: A system that is designed with redundant elements that can fail without impact on safety or operating capability.
- **Function**: The normal characteristic actions of an item.
- **Functional Check**: A quantitative check to determine if one or more functions of an item performs within specified limits.
- **General Visual Inspection (GVI)**: A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual

access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

- **Functional Failure**: How an item failed to perform its function.
- **Hidden Failure**:
  1. A function which is normally active and whose cessation will not be evident to the operating crew during performance of normal duties.
  2. A function which is normally inactive and whose readiness to perform, prior to it being needed, will not be evident to the operating crew during performance of their duties.
- **Inherent Level of Readiness and Safety**: That level which is built into the unit and, therefore, inherent in its design. This is the highest level of reliability and safety that can be expected from a unit, system, or aircraft if it receives effective maintenance. To achieve higher levels of reliability generally requires modification or redesign.
- **Inspection (System and Powerplant)**: An examination of an item against a specific standard.
- **Inspection – Detailed (Structural)**: An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate access procedures may be required.
- **Inspection – Directed (Structural)**: A collective term which includes the detailed inspection and the special detailed inspection
- **Inspection – External Surveillance (Structural)**: A visual check that will detect obvious unsatisfactory conditions/discrepancies in externally visible structure. It may also include internal structure which is visible through quick-opening access panels/doors. Workstands, ladders, etc. may be required to gain proximity.
- **Inspection – External Surveillance (Zonal)**: A visual check that will detect obvious unsatisfactory conditions/discrepancies in externally visible structure or system/powerplant items. It may also include internal structure which is visible through quick-opening access panels/doors. Workstands, ladders, etc. may be required to gain proximity.
- **Inspection – Internal Surveillance (Structural)**: A visual check that will detect obvious unsatisfactory conditions/discrepancies in internal structure. This type of inspection applies to obscured structure and installations which require removal of fillets, fairing, access panels/doors etc.
- **Inspection – Internal Surveillance (Zonal)**: A visual check that will detect obvious unsatisfactory conditions/discrepancies in internal structure and system/powerplant installations. This type of inspection applies to obscured structure and installations which require removal of fillets, fairing, access panels/doors etc.
- **Inspection – General (Powerplant & APU)**: A general visual check of a specific detail, assembly, or installation that will detect obvious unsatisfactory conditions/discrepancies in externally visible hardware/structure. It searches for evidence of irregularity and shall be guided by the appropriate section of the approved maintenance manual. It may include internal structure/hardware which is visible through quick-opening access panels/doors. Work stands, ladders, etc. may be required to gain proximity.
- **Inspection – General Visual (Structural)**: A collective term which includes the External Surveillance Inspection, the Internal Surveillance Inspection, and the Walk-Around Check.
- **Inspection – Special Detailed (Structural)**: An intensive check of a specific location similar to the detailed inspection except for the following differences: The check requires some special technique such as nondestructive test techniques, dye penetrant, high-powered magnification, etc., and may require disassembly procedures.

- **Inspection – Walk Around Check**: A visual check conducted from ground level to detect obvious discrepancies.
- **Inspection – Zonal**: A collective term comprising selected general visual inspections and visual checks that is applied to each zone, defined by access area, to check system and powerplant installation and structure for security and general condition.
- **Interval (Initial – Repeat)**:

  Initial Interval – Interval between the start of service-life and the first task accomplishment.

  Repeat Interval – The interval (after initial interval) between successive accomplishments of a specific maintenance task.
- **Item**: Any level of hardware assembly (i.e., system, sub-system, module, accessory, component, unit, part, etc.).
- **Letter Checks**: Letter checks are named collections of tasks (e.g., A-Check, C-Check, etc.) assigned the same interval.
- **Lubrication and Servicing**: Any act of lubricating or servicing for the purpose of maintaining inherent design capabilities.
- **Maintenance Significant Items (MSI)**: Items identified by the manufacturer whose failure
  - could affect safety (on ground or in flight), and/or
  - is undetectable during operations, and/or
  - could have significant operational impact, and/or
  - could have significant non-operational economic impact
- **Multiple Element Fatigue Damage**: The simultaneous cracking of multiple load path discrete elements working at similar stress levels.
- **Multiple Site Fatigue Damage**: The presence of a number of adjacent, small cracks that might coalesce to form a single long crack.
- **Non-Metallics**: Any structural material made from fibrous or laminated components bonded together by a medium. Materials such as graphite epoxy, boron epoxy, fiber glass, Kevlar epoxy, acrylics and the like are non-metallics. Non-metallics include adhesive used to join other metallic or non-metallic structural materials.
- **Non-Operational Effects**: Failure effects which do not preclude airplane operation, but are economically undesirable due to added labor and material cost for airplane or shop repair.
- **Operating Crew Normal Duties**
  - **Operating Crew**: Qualified flight compartment personnel who are on duty.
  - **Normal Duties**: Those duties associated with the routine operation of the aircraft, on a daily basis, to include the following:
    - Preflight check list by operating crew members
    - Monitoring of cockpit and/or cabin instrumentation, by operating crew
    - Recognition of abnormalities or failures by the operating crew through the use of normal physical senses (e.g., odor, noise, vibration, temperature, visual observation of damage or failure, changes in physical input to force requirements, etc.)
- **Operational Check**: A task to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.
- **Operational Effects**: Failure effects which interfere with the completion of the aircraft mission. These failures cause delays, cancellations, ground or flight interruptions, high drag coefficients, altitude restrictions, etc.

- **Other Structure**: Structure which is judged not to be a Structural Significant Item. “Other Structure” is defined both externally and internally within zonal boundaries.
- **Potential Failure**: A defined identifiable condition that indicates that a degradation process is taking place that will lead to a functional failure.
- **Protective Device**: Any device or system that has a function to avoid, eliminate or reduce the consequences of an event or the failure of some other function.
- **P to F Interval**: Interval between the point at which a potential failure becomes detectable and the point at which it degrades into a functional failure.
- **Redundant Functional Elements**: Two or more independent physical elements of a system/item providing the same function.
- **Repeat Interval**: The interval expressed in flight cycles, flight hours and/or calendar time, between successive accomplishments of a specific maintenance task.
- **Residual Strength**: The strength of a damaged structure.
- **Restoration**: That work (on/off airplane) necessary to return the item to a specific standard. Restoration may vary from cleaning or replacement of single parts up to a complete overhaul.
- **Safe Life Structure**: Structure which is not practical to design or qualify as damage tolerant. Its reliability is protected by discard limits which remove items from service before failure is expected.
- **Safety (adverse effect)**: Safety shall be considered as adversely affected if the consequences of the failure condition would prevent the continued safe flight and landing of the aircraft and/or might cause serious of fatal injury to human occupants.
- **Safety/Emergency Systems Or Equipment**: A device or system that:
    1. enhances the evacuation of the aircraft in an emergency or,
    2. if it does not function when required, results in a Failure Condition that might have an adverse effect on safety.
- **Scheduled Maintenance Check**: Any of the maintenance opportunities which are prepackaged and are accomplished on a regular basis.
- **Structural Significant Item – (SSI)**: Any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control of loads and whose failure could affect the structural integrity necessary for the safety of the aircraft.
- **Structural Assembly**: One or more structural elements which together provide a basic structural function.
- **Structural Detail**: The lowest functional level in an aircraft structure. A discrete region or area of a structural element, or a boundary intersection of two or more elements.
- **Structural Element**: Two or more structural details which together form an identified manufacturer’s assembly part.
- **Structural Function**: The mode of action of aircraft structure. It includes acceptance and transfer of specified loads in items (details/elements/assemblies) and provides consistently adequate aircraft response and flight characteristics.
- **System Safety Assessment (SSA)**: A quantitative analysis used to determine compliance with applicable certification requirements.
- **System Safety Assessment Item (SSAI)**: The input items provided to the Industry Steering Committee/Working Group from the manufacturer’s design engineering group as a result of system safety Assessment. Each item includes the cause, suggested task, and theoretical maximum interval.
- **Task Applicability**: A set of conditions that leads to the identification of a task type when a specific set of characteristics of the failure cause being analyzed would be discovered and/or corrected as a result of the task being accomplished.

- **Task Effectiveness**: A specific set of conditions that leads to the selection of a task already identified to be applicable. Avoids, eliminates, or reduces the negative consequences of the failure to an extent that justifies doing the task at the selected interval.
- **Tasks – Maintenance**: An action or set of actions required to achieve a desired outcome which restores an item to or maintains an item in serviceable condition, including inspection and determination of condition.
- **Threshold**: The initial accomplishment of a specific maintenance task expressed in flight cycle, flight hours, and/or calendar time.
- **Threshold Period**: A period during which no occurrences of the failure can reasonably be expected to occur after the item enters into service.
- **Visual Check**: A visual check is an observation to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.

1.2 General

This manual establishes the initial scheduled maintenance program for Everts Air Cargo EMB-120 aircraft.

Except for those tasks that are mandatory according to the Certification Maintenance Requirements (section VI of the EMB120 maintenance planning guide) and classified in the SFT category, Everts Air Cargo may, at their own discretion, negotiate with their regulatory authorities over all other tasks to adapt their own Maintenance Program as needed.

Because of the two distinct mission profiles for the Cargo and Passenger aircraft - Everts Air Cargo has determined that in order to ensure the highest degree of safety possible the utilization of the two aircraft types will be tracked independently. This allows independant moving of an individual aircraft type (Full Cargo vs. Passenger) to either the normal utilization or low utilization program as Everts mission profile changes. The annual utilization of an aircraft type need not be determined using a standard calendar year - it may be determined using data from any 12-month period.

This manual is specific to EMB-120 aircraft. For general information on EAC maintenance programs and policies see the EAC General Maintenance Manual, Volume 3.

All specifications and procedures printed herein are mandatory for compliance by all company personnel. Should any conflict between the contents of this manual and the Federal Aviation Regulations arise, the applicable regulation shall govern. Any noted errors, or recommended changes to this manual, should be brought to the attention of the Director of Maintenance.

1.3 Scheduled Maintenance Content

The content of the scheduled maintenance consists of two groups of tasks.

A group of scheduled tasks to be accomplished as specified intervals. The objective of these tasks is to prevent deterioration of the inherent safety and reliability levels of the aircraft. The tasks in scheduled maintenance include:

- Lubrication/Servicing
- Operational/Visual Check
- Inspection/Functional Checks, including General Visual Inspections, Detailed Inspections, And Special Detailed Inspections.
- Restoration
- Discard

A group of non-scheduled tasks which result from:

- The scheduled tasks accomplished at specified intervals.
- Reports of malfunctions (usually originating from the aircrew)
- Data analysis

The objective of these non-scheduled tasks is to restore the aircraft to an airworthy condition.

1.4 Task Cards

Task Cards for the EMB-120 are found in the current Manufacturer Task Card Manual (TCM-120/1059). Additional tasks identified by Everts Air Cargo shall be recorded on company generated task cards, which mirror the manufacturer task card template.

The accomplishment of each Task Card is based upon maintenance/inspection procedures as listed in the EMB-120 Manufacturer Manual (MM-120/1459). Each Task Card provides the mechanic with the following information necessary to accomplish the task:

- Task Number
- Revision Status of the Task Card
- Task Interval
- Type of inspection
- Description of the Task
- Zonal Information
- Access panels
- Number of Personnel Required
- Estimated Work Time
- Estimated Man-hours
- Prerequisites/Reference Procedures
- Manufacturer Maintenance Manual References
- Other References if applicable
- Equipment/Tools
- Consumables
- Remarks as appropriate
- Maintenance Tips

1.5 Inspection Packages

Inspection packages are prepared by the Inspection Department for Line and Letter Checks (A-Checks and C-Checks) based upon scheduled intervals as identified in the current EAC EMB-120 Maintenance Manual. Inspection packages are forwarded to the Maintenance Department for completion. Inspection Packages consist of the following:

- Final Inspection Control Form (Chapter 2 Section 2.29 of this manual)
- EAC Form M-38 (Check Package Assembly Procedures and Checklist)

Completed inspection packages are routed to the Inspection Department for review and records retention.

1.6 Master Control Forms

The Master Control Form serves as a tool for consolidating tasks of like frequency and documenting their accomplishment, as well as the accomplishment of any RII requirements associated with each task.

Master Control Forms are used to document the accomplishment of those inspections identified as Daily, Line, and Letter Checks (A-Checks and C-Checks) in the current EAC EMB-120 Maintenance Manual. The mechanic will confirm accomplishment of each task by placing his/her initials in the “mechanic” block adjacent to the task. The inspector will confirm accomplishment of RII items, as applicable, by placing his/her initials in the “inspector” block adjacent to the task.

1.7 Controlled Inspections

Everts Air Cargo controls hour, date, cycle, landing, and tire change inspections independently from Daily, Line, and Letter Checks. These inspections may be scheduled in conjunction with Line or Letter Checks provided that the inspection is performed on time or ahead of schedule, or may be performed independently as the needs of Everts Air Cargo dictate.

The Inspection Department will maintain a kardex and computer tracking database to track hour, date, cycle, and landing inspection requirements for each EMB-120 aircraft. The kardex will contain the following fields:

The items listed below will be documented on the kardex card as applicable:

- Task Card #: Task Card number as listed in the current Everts Air Cargo EMB-120 Maintenance Manual.
- Task Description: A brief description of the task.
- Inspection Interval: The inspection interval as listed on the Task Card.
- Date Last C/W: The date that the inspection was last accomplished.
- TAT Last C/W: The Total Aircraft Time of the aircraft at the time the inspection was last accomplished.
- T/C Last C/W: The Total Flight Cycles of the aircraft at the time the inspection was last accomplished.
- T/L Last C/W: The Total Landings of the aircraft at the time the inspection was last accomplished.
- Comments: Remarks as appropriate.

The computer tracking database shall contain the following fields, as applicable:

- TAT (Total Aircraft Time): The current TAT of the aircraft.
- T/C (Total Cycles): The current total landing gear cycles of the aircraft.
- T/L (Total Landings): The current total landings of the aircraft.
- Task Card #: Task Card number as listed in the current Everts Air Cargo EMB-120 Maintenance Manual.
- Task Description: A brief description of the task.
- Inspection Interval: The inspection interval as listed on the Task Card.
- Date Last C/W: The date that the inspection was last accomplished.
- TAT Last C/W: The Total Aircraft Time of the aircraft at the time the inspection was last accomplished.
- T/C Last C/W: The Total Flight Cycles of the aircraft at the time the inspection was last accomplished.
- T/L Last C/W: The Total Landings of the aircraft at the time the inspection was last accomplished.
- Hours Remaining: The number of hours (TAT) remaining until the inspection is due.
- Days Remaining: The number of days remaining until the inspection is due.
- Cycles Remaining: The number of flight cycles remaining until the inspection is due.
- Landings Remaining: The number of landings remaining until the inspection is due.
- Comments: Remarks as appropriate.

Tire change related inspections are tracked by the inspections department. Each wheel assembly is tracked individually by Kardex.

1.8 Controlled Inspection Procedures

The Maintenance Department will review the Controlled Inspections database each week and will generate a Form M-13, Special Inspection Compliance Record, for each inspection item projected due based on the following inspection interval criteria:

- Hours: All task cards due within 75 hours.
- Date: All task cards due within 30 days.
- Cycles: All task cards due within 100 Cycles.
- Landings: All task cards due within 100 Landings.

The Maintenance Department has the flexibility to determine the most opportune time to accomplish the inspection or task, providing the inspection / task is accomplished on time or ahead of schedule.

Upon completion of the task, the mechanic, and inspector if an RII was required, will annotate the Form M-13. The completed Form M-13 will be routed to the Inspections Department.

The Inspections Department will update the computer tracking program and Kardex for the inspection item.

1.9 Controlled Inspection Oversight

Controlled Inspection oversight is provided by the Anchorage Maintenance Supervisor and/or the Turbine Program Manager through a daily review of the CALM computer database.

A list of all Controlled Inspection Items is found in Chapter 7 of this manual.

CHAPTER: 2 GENERAL INFORMATION

2.1 General Dimensions and Areas

The Embraer EMB120 is a low wing monoplane with retractable landing gear. Power is supplied by two Pratt and Whitney PW 118 series engines equipped with Hamilton Standard 14RF propellers.

2.1.1 Dimensions

Wing Span . . . . . 64.9 feet
Length . . . . . 65.61 feet
Height . . . . . 20.84 feet

2.1.2 Wing Group

Ailerons . . . . . 10.83 feet
Flaps . . . . . 16.9025 feet

2.1.3 Areas

Wings . . . . . 424.46 square feet
Ailerons . . . . . 31.0 square feet
Flaps . . . . . 34.77 square feet
Wing dihedral (measured at 66% chord) . . . . . 6 degrees 30 minutes
Wing sweepback at 66% chord . . . . . 0 degrees

2.1.4 Horizontal Tail Surfaces

Span (overall) . . . . . 22.77 feet
Areas:
Horizontal surfaces (gross) . . . . . 107.65 square feet
Horizontal stabilizer (gross area minus movable surface) . . . . . 65.67 square feet
Elevator (aft of hinge line, including tabs) . . . . . 41.98 square feet

2.1.5 Vertical Tail Surfaces

Areas:
Total exposed (excluding dorsal fin) . . . . . 74.23 square feet
Vertical stabilizer (total exposed minus movable surface) . . . . . 46.40 square feet
Rudder (aft of hinge line) . . . . . 22.88 square feet

2.1.6 Leading Particulars Main Gear

Type . . . . . Two hydraulically retractable, single shock strut, dual wheel units
Track. . . . . 21.59 feet
Wheel Base. . . . . 22.90 feet
Shock strut . . . . . ERAM
Wheels . . . . . Forged Aluminum Alloy
Tires . . . . . 12-ply rating, 24 x 7.25
Brakes. . . . . B.F. Goodrich

2.1.7 Nose Gear

Type . . . . . Steerable hydraulic retractable, single, shock-strut, dual-wheel unit
Shock strut . . . . . ERAM
Tire . . . . . 10 or 18-ply rating 18 x 5.5
Wheel . . . . . B.F. Goodrich

2.1.8 Engines

Number. . . . . Two
Type . . . . . Pratt & Whitney PW118 series Turbo Prop 1800 SHP

2.1.9 Hamilton Standard Propellers

Model number 14 RF-9
Number of propellers 2
Diameter. . . . . 10 feet 5 inches
Number of blades 4
Propeller settings at 42 inch station
Max Reverse. . . . . 17.3 degrees at internal stop
(-15.0 degrees max PCU schedule)
Feather . . . . . +79.2 degrees

2.2 Zonal Information

The following general zonal information is provided for ease of reference. This information is maintained accurate in accordance with manufacturer manuals. For specific information on major zones and sub-zones, refer to the MRB-HI-200 document, section 8.

2.3 Aircraft Zoning - Description and Operation

2.3.1 General

The EMB120 aircraft is divided into zones with a view to facilitating maintenance and the preparation of job guides as well as providing the references required for identification of service areas or components.

Numerical designation for identification of aircraft zoning consists of three levels specified as follows:

- Major zones: designated by a three-digit number. The first digit is a number from 1 through 8 corresponding to the hundreds from 100 through 800.
- Major sub-zones: designated by a three-digit number. The first digit corresponds to the major zone; the second digit is the sub-zone designator and varies from 1 through 9 which corresponds to the tens from 10 through 90.
- Zone: designated by a three-digit number as the “standard”. Additional digits may be used for a more detailed breakdown. The first digit is the major designator; the second digit is the sub-zone designator and the last digit represents the level of component and location. An even number represents the right side and an odd number the left side.

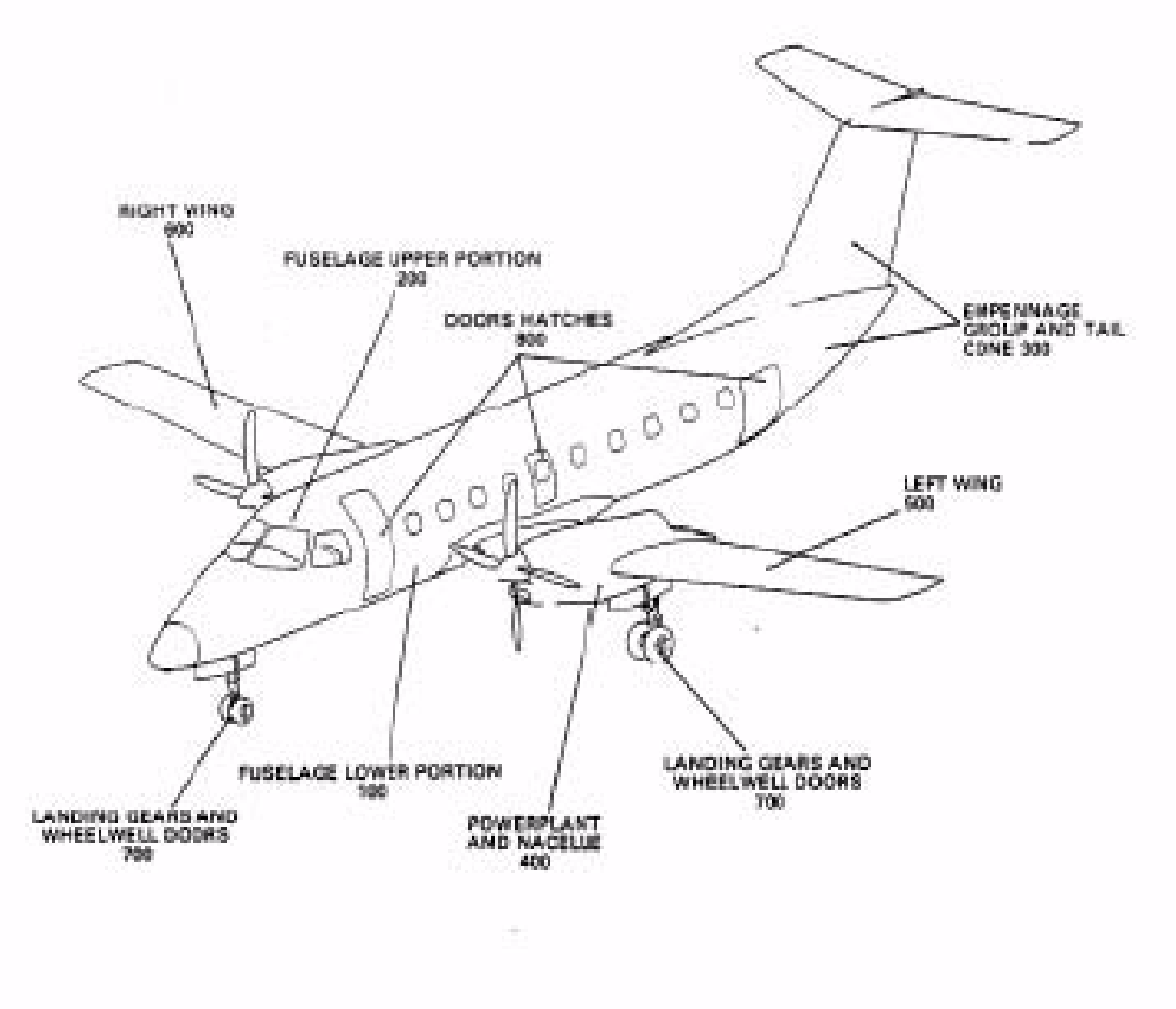
The numbering sequence of the zones is as follows:

1. Wing - From inboard to outboard and front to back.
2. Fuselage - From nose to tail cone.
3. Vertical stabilizer - From root to tip of vertical stabilizer.

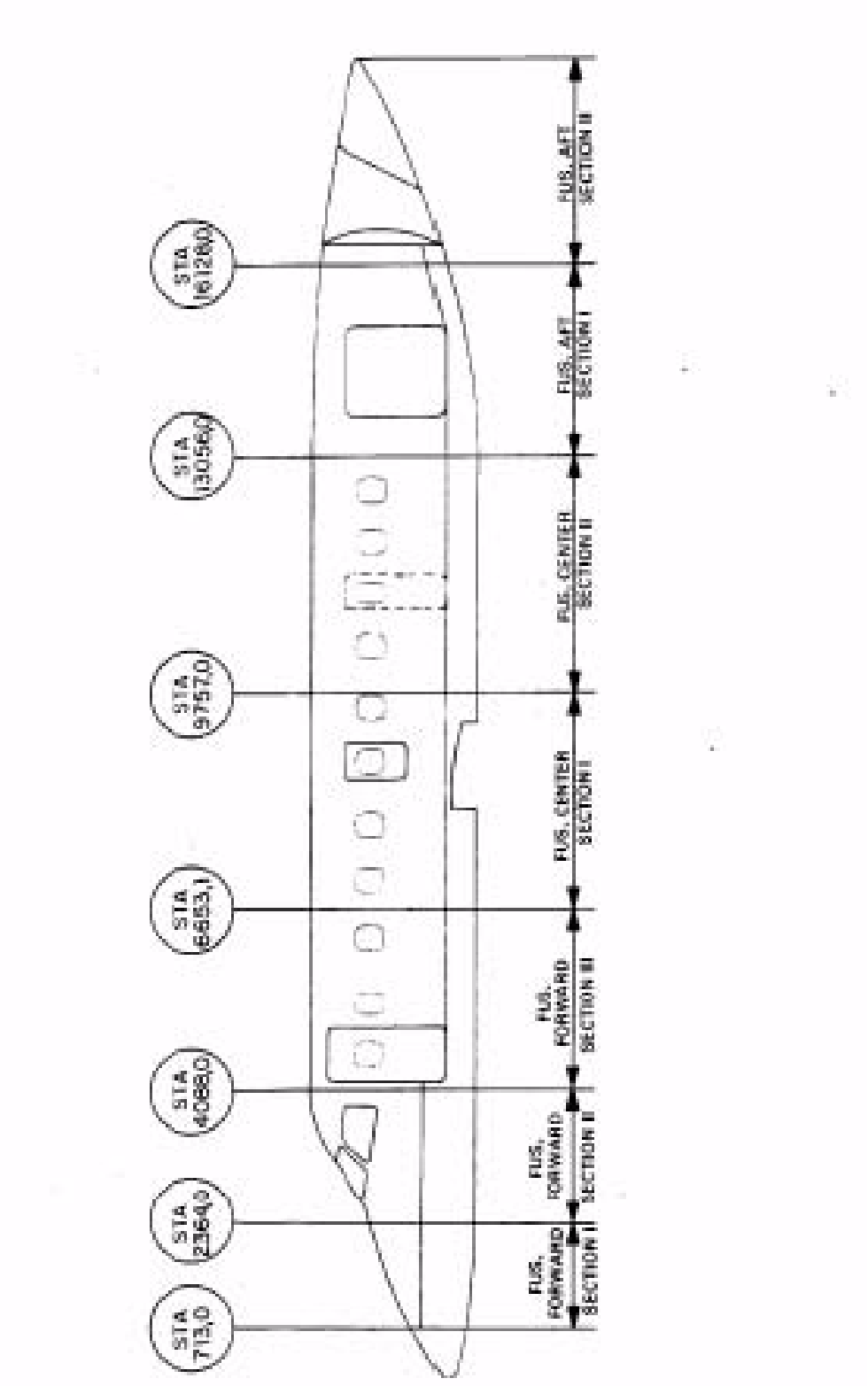
2.3.2 Major Zones (Diagram 2-A)

MAJOR ZONE	AREA
100	Lower fuselage (below the floor line)
200	Upper fuselage (above the floor line)
300	Tail cone and empennage group
400	Power Plant and nacelles
500	Left half-wing
600	Right half-wing
700	Landing gear wheel well doors
800	Doors (main, cargo, emergency)

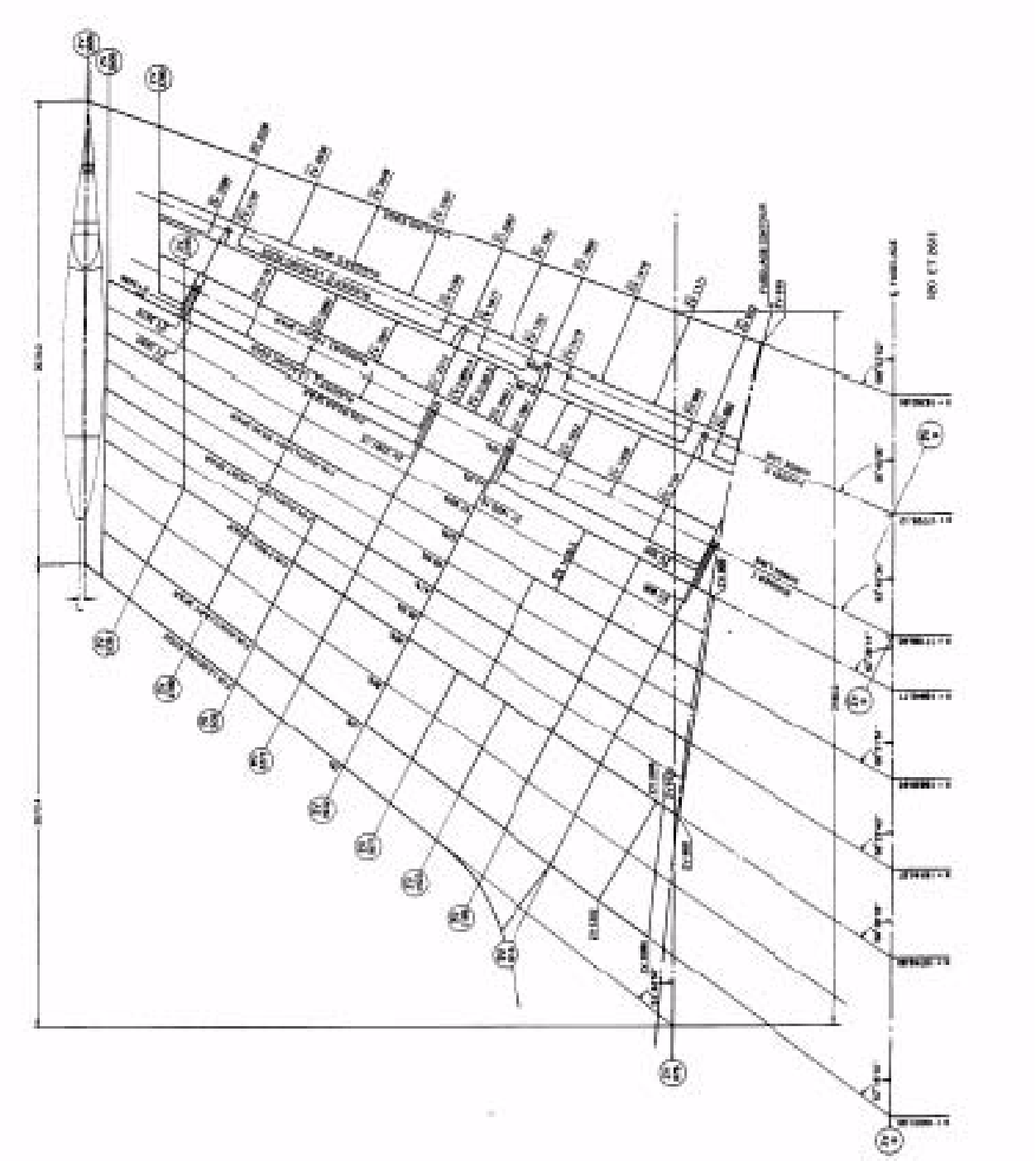
2-A Diagram: Aircraft Zoning



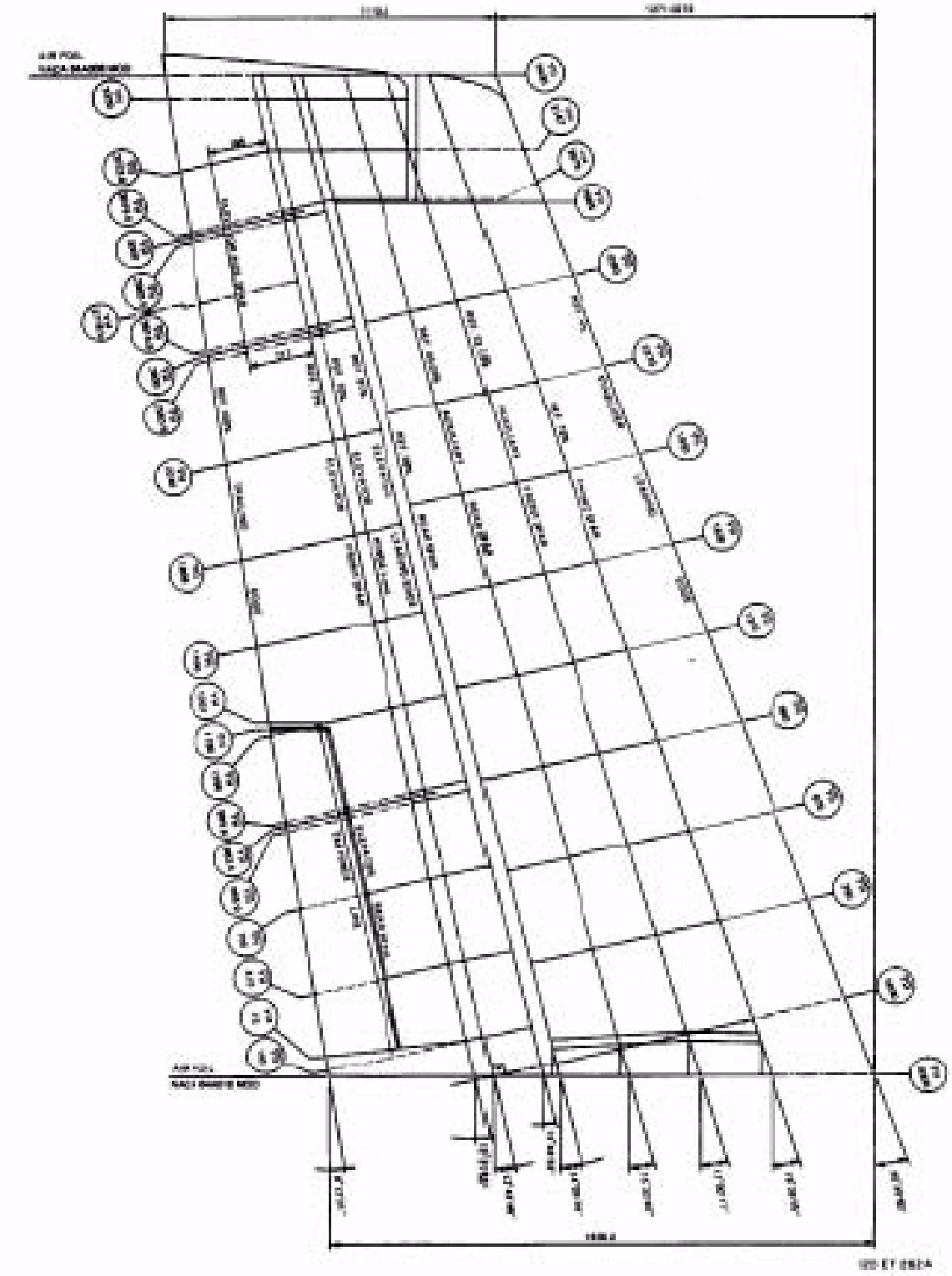
2-B Diagram: Fuselage Stations Diagram



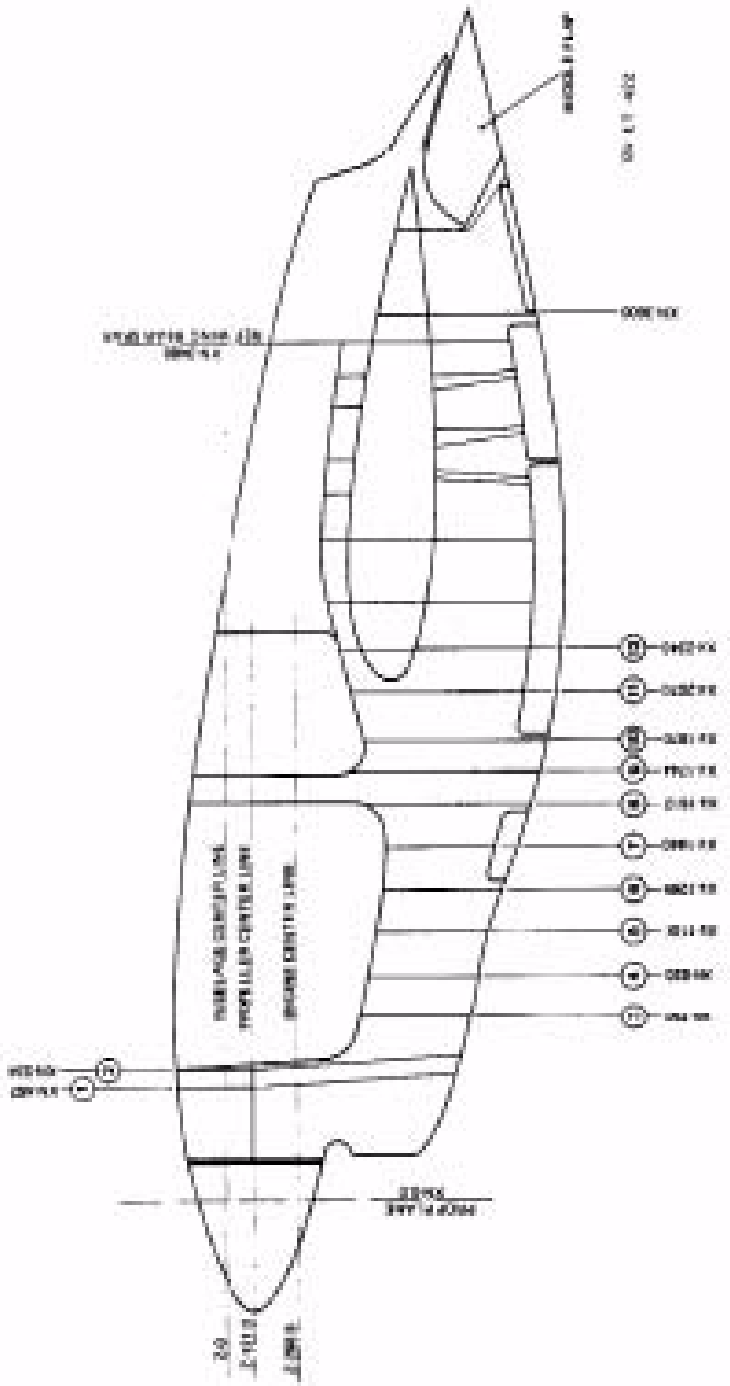
2-C Diagram: Vertical Stabilizer Stations Diagram



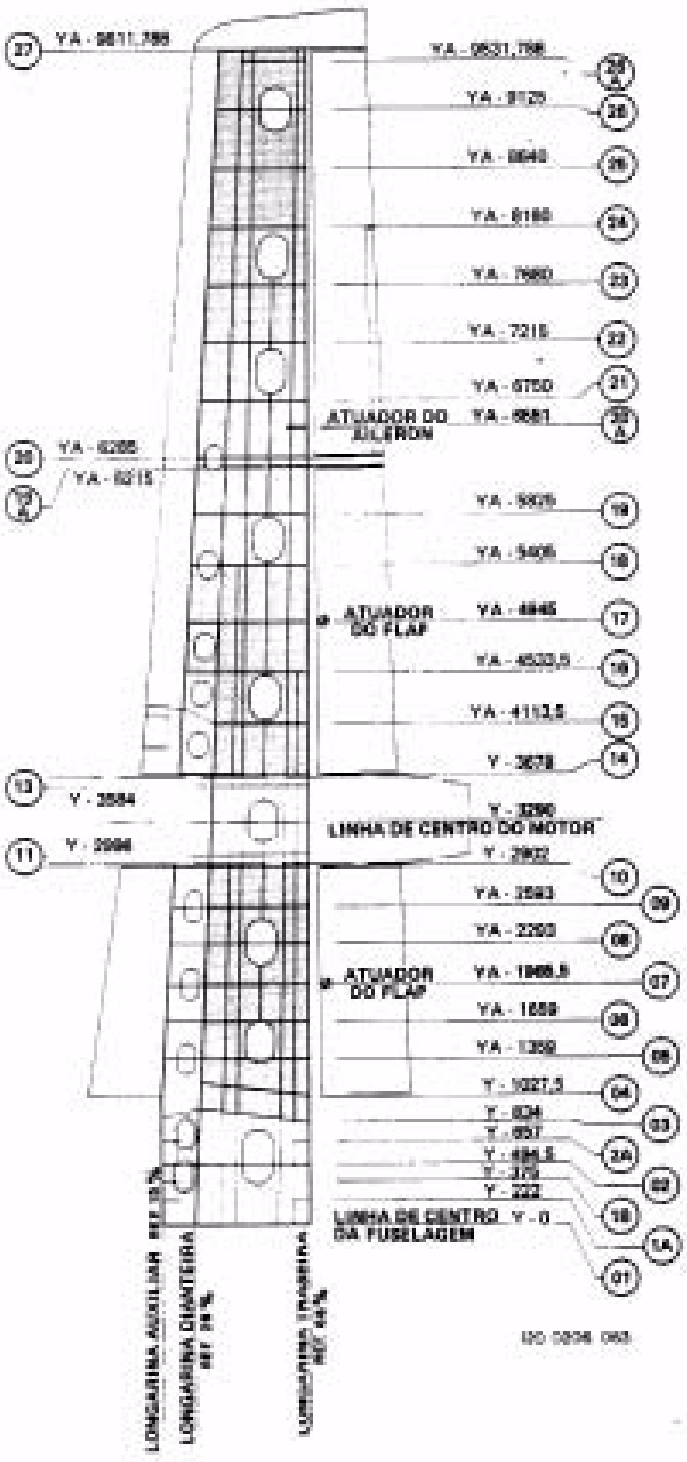
2-D Diagram: Horizontal Stabilizer Stations Diagram



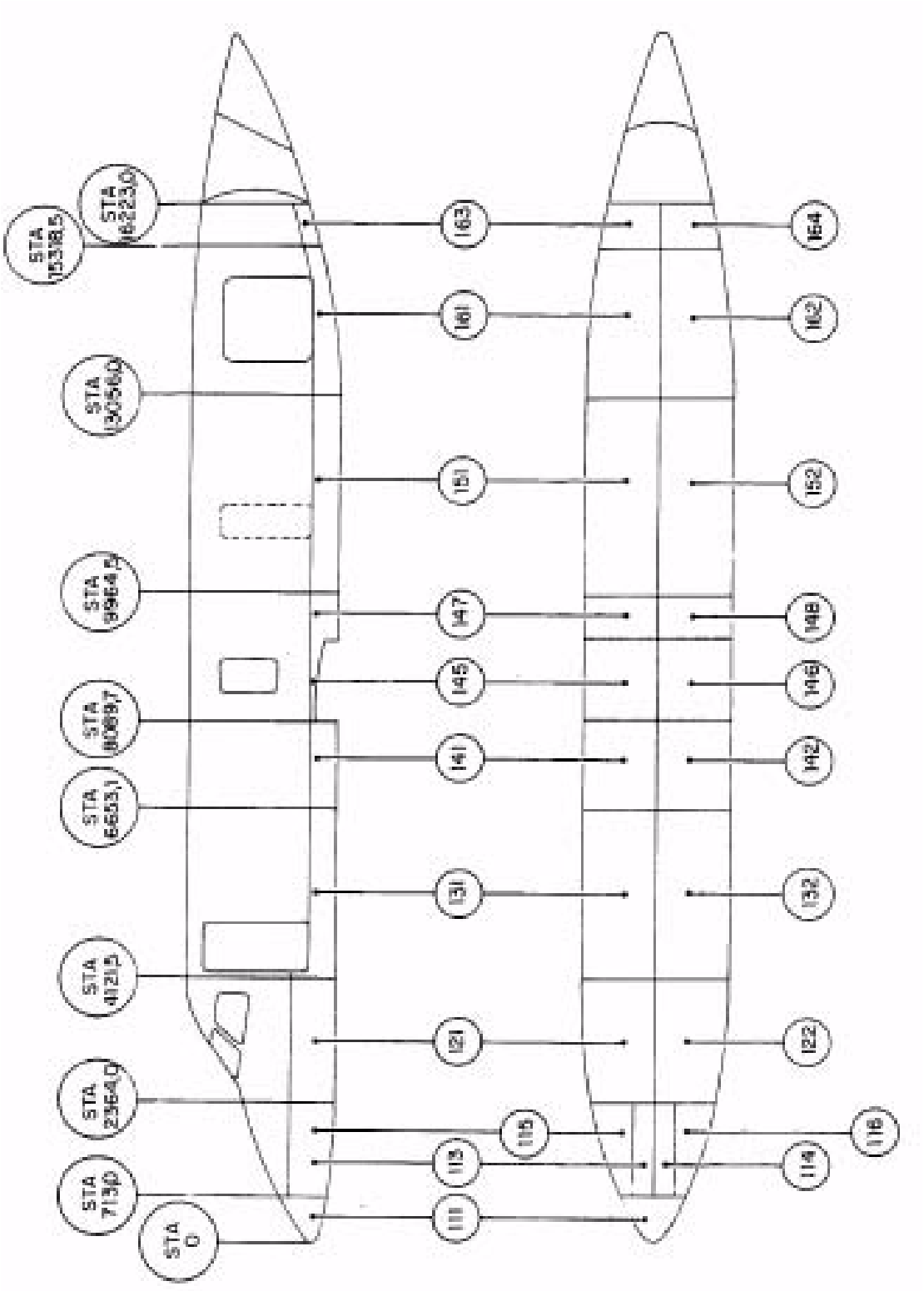
2-E Diagram: Nacelle Stations Diagram



2-F Diagram: Wing Stations Diagram



2-G Diagram: Major Zone 100 - Fuselage Lower Portion



2.4 Major Zone 100 - Lower Fuselage

111 Radome

113 Nose landing gear WHEELWELL (LH)
114 Nose landing gear wheel well (RH)
115 Lower nose area outboard of the NLG wheel well (LH)
116 Lower nose area outboard of the NLG wheel well (RH)

120 FUSELAGE FOWARD SECTION STA X=2364.0 THROUGH STA X=4121.5
121 Area under cockpit floor (LH)
122 Area under cockpit floor (RH)

SUB- ZONE 130 FUSELAGE FOWARD SECTION STA X=4121.5 THROUGH STA X=6653.1
131 Area under passenger cabin floor (LH)
132 Area under passenger cabin floor (RH)

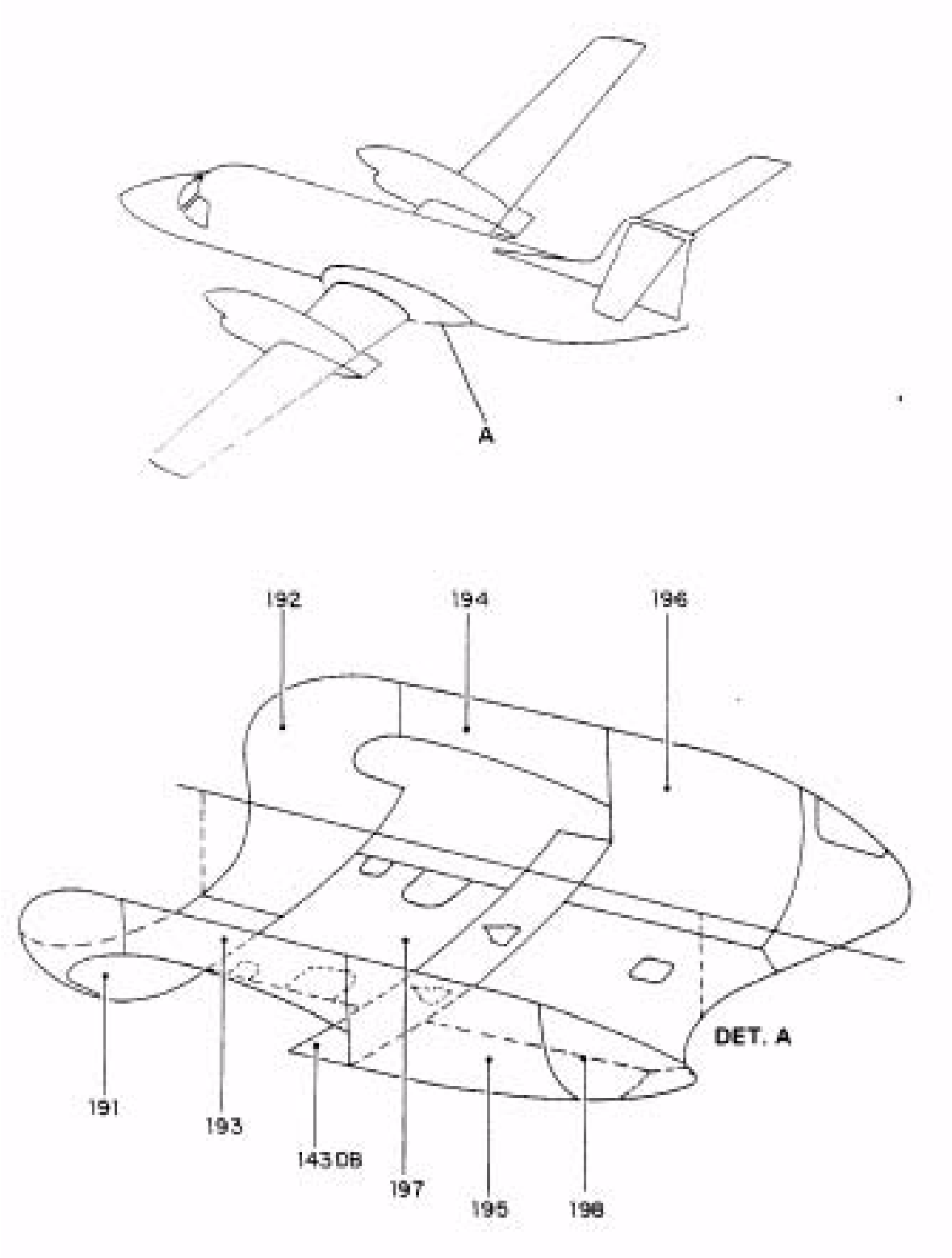
SUB- ZONE 140 FUSELAGE CENTER SECTION I STA X=6653.1 THROUGH STA X=9964.5
141 Area forward of wing center section (LH)
142 Area forward of wing center section (RH)
143 Wing center section from aux spar to FS
144 Wing center section from FS to RS
145 Area above wing center section (LH)
146 Area above wing center section (RH)
147 Area aft of wing center section (LH)
148 Area aft of wing center section (RH)

SUB- ZONE 150 FUSELAGE CENTER SECTION II STA X=9964.0 THROUGH STA X=13056.0
151 Area under passenger cabin floor (LH)
152 Area under passenger cabin floor (RH)

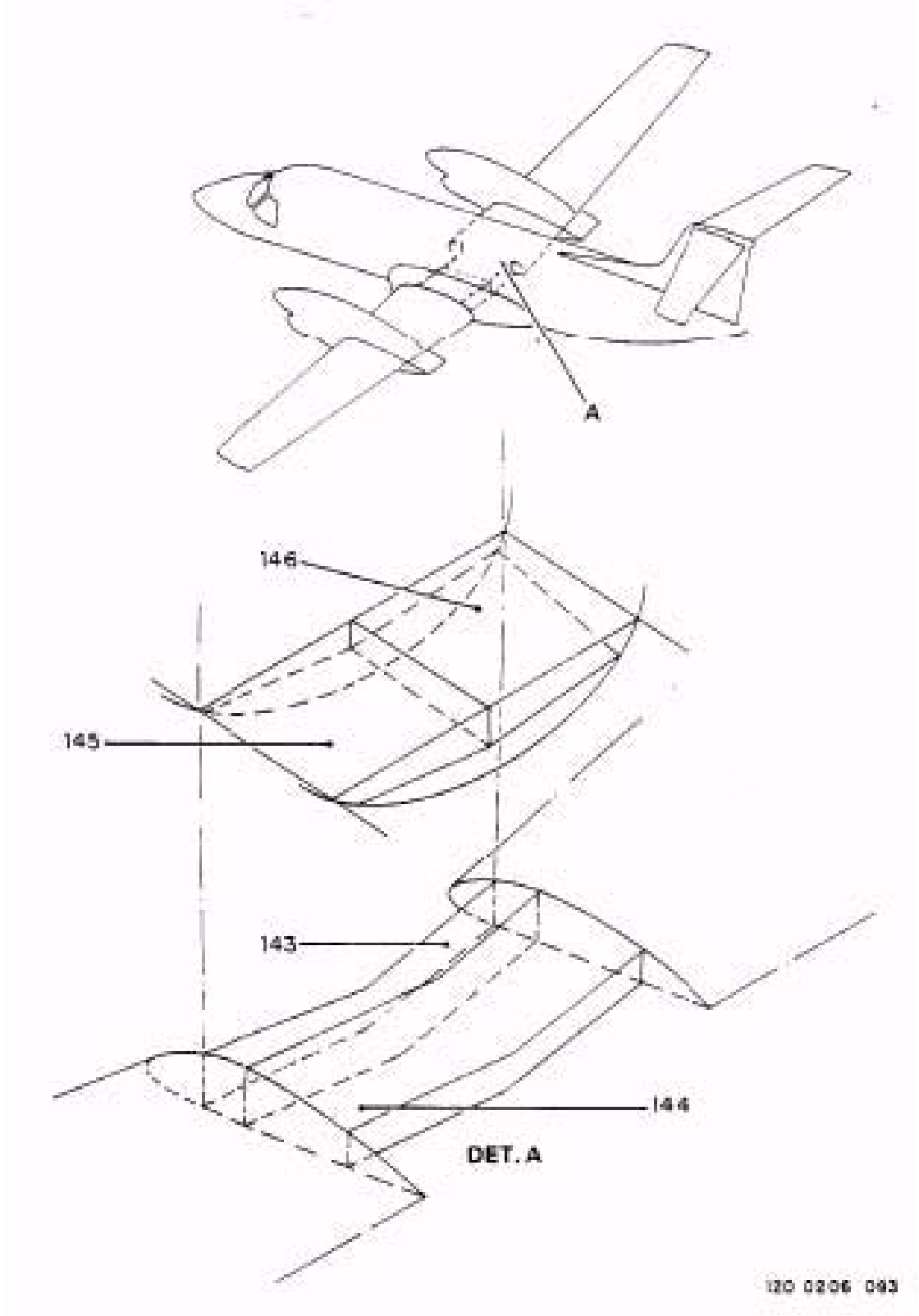
SUB- ZONE 160 FUSELAGE AFT SECTION I STA X=13056.0 THROUGH STA X=16223.0
161 Area under passenger cabin floor (LH)
162 Area under passenger cabin floor (RH)

SUB- ZONE 190 FAIRINGS
191 Front fairing – Wing – Fuselage (LH)
192 Front fairing – Wing – Fuselage (RH)
193 Center fairing – Wing – Fuselage (LH)
194 Center fairing – Wing – Fuselage (RH)
195 Rear fairing – Wing – Fuselage (LH)
196 Rear fairing – Wing – Fuselage (RH)
197 Fuselage center section under wing center section
198 Fairing center section under the fuselage
199 Fairing under the APU tubing

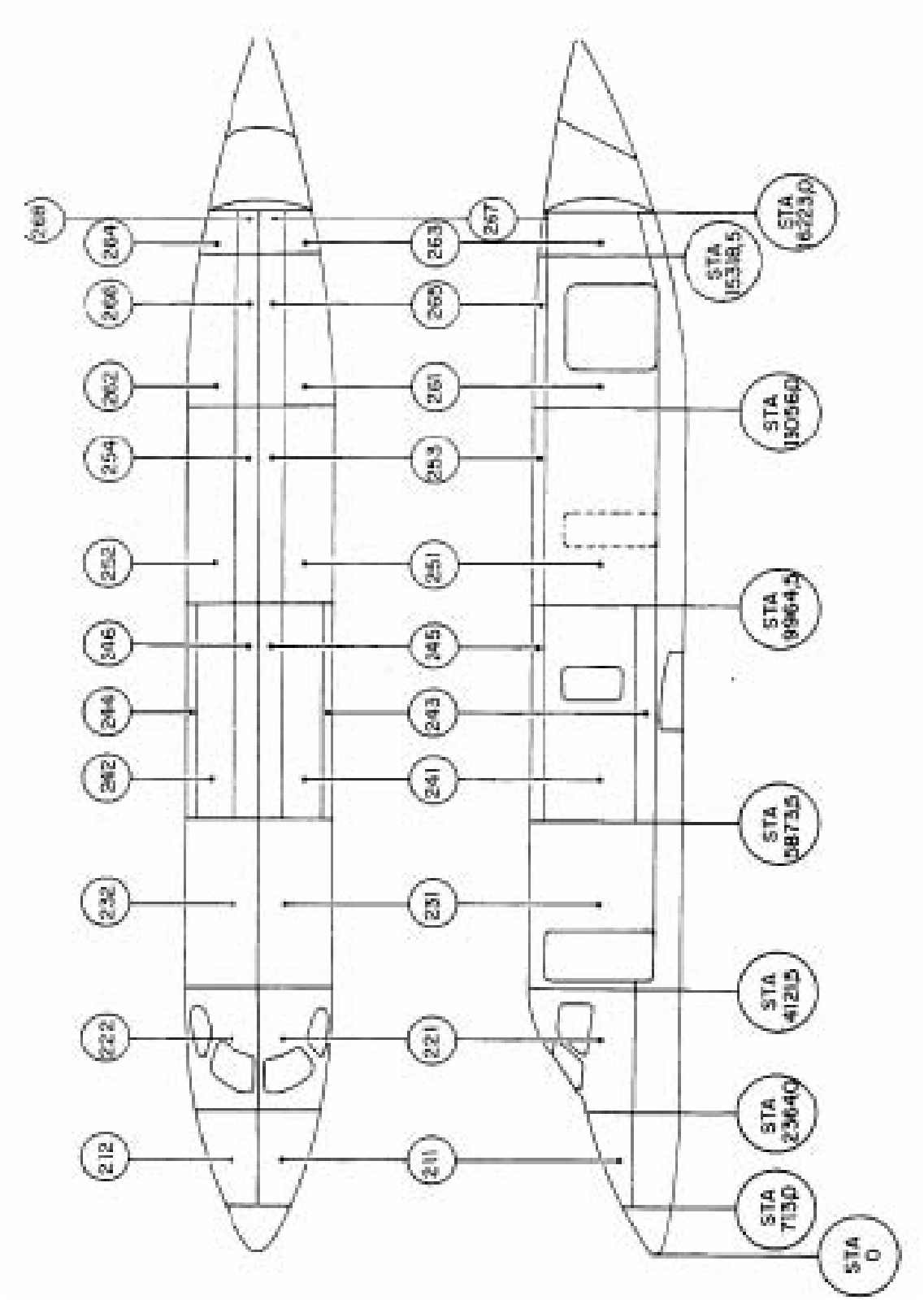
2-H Diagram: Major Zone 100 - Fuselage Lower Portion



2-I Diagram: Major Zone 100 - Fuselage Lower Portion



2-J Diagram: Major Zone 100 - Fuselage Upper Portion



2.5 Major Zone 200 - Fuselage Upper Portion

SUB-ZONE 210 FUSELAGE FORWARD SECTION STA X=713.0 THROUGH STA X=2364.0
- 211 Nose upper area (LH)
- 212 Nose upper area (RH)

SUB-ZONE 220 FUSELAGE FORWARD SECTION STA X=2364.0 THROUGH STA X=4121.5
- 221 Cockpit (LH)
- 222 Cockpit (RH)

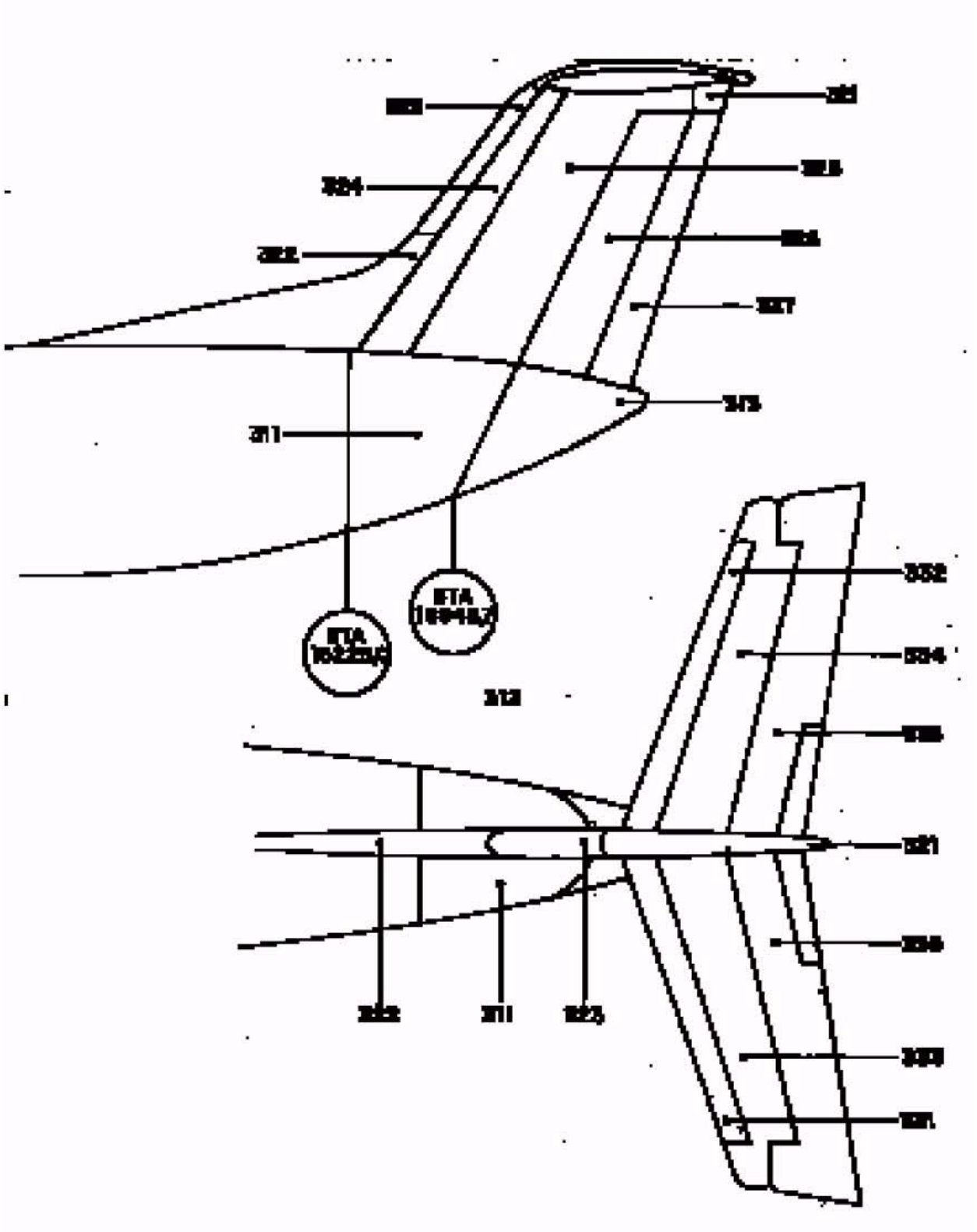
SUB-ZONE 230 FUSELAGE FORWARD SECTION STA X=4121.5 THROUGH STA X=6653.1
- 231 Passenger cabin (LH)
- 232 Passenger cabin (RH)

SUB-ZONE 240 FUSELAGE CENTER SECTION I STA X=6653.1 THROUGH STA X=9962.5
- 241 Upper lateral area of passenger cabin (LH)
- 242 Upper lateral area of passenger cabin (RH)
- 243 Lower lateral area of passenger cabin (LH)
- 244 Lower lateral area of passenger cabin (RH)
- 245 Passenger cabin ceiling (LH)
- 246 Passenger cabin ceiling (RH)

SUB-ZONE 250 FUSELAGE CENTER SECTION II STA X=9962.0 THROUGH STA X=13056.0
- 251 Passenger cabin (RH)
- 252 Passenger cabin (RH)
- 253 Passenger cabin ceiling (LH)
- 254 Passenger cabin ceiling (RH)

SUB-ZONE 260 FUSELAGE AFT SECTION I STA X=13056.0 THROUGH STA X=16223.0
- 261 Cargo compartment (LH)
- 262 Cargo compartment (RH)
- 263 Cargo compartment (LH)
- 264 Cargo compartment (RH)
- 265 Cargo compartment ceiling (LH)
- 266 Cargo compartment ceiling (RH)
- 267 Cargo compartment ceiling (LH)
- 268 Cargo compartment ceiling (RH)

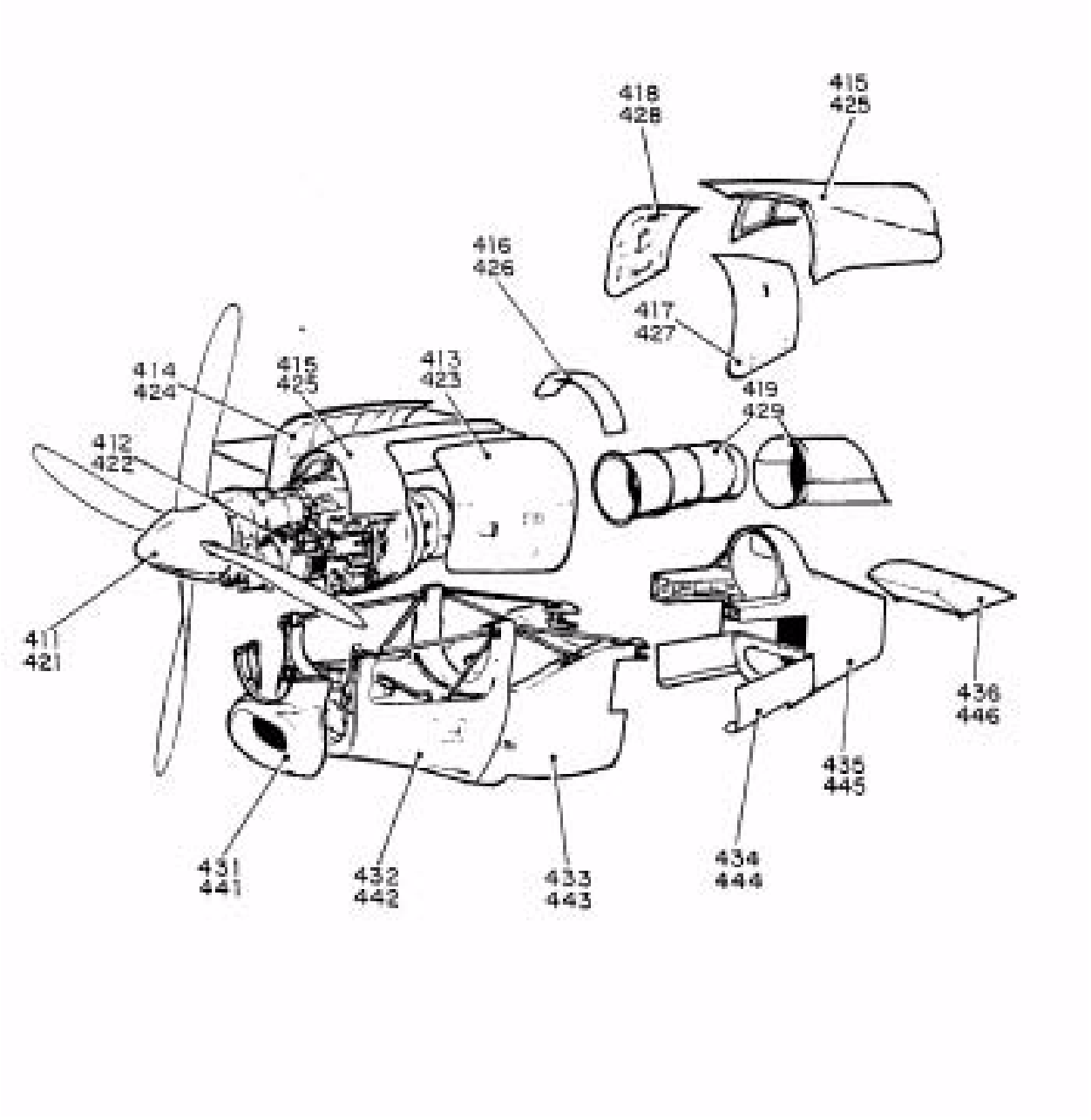
2-K Diagram: Major Zone 300 - Tail Cone and Empennage Group



2.6 Major Zone 300 - Tail Cone and Empennage Group

SUB-ZONE	310	FUSELAGE AFT SECTION II STA X=16223.0 THROUGH X=18728.0
	311	Structural area aft of rear pressure bulkhead (LH)
	312	Structural area aft of rear pressure bulkhead (RH)
	313	Tail cone fairing
SUB-ZONE	320	VERTICAL STABILIZER AND RUDDERS
	321	Upper and rear front fairings of vertical stabilizer
	322	Dorsal fin
	323	Vertical stabilizer leading edge
	324	Area between aux spar and FS
	325	Area between FS and RS
	326	Rudder I
	327	Rudder II
SUB-ZONE	330	HORIZONTAL STABILIZER AND ELEVATORS
	331	Horizontal stabilizer leading edge (LH)
	332	Horizontal stabilizer leading edge (RH)
	333	Area between FS and RS (LH)
	334	Area between FS and RS (RH)
	335	Left elevator
	336	Right elevator
	337	Center section for attachment of stabilizer to the tail fin (LH)
	338	Center section for attachment of stabilizer to the tail fin (RH)

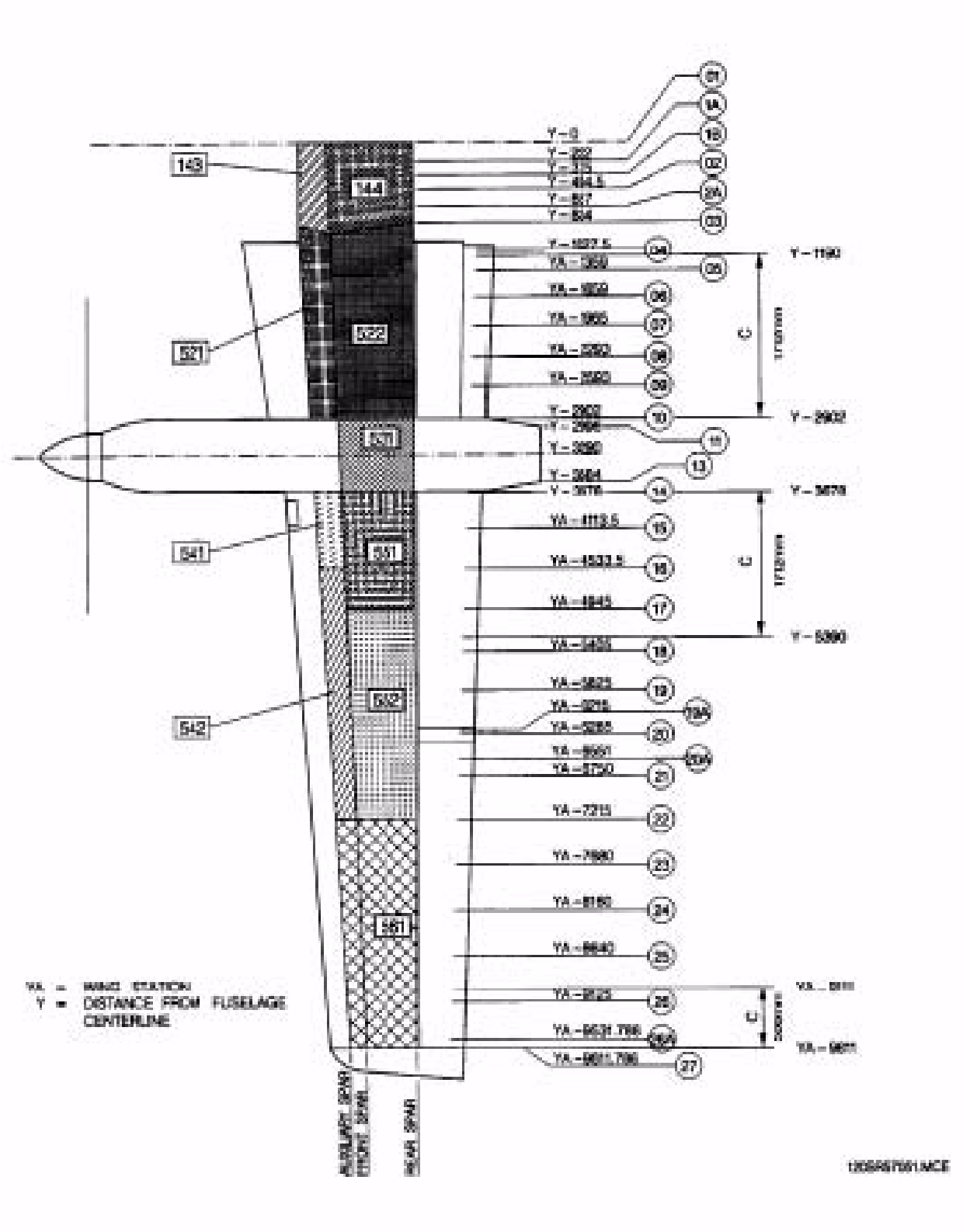
2-L Diagram: Major Zone 400 - Powerplant and Nacelle Structure



2.7 Major Zone 400 - Powerplant and Nacelle Structure

SUB-ZONE	410	LEFT POWERPLANT
	411	Propeller
	412	Engine
	413	Front lateral cowling (LH)
	414	Front lateral cowling (RH)
	415	Front and rear upper cowling of engine
	416	Center lateral cowling (LH)
	417	Rear lateral cowling (LH)
	418	Rear lateral cowling (RH)
	419	Tailpipe and ejector
SUB-ZONE	420	RIGHT POWERPLANT
	421	Propeller
	422	Engine
	423	Front lateral cowling (LH)
	424	Front lateral cowling (RH)
	425	Front and rear upper cowling of engine
	426	Center lateral cowling (RH)
	427	Rear lateral cowling (LH)
	428	Rear lateral cowling (RH)
	429	Tailpipe and ejector
SUB-ZONE	430	LEFT NACELLE STRUCTURE
	431	Front Fairing
	432	Nacelle front structure forward of MLG wheel well
	433	Front area of MLG wheel well
	434	Under wing area of MLG wheel well
	435	Nacelle rear structure
	436	Center flap
SUB-ZONE	440	RIGHT NACELLE STRUCTURE
	441	Front Fairing
	442	Nacelle front structure forward of MLG wheel well
	443	Front area of MLG wheel well
	444	Under wing area of MLG wheel well
	445	Nacelle rear structure
	446	Center flap

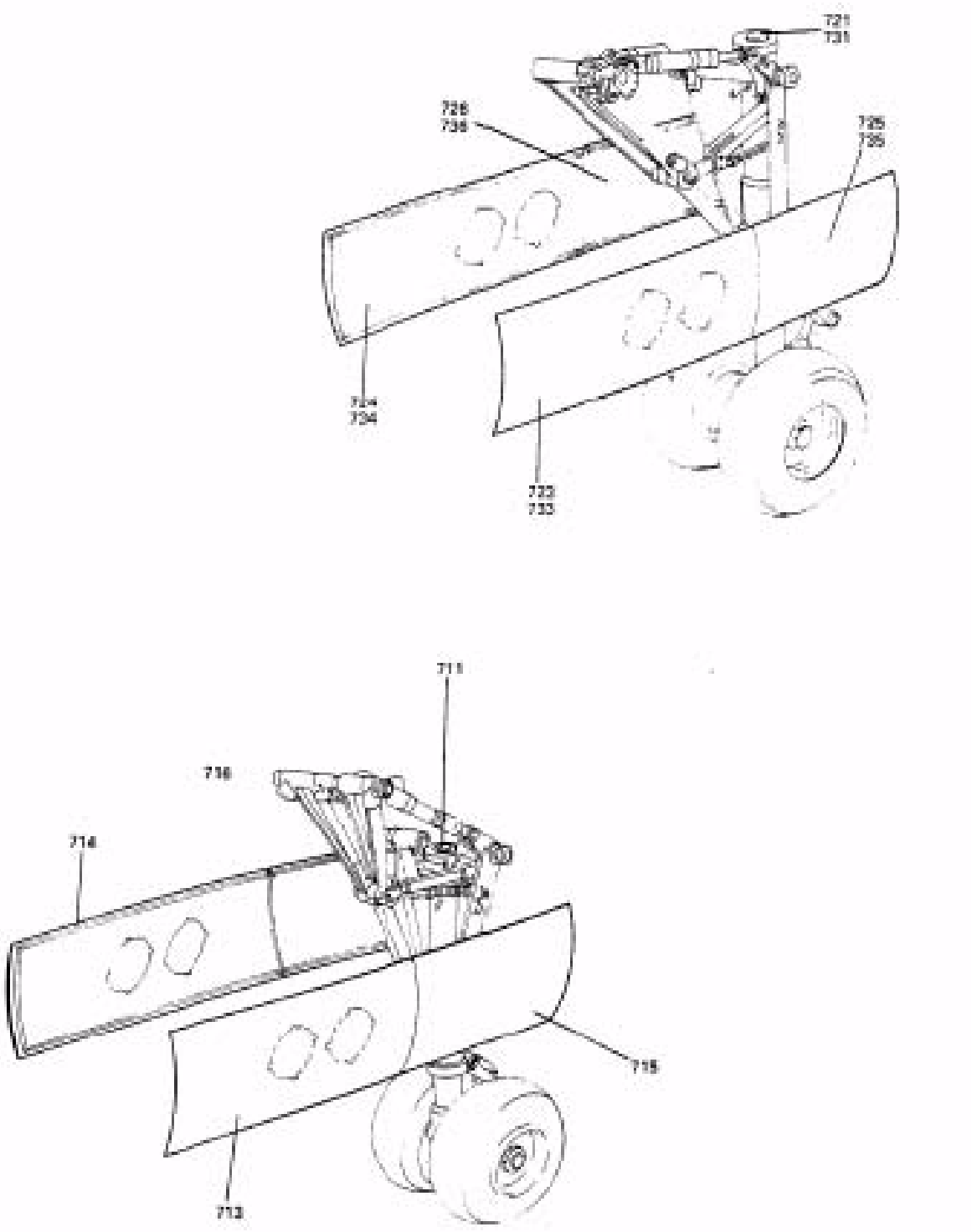
2-M Diagram: Major Zone 500/600 - Left/Right Half-Wing



2.8 Major Zone 500/600 – Left/Right Half-Wing

SUB-ZONE	510/610	WING LEADING EDGE
	511/611	Leading edge inboard of nacelle structure
	512/612	Leading edge outboard of nacelle structure
SUB-ZONE	520/620	AREA INBOARD OF NACELLE STRUCTURE FROM RIB 3 THRU y=2902
	521/621	Fuel tank inboard cell from FS to RS
	522/622	Fuel tank outboard cell from FS to RS
SUB-ZONE	530/630	AREA BETWEEN y=2902 AND y=3678
	531/631	Area between FS and RS
SUB-ZONE	540/640	OUTBOARD AREA OF NACELLE STRUCTURE FROM AUX SPAR TO FS THRU RIB 22
	541/641	Area between y=3678.0 and y=4533.0
	542/642	Area between ya=4533.5 and ya=7215.0
SUB-ZONE	550/650	OUTBOARD AREA OF NACELLE STRUCTURE FROM FS AND RS THRU RIB 22
	551/651	Area between y=3678.0 and ya4945.0
	552/652	Area between ya=4945.0 and ya=7215.0
SUB-ZONE	560/660	OUTBOARD AREA OF NACELLE STRUCTURE BETWEEN AUX SPAR AND RS FROM RIB 22 TO RIB 27 AND WING TIP
	561/661	Area between ya=7215.0 and ya=9611.786
	562/662	Wing tip
SUB-ZONE	570/670	WING TRAILING EDGE AFT OF RS AND INBOARD OF NACELLE STRUCTURE
	571/671	Rear spar to trailing edge
	572/672	Inboard flap
SUB-ZONE	580/680	WING TRAILING EDGE AFT OF RS AND OUTBOARD NACELLE STRUCTURE
	581/681	Rear spar to trailing edge
	582/682	Outboard flap
	583/683	Aileron

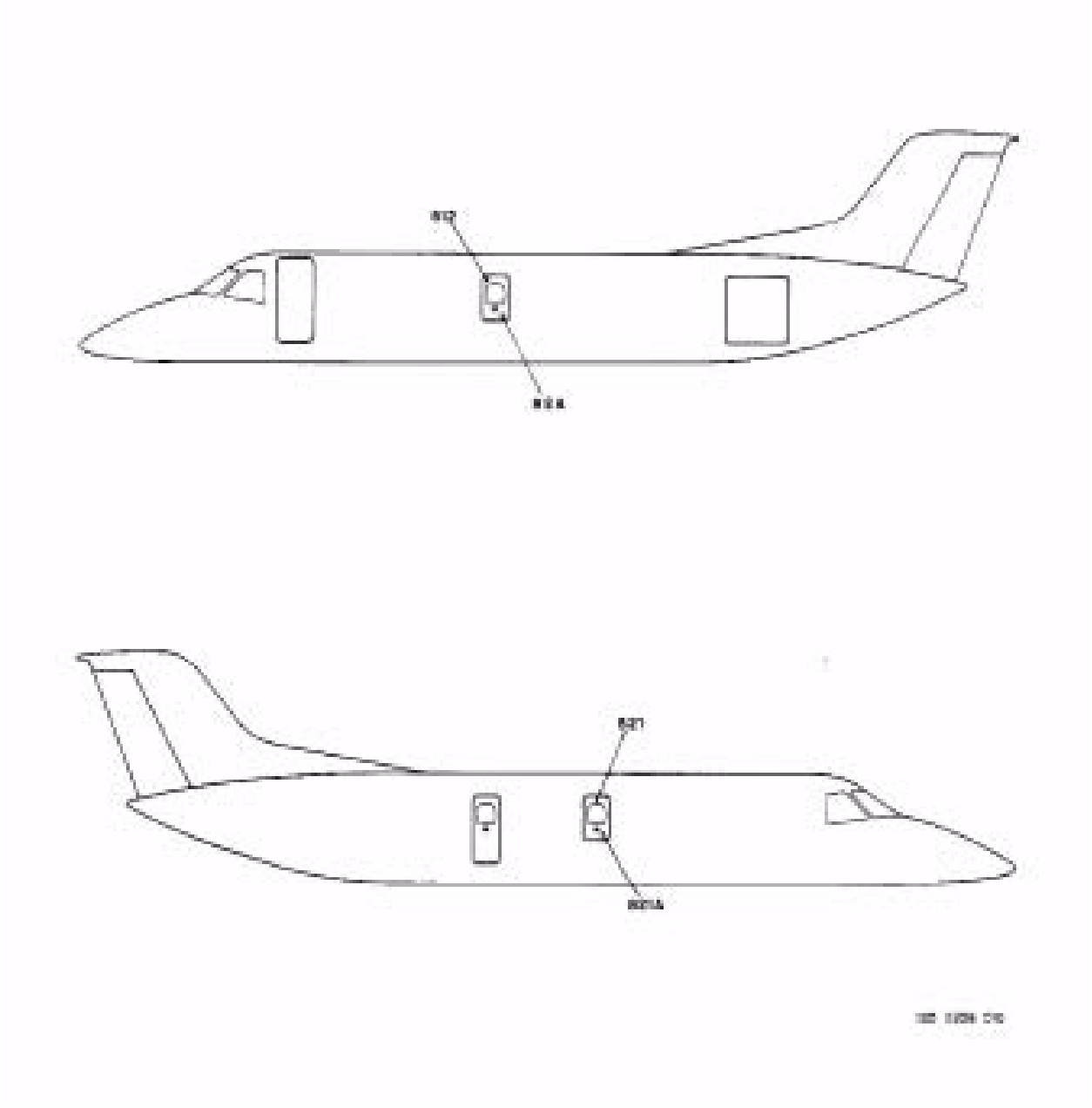
2-N Diagram: Major Zone 700 - Landing Gear and Wheelwell Doors



2.9 Major Zone 700 – Landing Gears and Wheelwell Doors

SUB-ZONE	710	NOSE LANDING GEAR AND WHEELWELL DOORS
	711	Landing gear
	713	NLG front door (LH)
	714	NLG front door (RH)
	715	NLG rear door (LH)
	716	NLG rear door (RH)
SUB-ZONE	720	RIGHT MAIN LANDING GEAR AND DOORS
	721	Landing gear
	723	MLG front door (LH)
	724	MLG front door (RH)
	725	MLG rear door (LH)
	726	MLG rear door (RH)
SUB-ZONE	730	LEFT MAIN LANDING GEAR AND DOORS
	731	Landing gear
	733	MLG front door (LH)
	734	MLG front door (RH)
	735	MLG rear door (LH)
	736	MLG rear door (RH)

2-O Diagram: Major Zone 800 - Doors (Main, Cargo, Emergency)



2.10 Major Zone 800 – Doors (Main, Cargo Emergency)

SUB-ZONE	810	FUSELAGE LEFT SIDE
	811	Passenger/crew entry door
	812	Escape hatch – (over wing)
	813	Cargo door
SUB-ZONE	820	FUSELAGE RIGHT SIDE
	821	Escape hatch - (over wing)
	822	Escape hatch - (ground level)

2.11 Access Doors and Panels

2.11.1 General

Access doors and panels within a zone are identified by an alphanumeric system consisting of:

- Three digits corresponding to the zone where the access door or pane I is located and:
- A two-letter suffix.
    - The first letter identifies a sequence order beginning with the letter A
    - The second letter designates the specific location of each access door or panel as follows:

EXAMPLE:

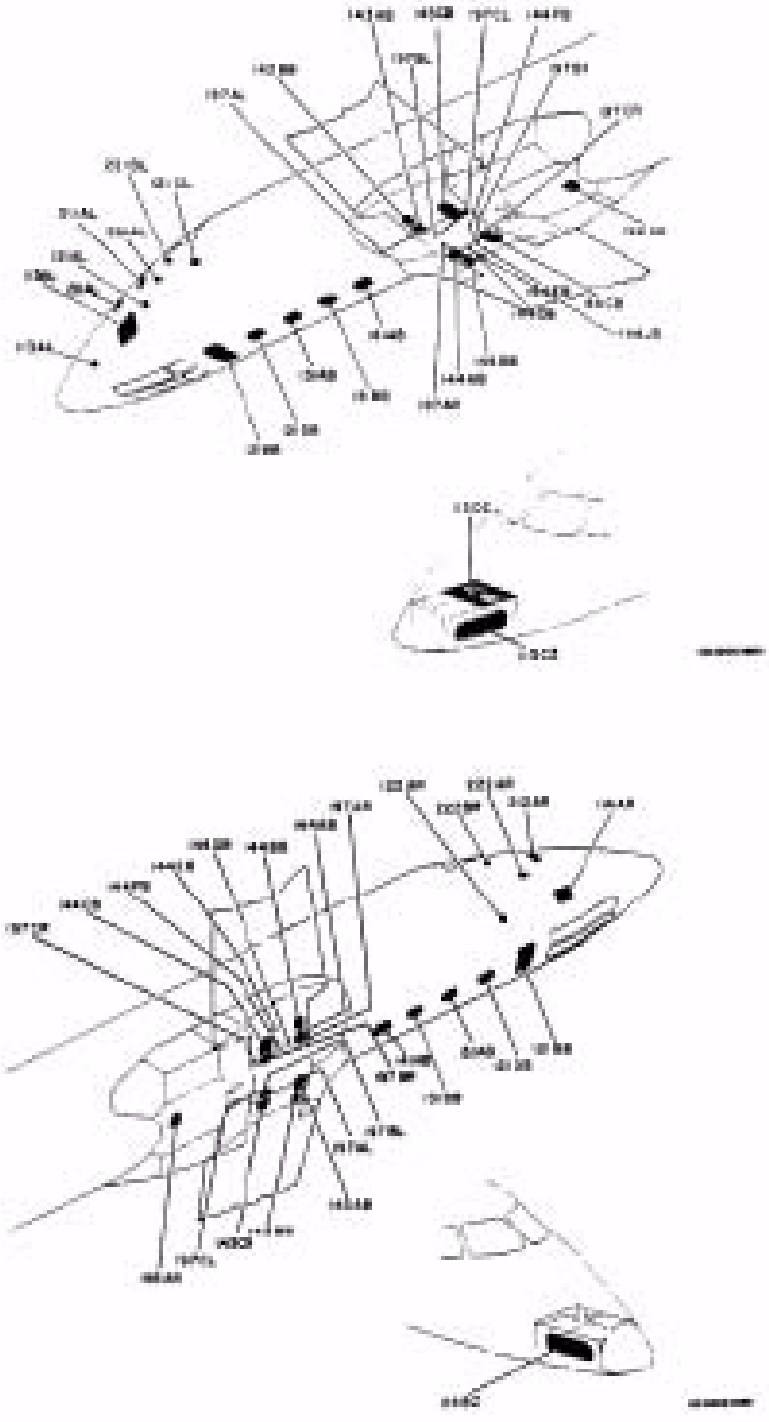
B – BOTTOM	- Panel 521 AT
T – TOP	- Major zone 500: Left wing
L – LEFT	- Sub zone 520: Area inboard of nacelle structure
R – RIGHT	- Zone 521: Area between auxiliary spar and front spar
Z – INBOARD	- Panel A
	- Location: Top

F - FLOOR PANEL
W - SIDEWALL LINING PANEL
C - CEILING LINING PANEL
V - ELECTRIC/ELECTRONIC PANEL

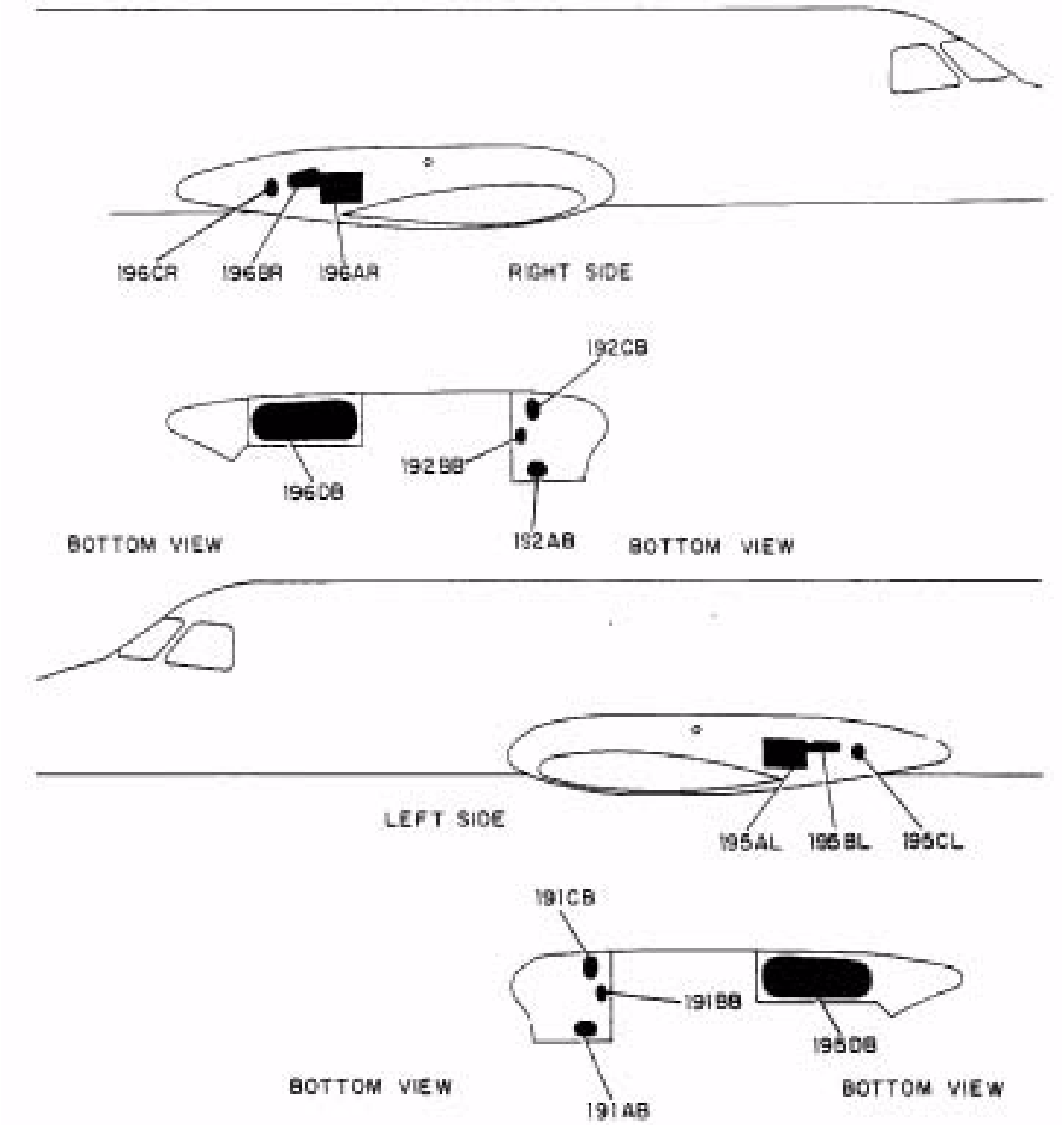
If all the letters of the alphabet are not sufficient to identify panels of the same zone, the remaining panels are identified by starting all over again with letter A as the first letter, followed by one of the letters below, according to panel location:

LETTER	U – UPPER
	D – LOWER
	P – LEFT
	S – RIGHT
	G – FLOOR
	X - SIDEWALL LINING PANEL
	Y – CEILING LINING PANEL

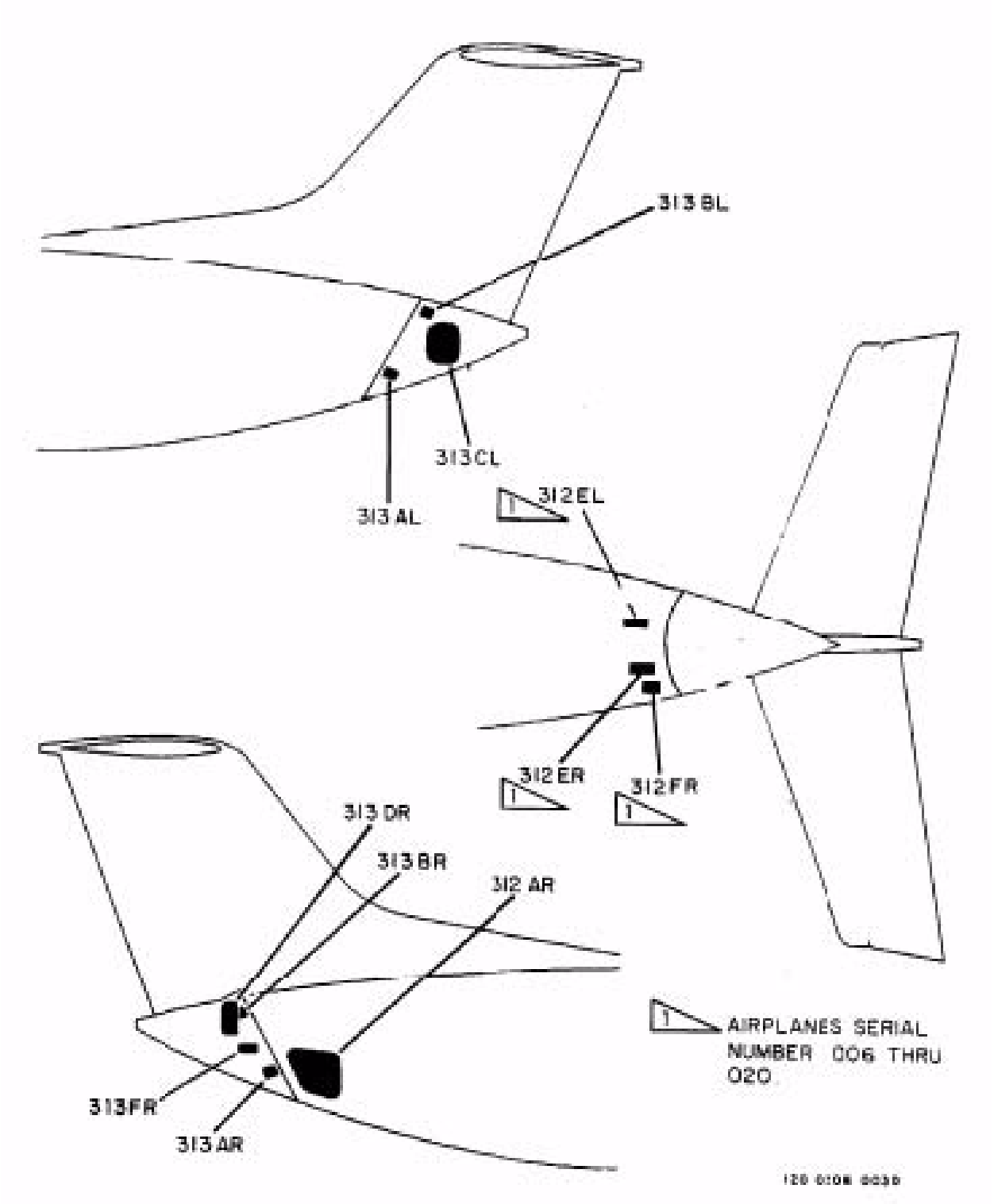
2-P Diagram: Fuselage (Major Zone 100 and 200) Access Doors and Panels



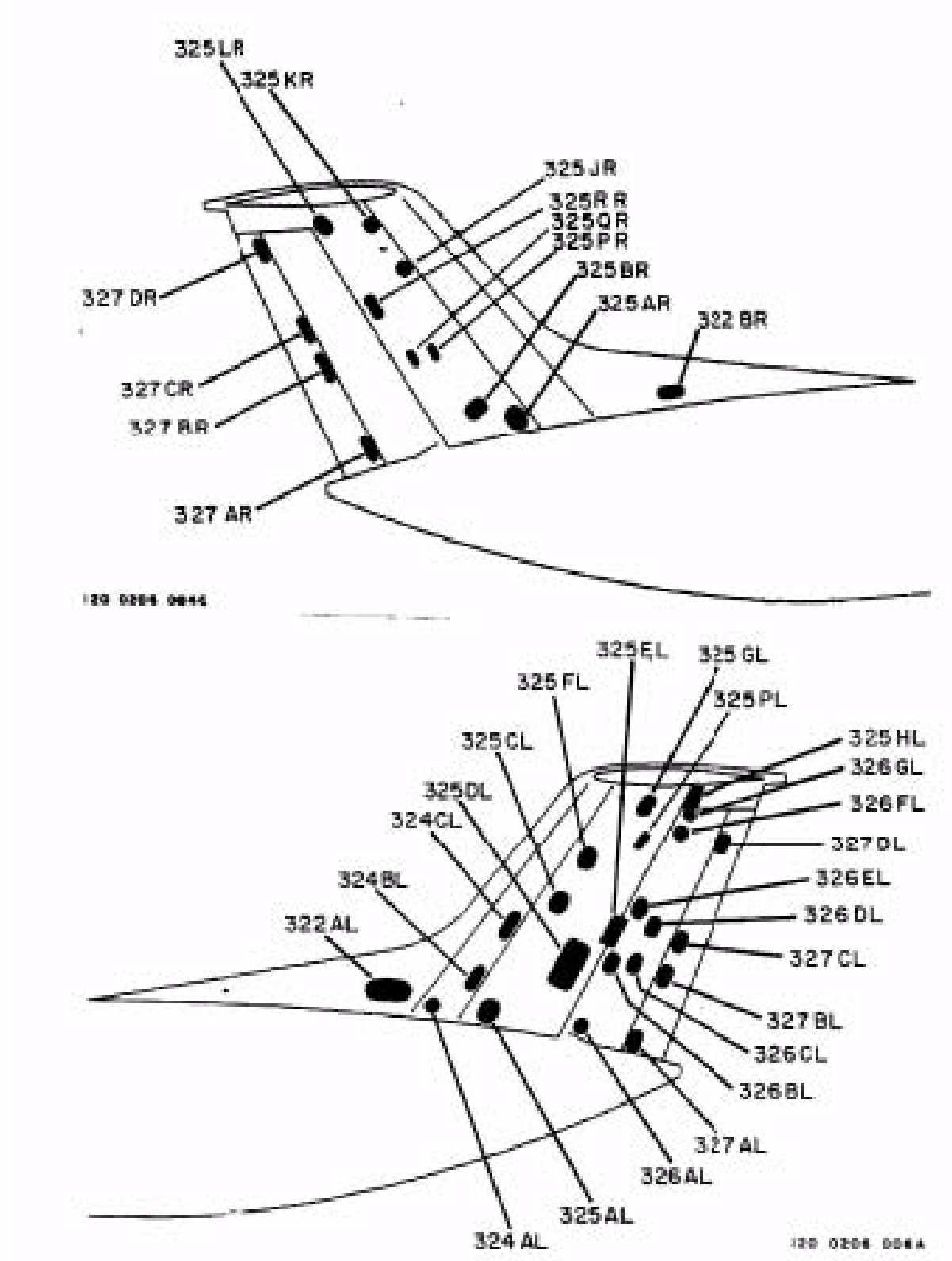
2-Q Diagram: Fuselage (Major Zone 100 and 200) Access Doors and Panels



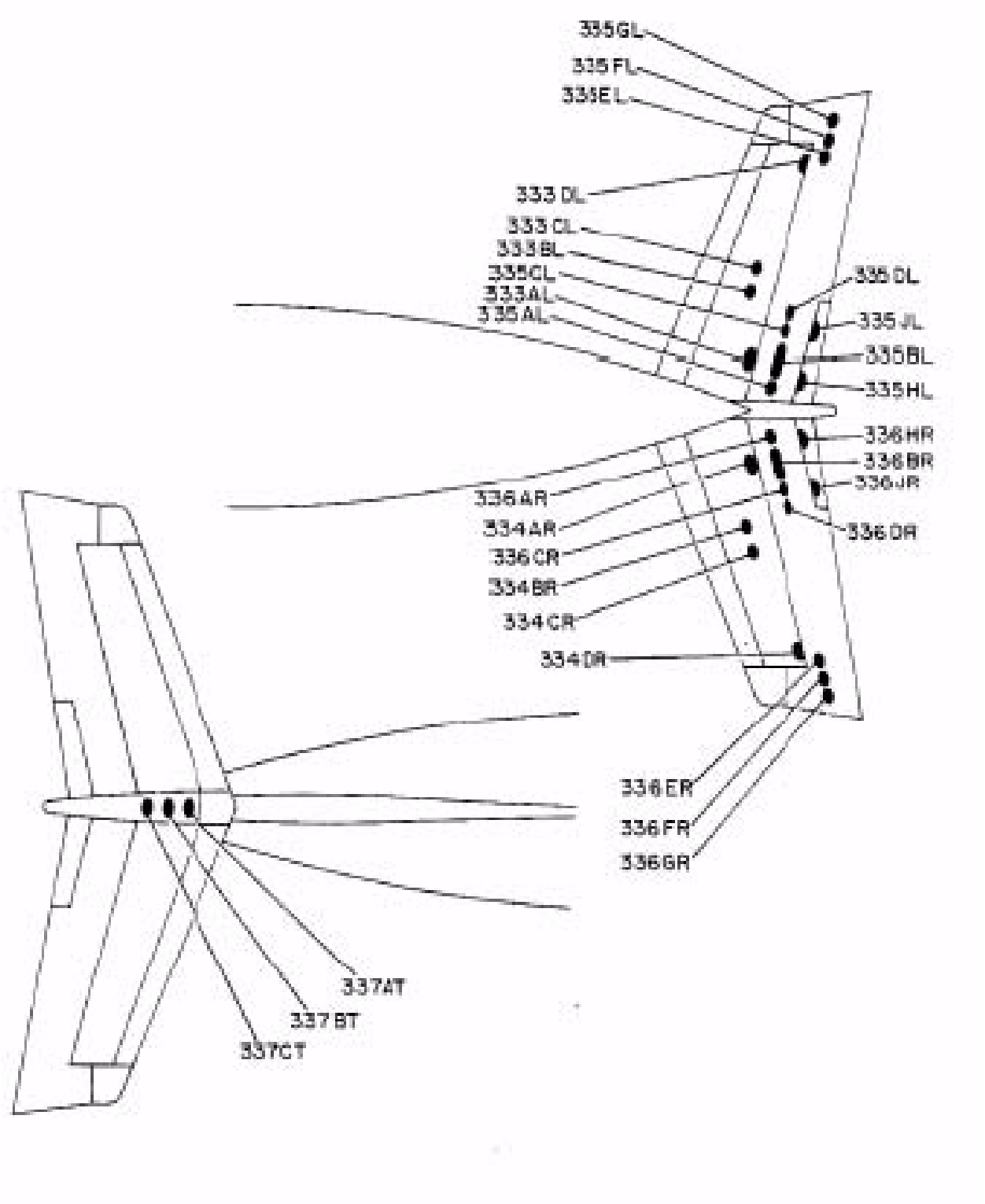
2-R Diagram: Fuselage Aft Section (Sub-zone 310) Access Doors and Panels



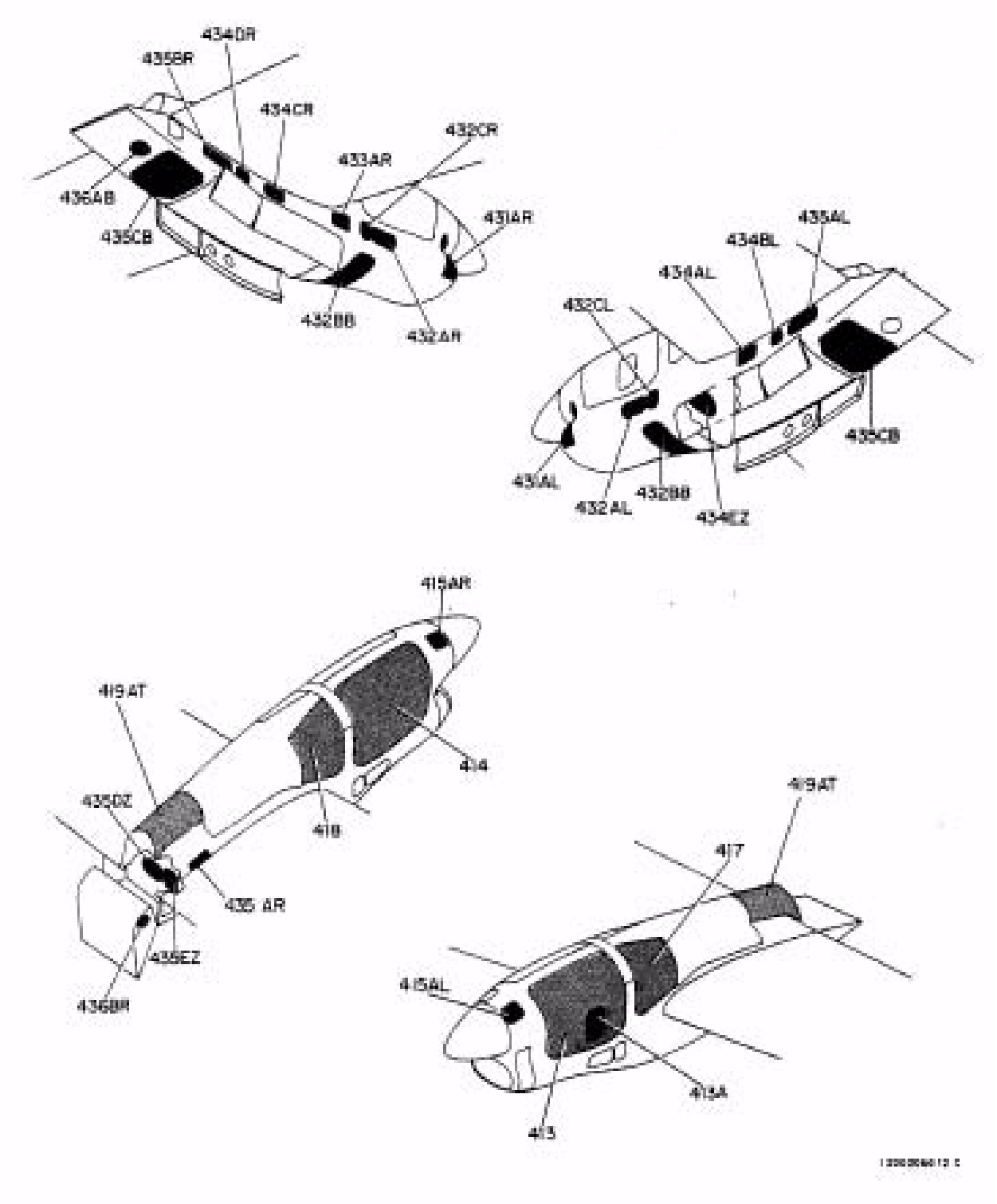
2-S Diagram: Vertical Stabilizer and Rudders (Sub-zone 320) Access Doors and Panels



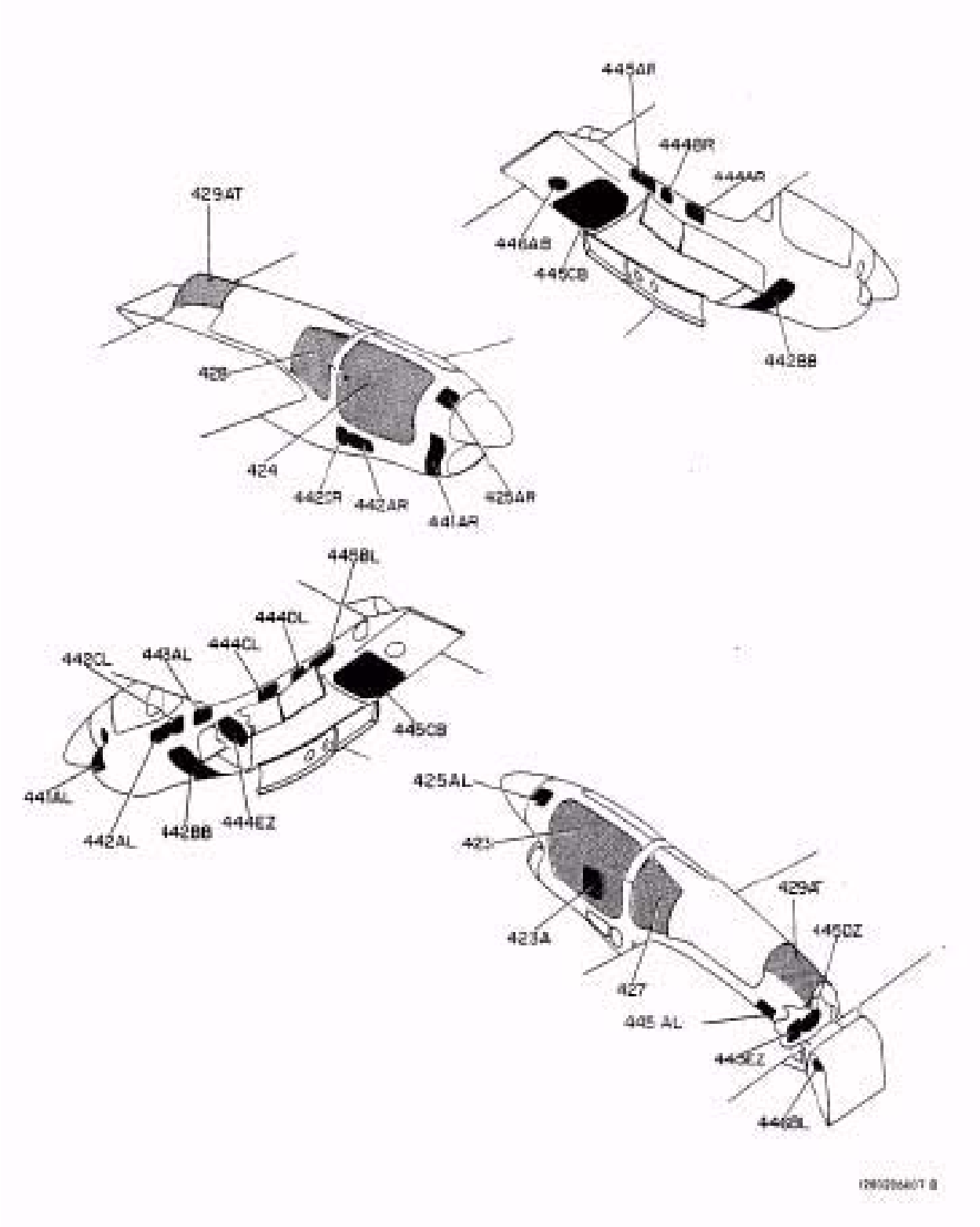
2-T Diagram: Vertical Stabilizer and Elevators (Sub-zone 330) Access Doors and Panels



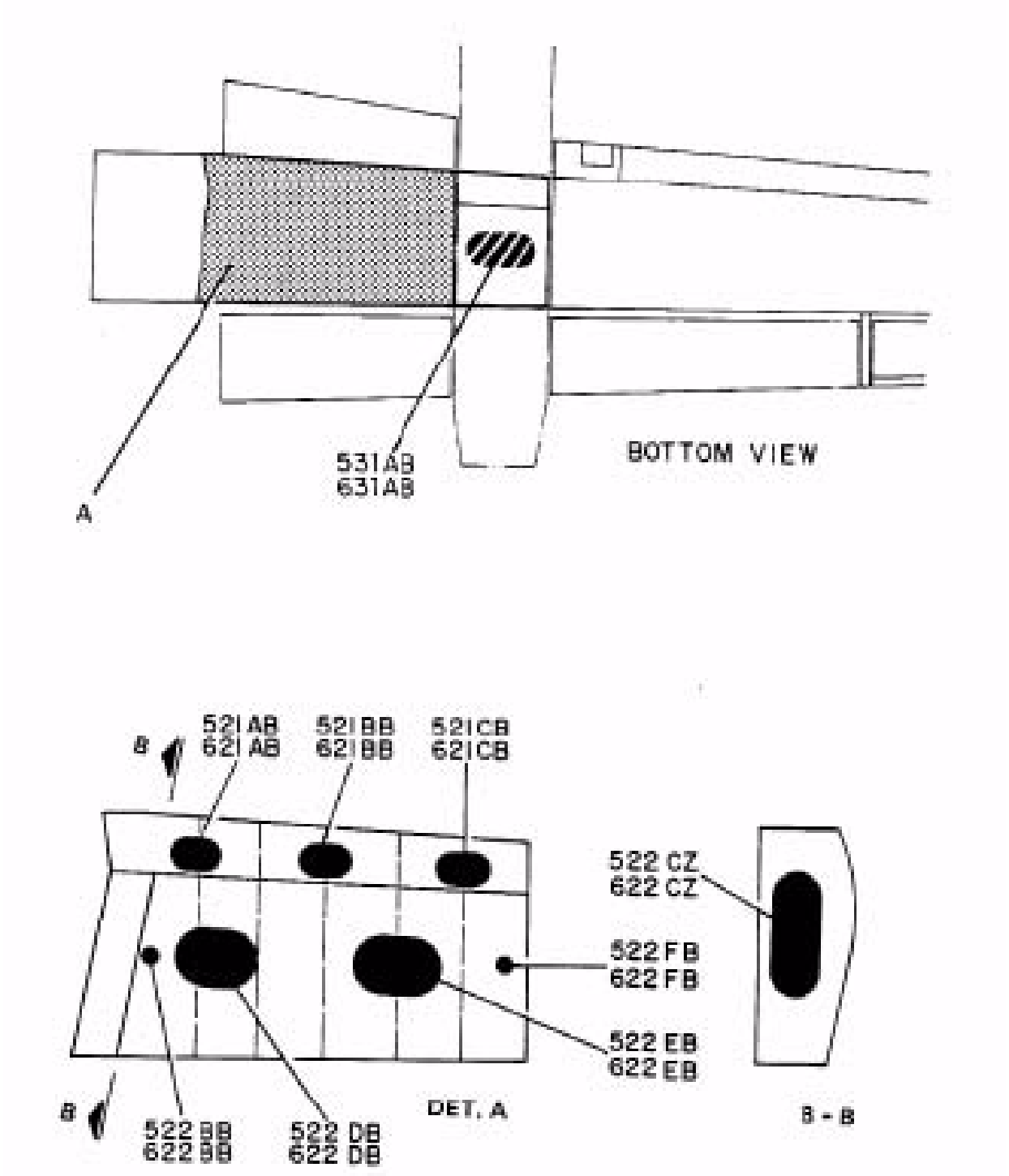
2-U Diagram: Powerplant and Nacelle (Major Zone 400) Access Doors and Panels



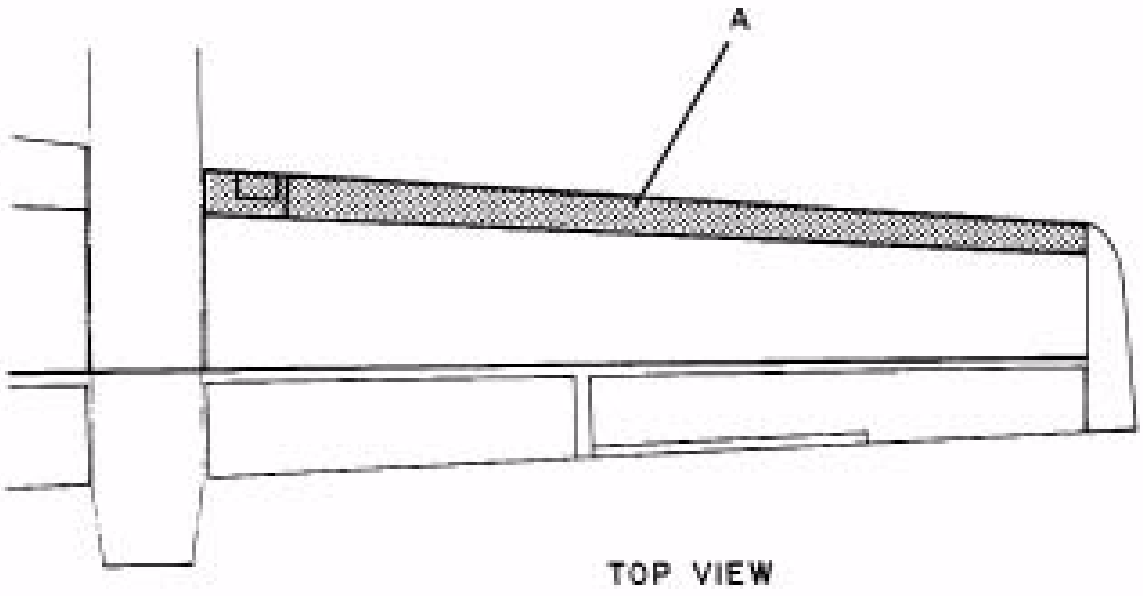
2-V Diagram: Powerplant and Nacelles (Major Zone 400) Access Doors and Panels



2-W Diagram: Left and Right Wings (Major Zones 500 and 600) Access Doors and Panels

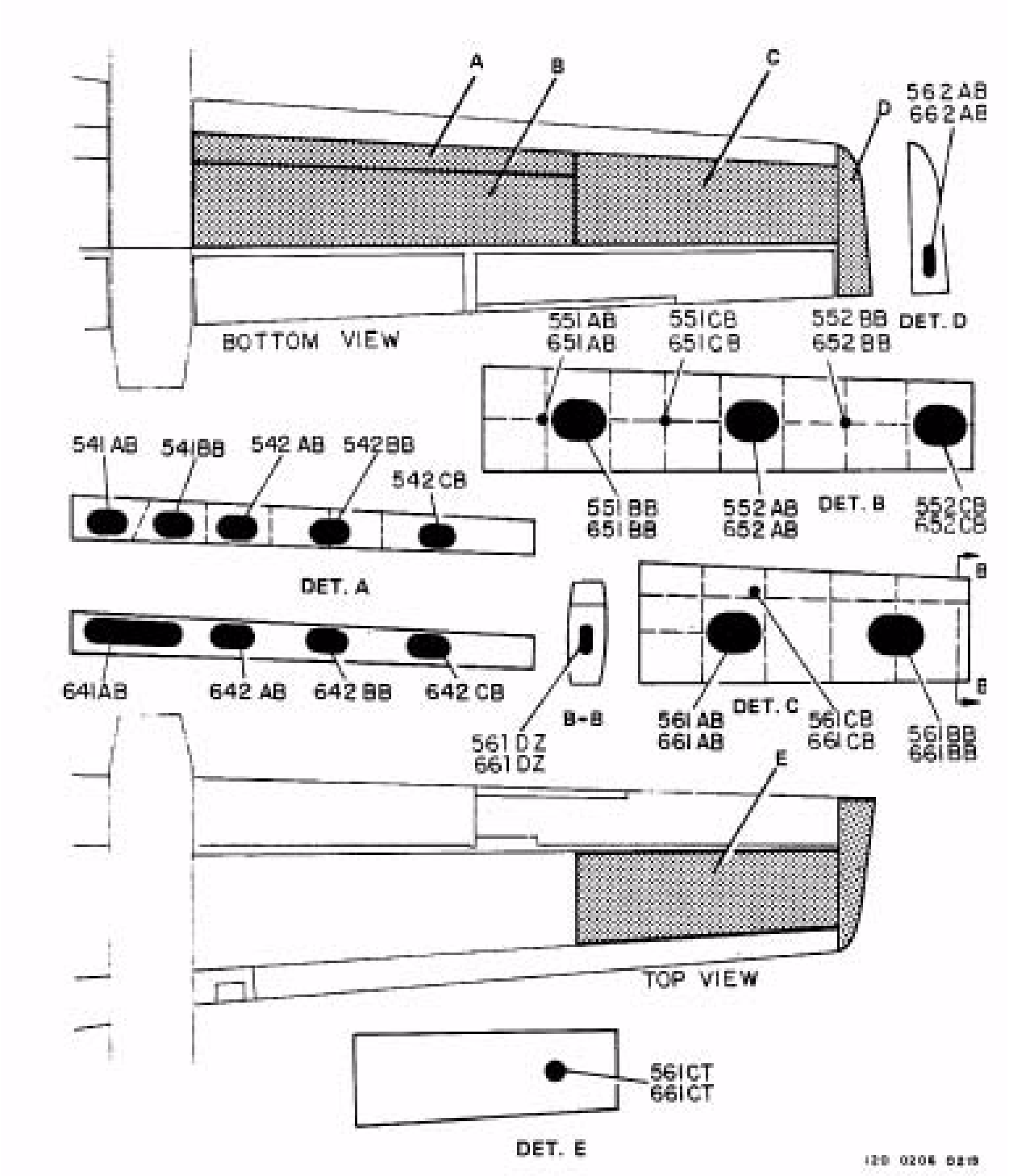


2-X Diagram: Left and Right Wings (Major Zones 500 and 600) Access Doors and Panels

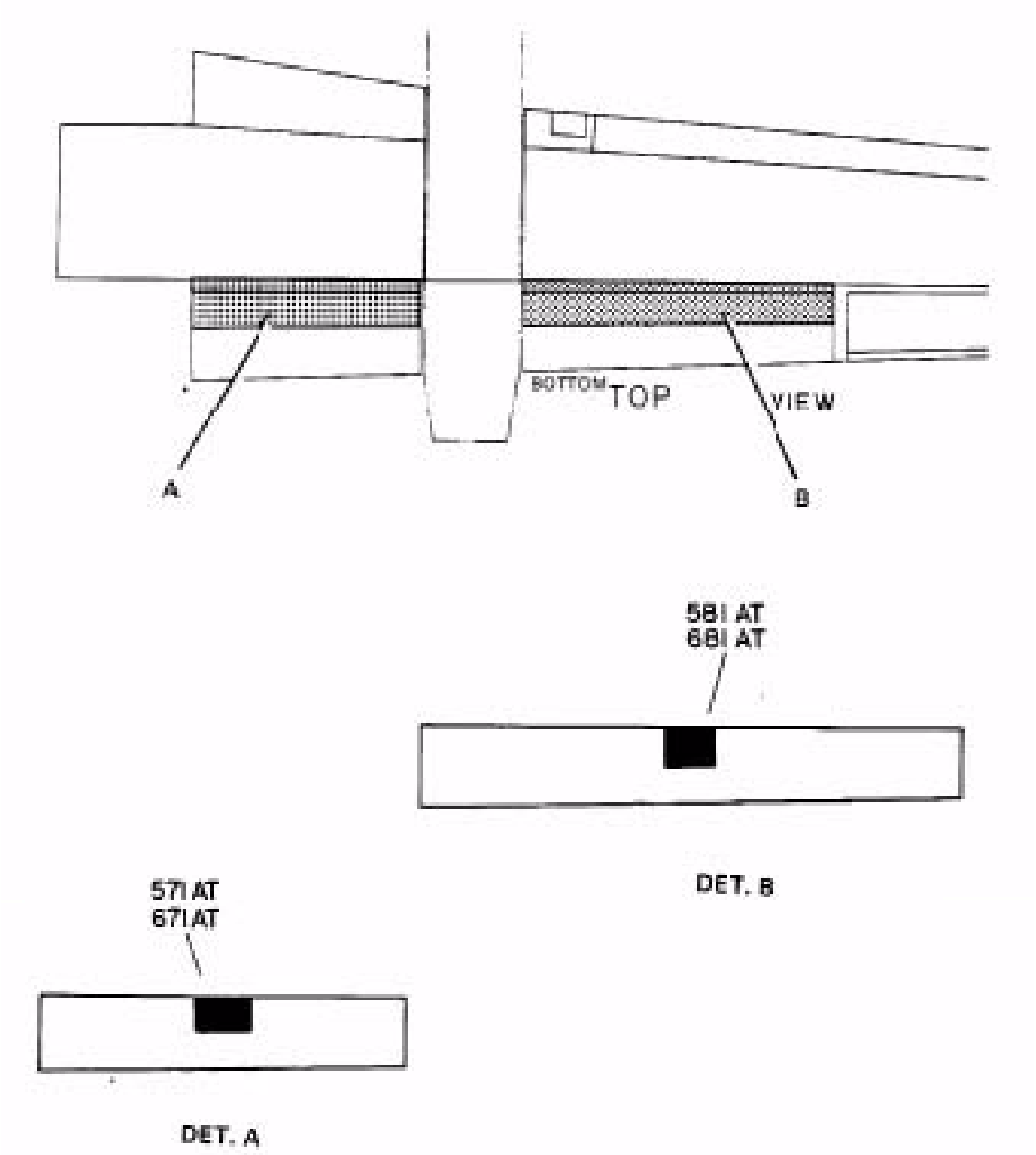




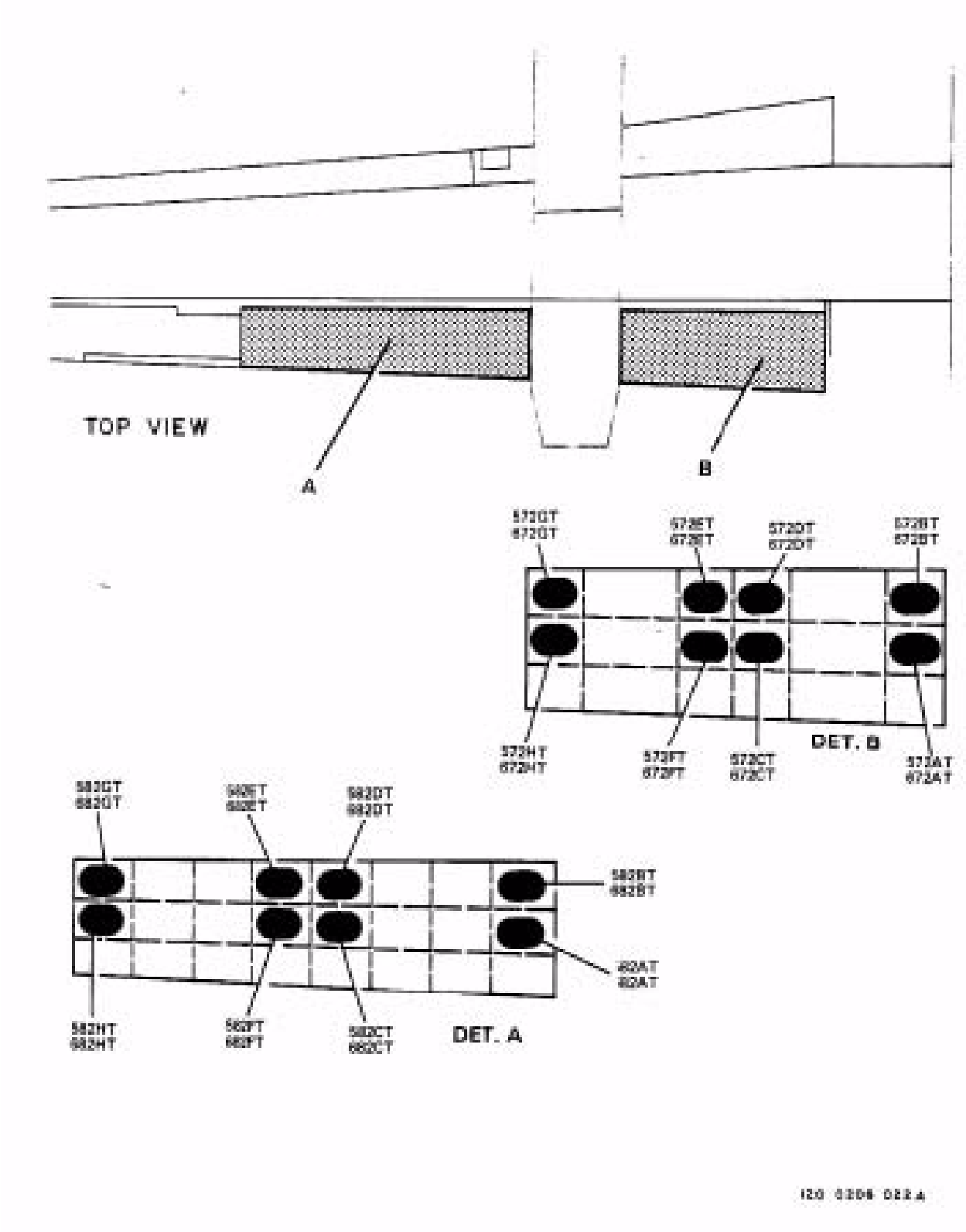
2-Y Diagram: Left and Right Wings (Major Zones 500 and 600) Access Doors and Panels



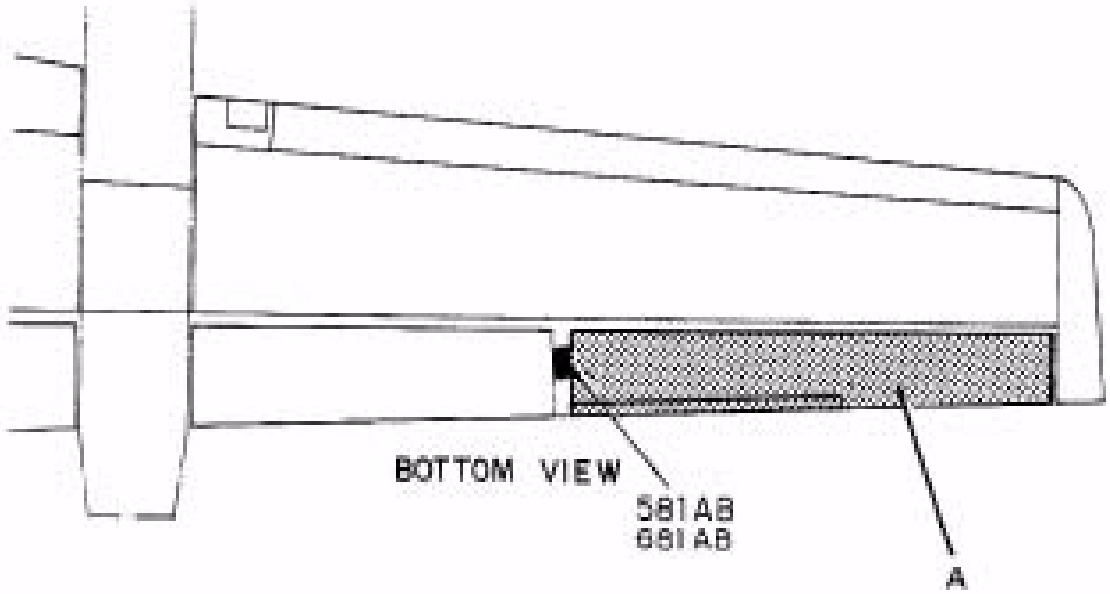
2-Z Diagram: Left and Right Wings (Major Zones 500 and 600) Access Doors and Panels

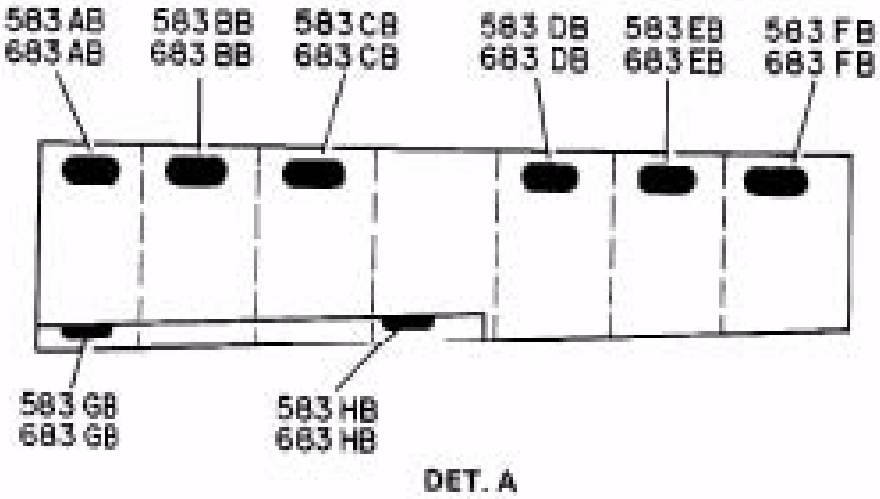


2-AA Diagram: Left and Right Wings (Major Zones 500 and 600) Access Doors and Panels



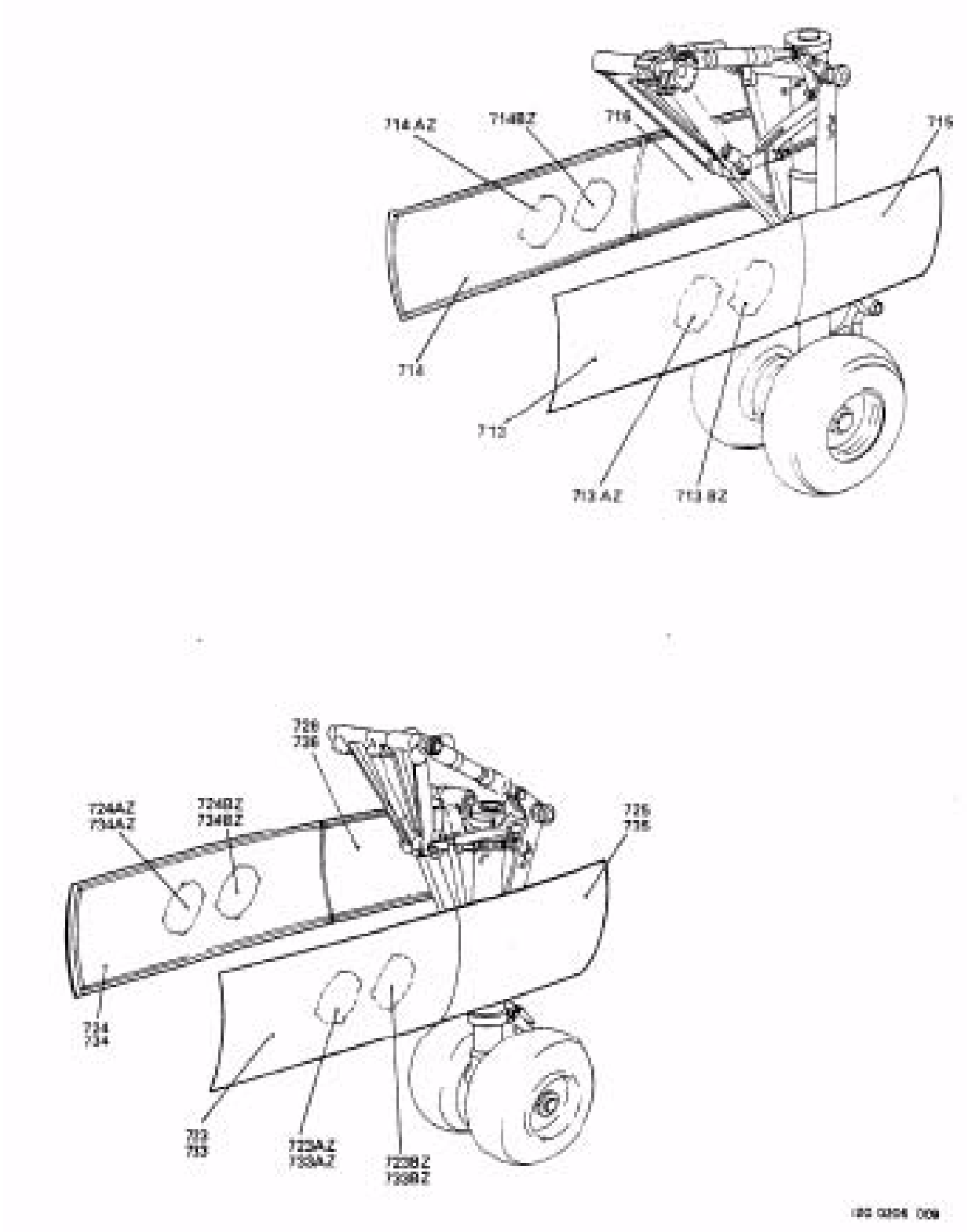
2-AB Diagram: Left and Right Wings (Major Zones 500 and 600) Access Doors and Panels



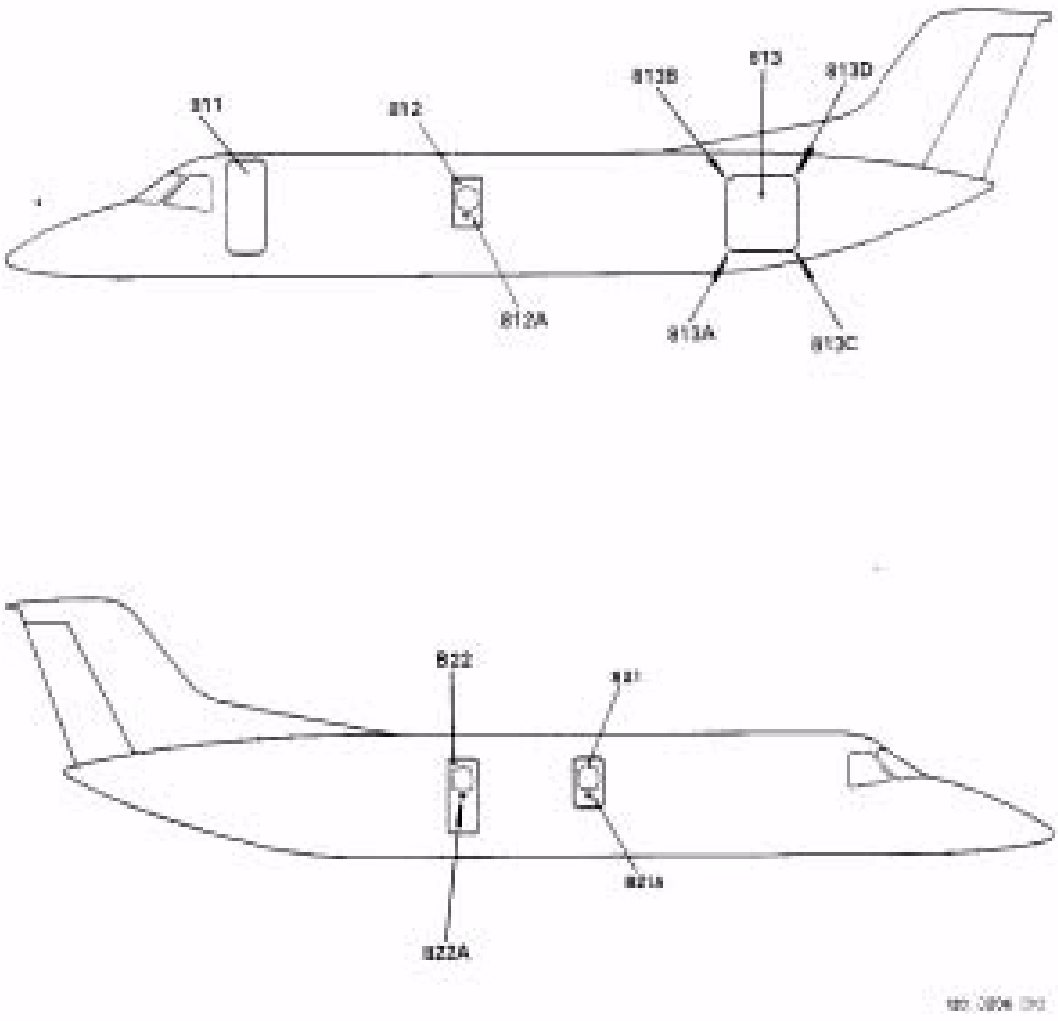


DET. A

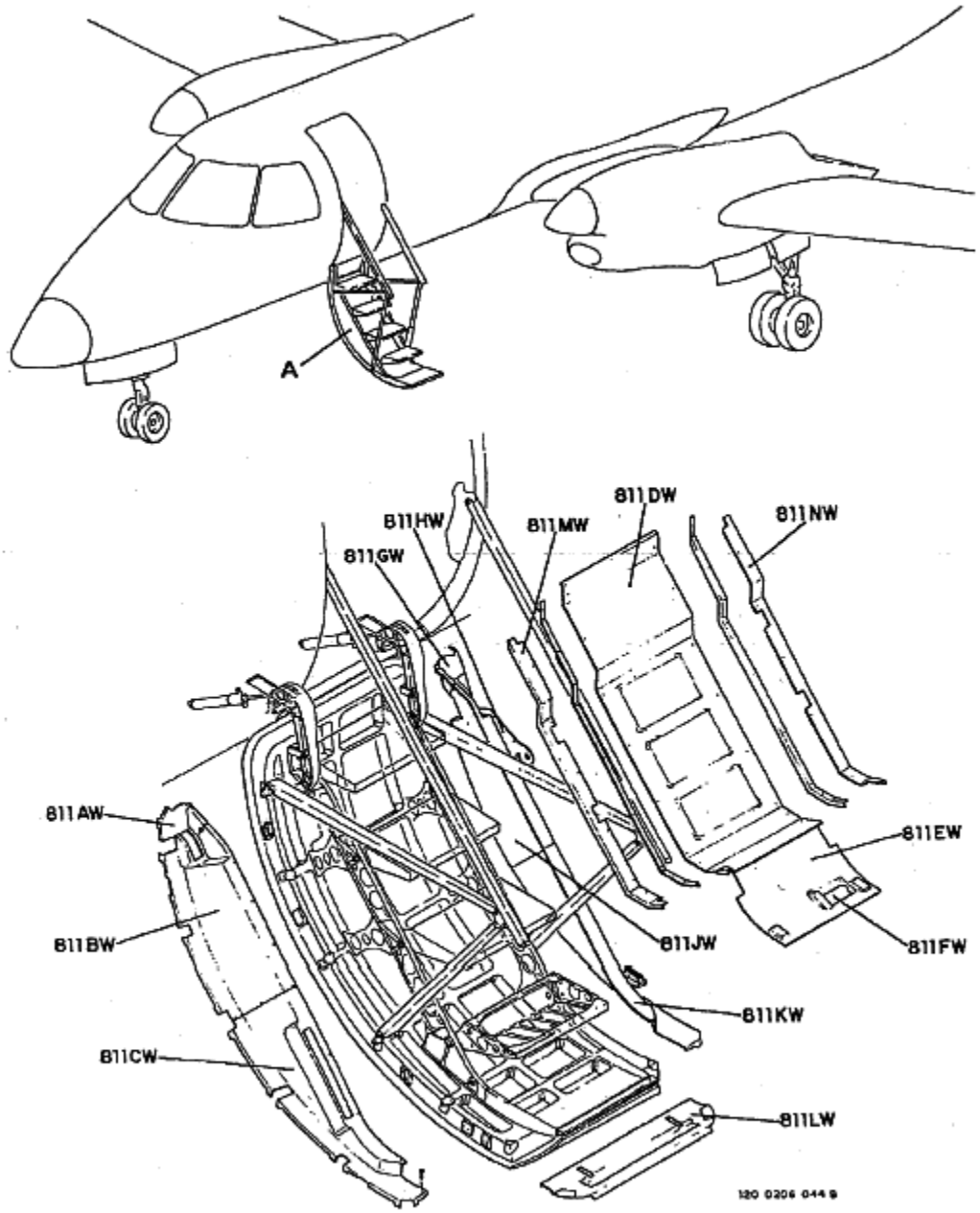
2-AC Diagram: Landing Gears and Doors (Major Zones 700) Access Doors and Panels



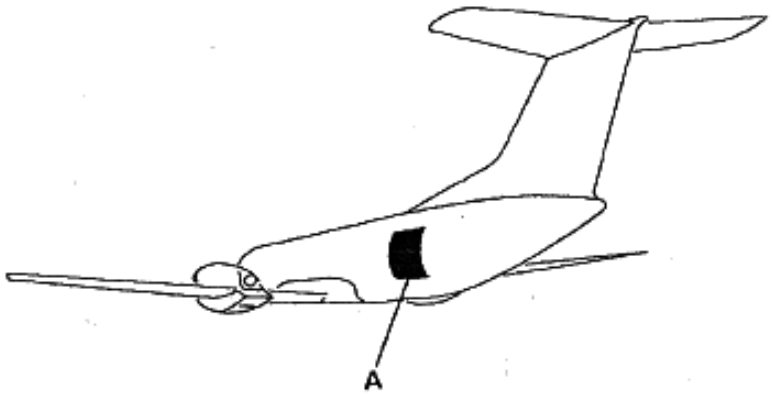
2-AD Diagram: Door (Main, Cargo) Major Zone 800 Access Doors and Panels

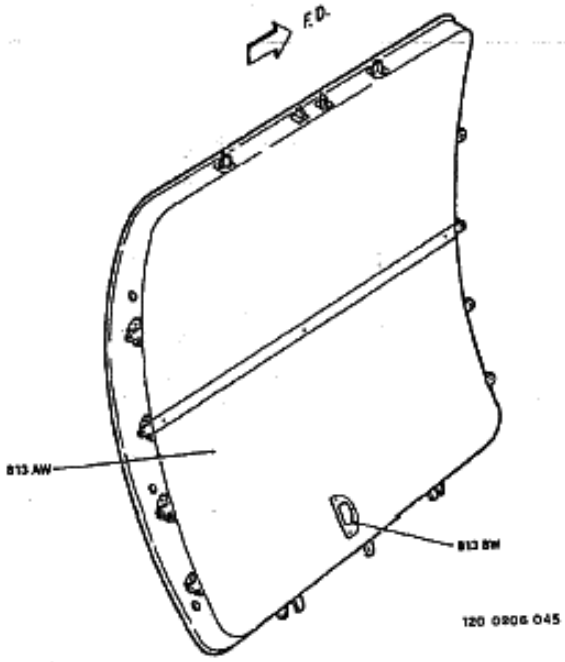


2-AE Diagram: Main Door Lining Panels



2-AF Diagram: Cargo Door Lining Panels





DET. A

2.12 Ground Handling Procedures

2.12.1 Wheel Chocks

Aircraft landing and taxiing maneuvers build up intense heat in the brake system, and therefore, aircraft brakes must be released as soon as possible after arrival at the ramp. To preclude uncontrolled roll of aircraft when brakes are released, landing gear tires must be provided with an obstruction to hold the parked airplane in position. This is accomplished by use of wheel chocks which, in general practice, are placed fore and aft of the main wheels.

Wheel chocks must be installed under the following conditions:

- Immediately upon arrival of a flight.
- When an aircraft is towed or taxied and parked in another area.

NOTE: Do not force the chocks in tight. If the aircraft is empty and then is loaded with the chocks tight, the possibility exists that the aircraft may “sit “on the chocks making them very difficult to remove.

2.13 Towing General

2.13.1 General

Airplane towing operations may be accomplished either manually or by aid of power equipment.

2.13.2 Referenced Procedures

- 10-10-01/201 - Normal Parking.
- 32—00—01/201 - Landing Gear Ball-lock Pins.
- 32—43—00/1 - Emergency/Parking Brake Circuit.
- 32—50—00/1 - Nose Steering System.

2.13.3 Equipment

- Tow bar (tractor towing) - GSE No. 016.
- Tow bar (manual towing) - GSE No. 017.

2.13.4 Towing Precautions

CAUTION: MAKE SURE TO TOW AIRCRAFT ONLY WHEN HYDRAULIC SYSTEM IS DEPRESSURIZED. DURING TOWING OPERATION, IT IS IMPERATIVE TO HAVE A PROPERLY TRAINED INDIVIDUAL IN THE COCKPIT TO ACTUATE THE BRAKES, IF NECESSARY. REF: 32-43-00.

DO NOT STEER WHEELS BEYOND REFERENCE OF THE NLG, AS PER MARKS IN EITHER SIDE. AFTER A TOWING OPERATION MAKE SURE THAT THE NLG OVER TRAVEL INDICATOR IS ARMED. IF NOT, PROCEED AS PRESCRIBED IN 32-50-00.

NOTE: If aircraft is towed with electrical system energized, make sure that electro-hydraulic pumps remain off during towing operations. Make sure that landing gear ball-lock pins are properly installed. (REF: Chapter 32-00-01).

2.14 Towing Description and Operation

2.14.1 General

- Airplane towing operations may be accomplished either manually or by aid of power equipment. A suitable tow bar, to be attached to the nose wheel axle, is provided each of these operations.
- The tow bar has a shear section that will rupture before the landing gear or the airplane structure is damaged by an excessive load.
- Manual towing is performed with the manual tow bar. When it is required to push the aircraft, use the strongest points or areas as hand holds.

2.14.2 Install Tow Bar (tractor towing)

- Position tow bar to nose wheel landing gear wheel axle.
- Align tow bar pins with nose landing gear wheel axle, by turning the wheel actuating crank of the tow bar.
- Insert tow bar pins into nose landing gear axle counterclockwise until they snap into nose landing gear wheel axle by spring-load action.
- Lock pins by turning them clockwise.

2.14.3 Remove Tow Bar (tractor towing)

- Unlock tow bar pins by turning them counterclockwise.
- Loosen tow bar by pulling pins and turning them clockwise.
- Remove tow bar.

2.15 General Aircraft Servicing

All servicing of EAC EMB120 aircraft is to be accomplished as outlined in this section. The quantities of fluids will be determined by operational requirements and may differ from those shown in this section. The final decision as to servicing quantity will be the responsibility of the operations department, and maintenance shall consult with operations prior to servicing the aircraft. Personnel will ensure that the hangar ground support equipment is appropriate for the work being performed.

2.16 Filling Fuel Tanks

The airplane must be electrically grounded/bonded during fueling operations. Make certain that either the grounding jacks on the underside of the wing are inserted before servicing any fuel tanks or that the fueling hose is otherwise electrically grounded to the airplane structure. Needless to say, during all fueling operations, adequate fire protection must be immediately available.

For specific information on automatic and manual pressure refueling see the EMB120 Maintenance Manual 12-11-01. For over wing fueling see EMB120 Maintenance Manual 12-11-02.

For specific information on Fuel tank sump draining and inspection see the EMB120 Maintenance Manual 12-11-03.

2.16.1 Jet Fuel Specifications

Everts Air Cargo can utilize the following Jet Fuel in its EMB-120 aircraft:

- ASTM Specification D 1655 – Jet A, Jet A-1, Jet B
- American Military Standard MIL-T-5624 – JP-4, JP-5
- American Military Specification MIL-T-83133 – JP8

NOTE: Aviation gasoline per MIL-G-5572, in emergency, up to a limit of 150 hours between overhauls, may be used. Preference should be given to available gasoline having the lowest octane grade.

2.17 Engine Servicing

The engine oil system is serviced by gravity through the oil tank filler neck and filler cap. Engine oil level is checked through a sight glass on the side of the engine oil tank. Access to the oil tank is through the access door in the left forward cowling.

2.17.1 Engine Oil Specification

Everts Air Cargo has selected BP 2380 turbine oil for use in its EMB-120 aircraft.

2.18 APU Servicing

The APU oil system is serviced by gravity through the oil tank filler neck and filler cap. APU oil level is checked by the dipstick attached to the filler cap. Access to the oil tank is through the APU servicing access door at the tail of the airplane. The two different approved APU units for this aircraft are Garrett (Honeywell) and Sunstrand. Follow the correct procedures for the type of APU you are servicing.

APU oil specification: Everts Air Cargo has selected BP 2380 turbine oil for use in its EMB-120 aircraft.

2.19 Filling Hydraulic Reservoirs

There are two hydraulic systems on the EMB120 aircraft. The blue system reservoir is located in the aft end of the right engine nacelle, and the green system reservoir is located in the aft end of the left engine nacelle. The system is checked with the flaps up and 3000 PSI on the system. Cross-check the system level rods and a quantity gauge in the cockpit.

To fill the reservoir, hook up the hydraulic fluid servicing dolly or equivalent (GSE no. 005), service both green and blue reservoir from the RH reservoir access door and fill per the instructions in Chapter 12 of the EMB120 Maintenance Manual with fluid MIL-H-5606.

The green system supplies hydraulic power to the landing gear, normal brakes (outboard wheels), flaps (outboard pairs), nose wheel steering, rudder green system & main door (PAX).

The blue system supplies hydraulic power to the emergency brake, normal brake (inboard wheels), flaps (inboard and nacelle) & rudder blue system.

2.20 Inflating Pressure Accumulators

Refer to either chapter 12 or chapter 29 of the EMB120 Maintenance Manual.

2.21 Inflating Shock Struts

Refer to either chapter 12 or chapter 32 of the EMB120 Maintenance Manual.

2.22 Tire Servicing

Because the wheels used on the EMB120 aircraft are of the tubeless design only nitrogen will be used to service tire pressure. Use only a calibrated tire gauge of compatible accuracy.

Tires that are inflated to incorrect pressure have their service life reduced & jeopardize airplane safety. All tires will be inflated to the requirements of the ER aircraft version data listed in chapter 12 of the EMB120 Maintenance Manual. Nose tires 78 +4/-0 psi loaded at 70 F. and main tires 132 +4/-0 psi loaded at 70 F.

2.23 Oxygen Servicing

The oxygen charging panel is located in the nose section right side and is equipped with a pressure gauge and a charging valve.

For airplane dispatch, the minimum pressure in the oxygen cylinder installed for use by the cockpit is 1200 psi at 70 degrees F.

When servicing oxygen, refer to chapter 12 and chapter 35 of the EMB120 Maintenance Manual.

2.24 Aircraft Lubrication

2.24.1 General Notes

2.24.1.1 Lubrication Applications

Cleanliness is essential to good lubrication procedures. Clean and dry grease guns and oil cans before filling. Wash brushes, if dirty, in Stoddard-type solvent and dry thoroughly before use. Use only lubricants which are perfectly clean.

Wipe grease fittings, oil holes, etc., with clean, dry cloths before lubricating. Remove any dirt or rust from surfaces to be lubricated.

Work moving parts, if practical, to assure thorough lubrication.

Force grease into fittings until all old grease is extruded, unless otherwise noted.

Fill oil holes to near full, adding oil until the level does not drop. Controllable type squirt oil cans are recommended for oil application.

After any lubrication, clean surplus lubrication from all but actual working surfaces. Before applying lacquer base lubricating graphite, clean surfaces with solvent for good adhesion.

2.24.1.2 Anti-Friction Bearings

Unless otherwise noted herein, grease-lubricated anti-friction bearings need not be re-lubricated except at major overhaul. Do not attempt to oil such bearings.

Keep exposed anti-friction bearings as clean as possible. Wipe with a clean cloth dampened with Stoddard-type solvent.

Do not expose anti-friction bearings to steam cleaning.

2.24.1.3 Control Cables

Inspect cable coatings on lengths running on pulleys, drums and in fairleads. Touch up where necessary with corrosion preventive compound such as Par-al-ketone.

Apply oil to all sections of cable as mentioned above with lubricant OGP.

Apply oil lubricant OGP to cable clevis attach points.

Dust, dirt or sand combined with grease, oil or graphite forms a grinding compound. Therefore, it is important to remove excess lubricants from all moving parts subjected to extreme dust conditions. Inspect all points to be lubricated carefully and frequently and do not neglect lubrication. Fill grease-type gear boxes at least 1/3 but not over 1/2 full unless otherwise specified (as by instruction plate).

2.24.1.4 Specific Lubricants

See the aircraft lubrication information in chapter 12 of the EMB120 maintenance manual for specific types of lube and techniques for application.

2.25 Aircraft Test Flight Requirements

The purpose of a Test Flight is to establish the airworthiness of an aircraft, engine or propeller thereof which has undergone a maintenance repair, alteration which may have changed its flight characteristics appreciably or substantially affect its operation in flight. The Pilot making the flight is responsible for the safe and efficient conduct of the flight; therefore, no Test Flight will be originated if, in the opinion of the Captain, conditions exist or may develop which will jeopardize the safety of the flight, i.e., weather, visibility or gross weight. Unless otherwise authorized by the Director of Operations, all Test Flights shall be - Day VFR weather conditions or Night - 1500 feet ceiling and 3 miles visibility. The following maintenance, repair or alterations shall require a Test Flight and/or ground operational check as outlined below:

2.25.1 Engines, Propellers and Governors

2.25.1.1 Single Engine, Propeller, or Governor Change

- No Test Flight required.
- After completion of ground run-up, make visual check of engine, accessory section and accomplish any necessary adjustments.

2.25.1.2 Double Engine Change

- Test Flight required
- Test Flight may be accomplished at a maximum gross weight not exceeding the single engine weight. (except when limited by runway length as specified in Flight Manual).
- After completion of the Test Flight, make visual check of engine, accessory section and accomplish any necessary adjustments.

2.25.1.3 Changing Propellers and Governors

- Changing two propellers and their respective governors shall require a Test Flight.
- Changing any propeller or propeller governor shall require a complete ground run-up and operational check including feathering check and take-off RPM check.

The crew shall be fully informed of the condition surrounding the unit change and shall be instructed to maintain a close check on the involved unit throughout the ensuing flight. The aircraft shall be immediately returned to base for any major discrepancy affecting safety that may be found in flight. All ground checks shall be made in accordance with the Maintenance Manual.

2.25.2 Aircraft

Changing any combination of two or more control surfaces (stabilizers and/or primary control surface) shall require a Test Flight.

- Cabin load as directed by crew.
- Test Flight of one hour minimum duration required.

All new aircraft which have not been test flown prior to acceptance and delivery, aircraft out of overhaul, major modification or conversion and aircraft repaired after major damage shall require a Test Flight.

- Test Flight to be accomplished empty with ballast weight as requested by the crew.
- Test Flight shall be a minimum of 1/2 hour duration.

Correction of Serious Reported Rigging Defects

- Test Flight required if corrective action does not obviously correct the defect.

Single Control Cable Change, Single Control Surface, Tabs or landing Gear Change

- Test Flight required on passenger aircraft only. No Test Flight required on cargo aircraft.

- Units to receive a complete ground operational check and rigging in accordance with latest Maintenance Manual procedures.

An Inspector and/or Mechanic may accompany Test Flights as requested by crew.

The Inspection Department shall determine when a Test Flight is required. The Inspector releasing the aircraft shall make an entry in the aircraft log book "Aircraft released for Test Flight only" and sign the airworthiness release.

The Pilot making the Test Flight shall make a notation in the Aircraft Log that he has flown the aircraft and found it satisfactory or unsatisfactory.

2.26 Cold Weather Maintenance and Servicing

Refer to Chapter 12 of the EMB-120 maintenance manual for specific cold weather maintenance requirements.

2.27 Special Inspections

All special inspections such as but not limited to Lightning Strike Inspection, Bird Strike Inspection will be accomplished per the requirements of the EMB-120 Maintenance Manual Chapter 5. A complete list of these inspections may be found in the EMB-120 Maintenance Manual Chapter 5, Table of Contents.

2.28 EMB-120 Instrument Markings

Instrument	RED RADIAL (minimum Limit)	YELLOW ARC (Cautionary Range)	GREEN ARC (Normal Range)	RED RADIAL (maximum Limit)
Interturbine temperature indicator (T6) (Degrees C)	N/A	800 to 816	400 to 800	816
Torque Indicator	N/A	100 to 110	0 to 100	110
Propeller speed indicator NP%	N/A	N/A	50 to 100	100
High and Low pressure spool speed indicator NL/NH%	N/A	N/A	62 to 100	100
Oil temperature Indicator (Degrees C)	-40	-40 to 45 100 to 115	45 to 100	115
Oil Pressure Indicator (PSI)	40	40 to 55 65 to 70	55 to 65	70

2.29 Final Inspection Control

All inspections (line or letter) or any time major aircraft disassembly has been completed to repair the aircraft the Final Inspection Control Form found on page 52 will be completed. This control form is to be used as a general guide to ensure the safety of flight after the aircraft has been in major maintenance. The inspector will complete and sign this form prior to signing the airworthy release.

2.29.1 Final Inspection Control Form

A/C N _____ TAT _____ DATE _____ STATION _____ CHECK NO. _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	CHECK FOR DAMAGE OR FLUID LEAKAGE		
N/A	ENSURE ACCESS PANELS & DOORS ARE SECURE		
N/A	CHECK NLG FOR CONDITION, LEAKS & EXTENSION		
N/A	CHECK NLG OVERTRAVEL IND		
N/A	CHECK PITOT/STATIC PORTS FOR OBSTRUCTIONS		
N/A	CHECK AOA VANES FOR CONDITION		
N/A	CHECK FIRE EXT. RELIEF DISC ARE INTACT		
N/A	CHECK O2 RELIEF DISC ARE INTACT		
N/A	CHECK PROP & SPINNER FOR DAMAGE		
N/A	CHECK EMERGENCY EQUIPMENT FOR CONDITION		
N/A	CHECK ESCAPE HATCHES FOR CLOSURE		

2.30 Engine Condition Trend Monitoring Alternate Data Collection Form

The following form will be used as an alternate means of recording engine trend information in the event the automatic trend reading system is inoperative or not installed. This form, when used, will be turned in to the records department with the aircraft log sheet. The records department will forward this form to the Director of Maintenance for input into the engine trend data software.

2.30.1 Engine Condition Trend Monitoring

AIRCRAFT N:		
DATE:		
REFERENCE #:		
CYCLE:		
IOAT (Deg. C)		
PRES. ALT. (Ft)		
I.A.S. (Knots)		
ENGINE POSITION	**POS (1)**	**POS (2)**
TORQUE (% or ft.		
NP (% OR RPM):		
NL (%):		
NH (%):		
ITT (Deg C):		
WF (lbs/hour):		
MAINTENANCE:		

The form above will be reproduced on the Company EMB-120 Flight Log Sheet, or in 4” x 6” tablet.

2.31 Everts Air Cargo EMB-120 Task Card

This card will be used to add additional inspection and maintenance tasks above the requirements of MRB 200 HI document. These additional tasks, when identified, will be added to the manual system via the established manual revision process as explained in Chapter 1 of the GOM.

2.31.1 Everts Air Cargo EMB-120 Task Card

TASK NUMBER:	REV:	INTERVAL:	TYPE:
DESCRIPTION:			
ZONE:		ACCESS PANELS:	
NUMBER OF PERSONNEL:	ESTIMATED WORK TIME:	ESTIMATED MAN-HOURS:	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE	
		OTHER REFERENCE	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS		A/C REGRISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:

MAINTENANCE TIPS

2.32 DFDR Maintenance Program (14 CFR Part 121.344(a)(b)(c))

2.32.1 General

Everts Air Cargo has selected the Solid State Digital Flight Data Recorder (SSDFDR) Fairchild Model FA2100FDR for installation on its EMB-120 aircraft. All maintenance operation on this recorder system will be accomplished as outlined in the EMB-120 MRB-HI-200 document and L-3 Communications Installation and Operation Instruction Manual (P/N 165E1845-00) or other data available at the L-3 website. Accessing the manuals through the L-3 website ensures the currency of technical data.

2.32.2 System Description

The Fairchild SSDFDR meets or exceeds the requirements of Federal Aviation Administration (FAA) Technical Standard Order TSO-C124a, and is classified as a Class A Flight Data Recorder IAW EURO-CAE MOPS ED-55. The recorder is capable of storing a minimum of 25 hours of flight data that can be downloaded in less than 4 minutes. For more details please reference “System Description” in section 1.3 of the current Installation and Operations Manual.

2.32.3 Scheduled Maintenance Tasks

All scheduled maintenance tasks will be accomplished as required by the EMB-120 MRB-HI-200 document and tracked by task card. The EAC maintenance program contains the following task cards in support of DFDR maintenance:

Task	Description	Interval
31-04	Verify Aural Warning System	3000 Flight Hours
31-06	Verify DFDR System	12 Months
31-08	Replace DFDR Underwater Locator Battery and Ops Check Underwater Locator Beacon	24 Months
31-09	Replace Flight Data Acquisition Unit Battery	72 Months

NOTE: The MRB-HI-200 document also lists task card 31-07 for restoration of the DFDR; however, it is not required for the Fairchild FA2100 as this is an “on-condition: component.

The CAS reporting system described in the Everts Air Cargo GMM will be used to determine the effectiveness of this maintenance program and may be adjusted as required to meet the reliability standard determined by CAS Board Members.

2.32.4 Data Conversion SSDFDR

The FA2100 SSDFDR incorporates an automatic data conversion system. The ROSE analysis Unit (RAU) in conjunction with the Computer Interface and Communications Cable may be used for data retrieval and analysis of flight data while the recorder is installed in the aircraft. After the data has been downloaded, a printer may then be connected to the RAU to print out the flight date in either tabular or in a graphical format. For more details please see section 4.2.2 of the Installation and Operations Manual.

2.32.5 Functional Checks

The Model FA2100 FDR does not require scheduled maintenance or calibration, except for periodic inspection and servicing of the Underwater Locator Device as referenced in section 6.2 in the Installation and Operation Instruction Manual.

2.32.6 Underwater Locator Device (ULD)

The Model FA2100 FDR is equipped with an ULD that is approved to FAA TSO-C121 and exceeds requirements of HBAW 92-07, Maintenance of Acoustic Underwater Locator Beacons, and FAA order 8300.10 Volume 3, chapter 142. The ULD is mounted horizontally on the front of the CSMU for easy removal and viewing of the battery expiration date. The ULD requires a functional test every 24 months and at battery replacement. The ULD is equipped with a battery that has an expected life of six years. For more details please see section 6.2 of the Installation and Operations Manual.

2.32.7 Correlation Requirements

Correlation requirements of the RVIT units to the SSDFDR will perform as stated in the EMB120 MRB-HI-200

Document (one year) and may be adjusted as required to meet the reliability standard determined by the CAS Board.

2.32.8 Abbreviations and Acronyms

Abbreviations and acronyms applicable to the DFDR System are found in the Installation and Operations Manual, Appendix B.

2.32.9 Accessing Online References

The following instruction will assist you in navigating around the L-3 website.

1. Open your web browser and type into the address bar: www.l-3ar.net
2. Select “enter”. At the top of the page will be a link for “Aviation Recorders”. Click on this link.
3. A login page will come up next. Enter, in lower case, the user name (evertsair) and password (dumbo). Click on the “I Accept” box and select “Log In”.
4. You will be directed to a list of publications segregated by model number. Publications for our DFDR model are found under:

“Model FA2100 Solid State Flight Data Recorder Publications (ATA 31-30-03)”

5. Click on “All Technical Manuals – CMM’s and I/O’s”. Component Maintenance Manuals and Installations and Operation Manuals are now available to the user.

NOTE: You must have Adobe Acrobat in order to view the manuals since they are stored as PDF files.

The Installation and Operations Manual is the primary manual to use for maintenance, troubleshooting, and operation of the DFDR when installed on the aircraft.

The Component Maintenance Manual is used to perform shop level maintenance.

2.33 Enhanced GNS-XLS Maintenance Program

2.33.1 General

Everts Air Cargo has selected the Honeywell GNS-XLS Flight Management System, p/n 17960-0203-XXXX for installation on its EMB-120 aircraft. All maintenance operations on this unit will be accomplished as outlined in EMB-120 MRB-HI-200 document, Honeywell GNS-XLS Enhanced Flight Management System Operator's Manual, number 006-18233-000, revision 0, dated June 2000 or later, Honeywell Global GNS-XLS Flight Management System Installation Manual, number 006-10528-0000, revision 4, dated October, 1997 or later, or any other applicable manufacturer data.

2.33.2 Abbreviations and Definitions

A list of abbreviations and definitions may be found in the Honeywell GNS-XLS Flight Management System Operator's Manual, Section VI.

2.33.3 System Description

The Honeywell GNS-XLS Flight Management System is an integrated system designed to give the pilot centralized control of the navigation sensors, computer based flight planning and radio management. The GNS-XLS has a full color flat panel LCD display, alphanumeric and function keys, a Global Positioning Sensor (GPS), and a navigation database.

The Control Display Unit is located in the forward pedestal and the system annunciators are installed on each pilot's instrument panel. The system is integrated to both pilot's Flight Director systems and is selected on each pilot's instrument by selecting LRN. The EHSI displays Course, Deviation, To/From, System Source Select, and Nav Valid. Roll Steering is provided to both Flight Directors and the Autopilot System. Roll Steering command bars are displayed on each pilot's EADI when selected.

2.33.4 Scheduled Maintenance Tasks

All scheduled maintenance tasks will be accomplished as required by the EMB-120 MRB-HI-200 document and manufacturer recommendation, and tracked by task card. The EAC maintenance program contains the following task cards in support of GNS-XLS Flight Management System maintenance:

Task	Description	Interval
34-01 EAC	Inspect aircraft structure at GPS antenna and COM 3 antenna (NDI).	4,000 hours
34-02 EAC	Replace GNS-XLS lithium battery.	4 Years
34-03 EAC	Replace GNS-XLS LCD display lamp.	6,500 hours
34-04 EAC	Replace GNS-XLS alphanumeric keyboard lamp.	10,000 hours

The CAS reporting system described in the Everts Air Cargo GMM will be used to determine the effectiveness of this maintenance program and may be adjusted as required to meet the reliability standard determined by CAS Board Members.

2.33.5 Functional Checks

Replacement of the CDU requires the accomplishment of a post installation configuration and checkout procedure. Instructions for accomplishing this procedure are listed in the Honeywell Global GNS-XLS Flight Management System Installation Manual, Section IV.

2.33.6 Database Updates

Instructions for accomplishing database updates are found in the Honeywell GNS-XLS Enhanced Flight Management System Operator's Manual, Section V.

2.33.7 System Deactivation

The Honeywell GNS-XLS Flight Management System may be rendered inoperative by pulling and collaring "FMS DC" and "FMS AC" circuit breakers.

2.34 Enhanced Ground Proximity Warning System Maintenance Program

2.34.1 General

Everts Air Cargo has selected the Honeywell Mark VI Enhanced Ground Proximity Warning System (EGPWS) for installation on its EMB-120 aircraft. All maintenance operations on this unit will be accom-

plished as outlined in EMB-120 MRB-HI-200 document and Honeywell Enhanced Ground Proximity Warning Systems Line Maintenance Manual, number 060-4199-180, Revision E or later.

2.34.2 Abbreviations and Definitions

A list of abbreviations and definitions may be found in section 4 of the Honeywell Mark VI Enhanced Ground Proximity Warning System (EGPWS) Pilot Guide, number 060-4241-000, revision E, dated December 2003 or later.

2.34.3 System Description

The Honeywell Mark VI Enhanced Ground Proximity Warning System (EGPWS) is designed to help prevent accidents caused by Controlled Flight Into Terrain (CFIT), obstacles, or severe windshear. The EGPWS accepts a variety of aircraft sensors and system inputs and applies alerting algorithms to provide the flight crew with aural messages and visual annunciations when the boundaries of alerting envelopes are exceeded. A graphic depiction of terrain and obstacles within the range selected on the Flight Management System may be configured for enhanced situational awareness with respect to terrain and obstacles.

2.34.4 Maintenance Requirements

The EGPWS is an "on-condition" only maintenance system. No scheduled maintenance is required. This is accomplished by both continuous Built-In-Test (BIT) and event initiated test functions. Event initiated test refers to both power-up tests and manually activated self-tests. Results of these functions are indicated by system status indicators and messages so that the systems functionally can be assessed.

Detected faults are indicated to the flight crew during normal flight operations by system status annunciators or flight display messages in the cockpit.

On the ground, system status indications are expanded to direct fault isolation to the fault source whether internal or external to the Enhanced Ground Proximity Warning Computer (EGPWC). Fault isolation procedures are provided in the EGPWS Line Maintenance Manual, Section 3.

2.34.5 Database Updates

The EGPWS uses Terrain, Obstacle, Runway, and Envelope Modulation databases to provide enhanced functions. These are periodically updated as new data becomes available.

For each new (updated) database, Honeywell will provide notification of the new database via a Service Bulletin. The Service Bulletin will contain a description of the changes in the database, as compared to the previous database, so that Everts Air Cargo can determine the applicability of the database update to its operations. For example, a Terrain database update involving only terrain in South America would be of no value to Everts Air Cargo, thus we would not need the database update. The Director of Maintenance will review each update Service Bulletin and coordinate with Operations to determine applicability.

2.34.6 Loading a Database

A database is loaded into the EGPWC via a "Smart Cable" data-loader that is connected to the Test connector on the front panel. Each Honeywell database Service Bulletin includes the procedures for loading the database in the EGPWC. Refer to the Service Bulletin for this information.

Whenever a database is updated, maintenance personnel must also update the label on the on the EGPWS front panel identifying the installed database number and the database region. See section 2.2.10.1 of the EGPWS Line Maintenance Manual for region designations. Should the label become unreadable the installed database can be determined in the level 3 self-test. See the Fault Isolation section of the EGPWS Line Maintenance Manual for further information.

2.34.7 System Removal and Installation Procedures

Removal and installation procedures are found in section 6 of the EGPWS Line Maintenance Manual.

2.35 Cockpit Voice Recorder Maintenance Program (14 CFR Part 121.359)

2.35.1 General

Everts Air Cargo has selected the Fairchild Model A100S Cockpit Voice Recorder (CVR) System for installation on its EMB-120 aircraft. All maintenance operations on this unit will be accomplished as outlined in EMB-120 MRB-HI-200 document and L-3 Fairchild Aviation Recorders A100S Installation and Operating Instructions manual (manual no. FAR04611238)or other data available at the L-3 website. Accessing the manuals through the L-3 website ensures currency of technical data.

2.35.2 System Description

The Fairchild Cockpit Voice Recorder A100S meets or exceeds the requirements of Federal Aviation Administration (FAA) technical Standard Order C123. The system simultaneously records four separate voice inputs. These inputs may be either transmitted or received signals originating from the following stations: Pilot, Co-Pilot, Third Crew Member, and Cockpit area Microphone. For more details, please reference "System Description" in section 1 of the current Installation and Operating Instructions manual.

2.35.3 Scheduled Maintenance Tasks

All scheduled maintenance tasks will be accomplished as required by the EMB-120 MRB-HI-200 document and tracked by task card. The EAC maintenance program contains the following task cards in support of CVR maintenance:

Task	Description	Interval
23-01	Replace Voice Recorder Underwater Locator Beacon Battery and Operationally Check Underwater Locator Beacon	24 Months
23-02	CVR/Microphone for 4 channel operation	12 Months

NOTE: The MRB-HI-200 document also lists task card 23-04 for restoration of the CVR; however, it is not required for the Fairchild CVR as this is an "on condition" component.

The CAS reporting system described in the Everts Air Cargo GMM will be used to determine the effectiveness of this maintenance program and may be adjusted as required to meet the reliability standard determined by CAS Board Members.

2.35.4 Functional Checks

A Pre-flight functional check is used to assure the operator that the equipment is serviceable and should be performed before every flight or whenever maintenance has been performed which may affect the performance of the CVR system or its associated audio interface, accessories, or components.

The test is accomplished by pushing and holding the "Test" button on the Cockpit Control Unit for a minimum of 5 seconds. A 640 hertz generator is keyed and sequentially switched through the four channels of the recorder. Each channel receives a test tone for approximately 0.5 seconds. For more details, please reference "Pre-flight Functional Check"" in section 3 of the current Installation and Operating Instructions manual.

2.35.5 Accessing Online References

The following instruction will assist you in navigating around the L-3 website.

1. Open your web browser and type into the address bar: www.l-3ar.net.
2. Select “enter”. At the top of the page will be a link for “Aviation Recorders”. Click on this link.
3. A login page will come up next. Enter, in lower case, the user name (evertsair) and password (dumbo). Click on the “I Accept” box and select “Log In”.
4. You will be directed to a list of publications segregated by model number. Publications for our DFDR model are found under:

"Model A100S Solid State Cockpit Voice Recorder Publications (ATA-23-70-0)"

5. Click on “All Technical Manuals – CMM’s and I/O’s”. Component Maintenance Manuals and Installations and Operation Manuals are now available to the user.

NOTE: You must have Adobe Acrobat in order to view the manuals since they are stored as PDF files.

The Installation and Operations Manual is the primary manual to use for maintenance, troubleshooting, and operation of the DFDR when installed on the aircraft.

The Component Maintenance Manual is used to perform shop level maintenance.

2.36 Tire Serviceability Criteria

2.36.1 Removal Criteria for Wear

Based on the fastest wearing location, remove tires:

- When wear reaches the bottom of any groove along more than 1/8 of the circumference on any part of the tread or;
- If either the protector ply (Radial) or reinforcing ply (Bias) is exposed for more than 1/8 of the circumference at a given location.

NOTE: Tires reaching this wear point on an aircraft at a remote station can make return-to-base flights under standard operating conditions.

2.36.2 Removal Criteria for Flat Spotting

Tires should be removed from service if:

- Flat Spotting exposes the protector ply (Radial) or reinforcing ply (Bias).
- If the localized loss of rubber results in aircraft vibrations, unacceptable to the operational crews, even though no fabric has been exposed.

NOTE: Tires reaching this wear point on an aircraft at a remote station can make return-to-base flights under standard operating conditions.

2.36.3 Removal Criteria for Asymmetrical Wear

As long as standard wear criteria are met, the tire should remain in service. Consideration for rotating the tire to a more suited location should be made.

2.36.4 Removal Criteria for Cuts

Tires should be removed from service if:

- Depth of cut exposes the casing outer ply (Bias) or outer belt layer (Radial).
- Undercutting occurs at the base of any cut.
- Cuts, embedded objects or other injuries expose or penetrate the casing cord body (Bias) or tread belt layers (radial).

2.36.5 Removal Criteria for Bulges or Separation

If a bulge or separation is noted, immediately remove the tire from service.

2.36.6 Removal Criteria for Skid Burns from Hydroplaning

Tires should be removed from service if:

- The reinforcing ply or the protector ply is exposed.
- If the localized loss of rubber results in aircraft vibrations, unacceptable to the operational crews, even though no fabric has been exposed.

2.36.7 Removal Criteria for Side Wall Cuts or Foreign Object Damage

Tires should be removed from service if:

- Side Wall cords are exposed or damaged.
- On Chine tires, any cut that severs or extends across the chine and is more than ½ the depth of the chine.

CAUTION:Do not probe cuts with tire inflated.

2.36.8 Removal Criteria for Weather/Ozone Cracking

Tires should be removed from service if the Ozone or weather cracking extends to the cord.

2.36.9 Hard Landing Inspection

Inspect tires for any obvious signs of damage such as cuts, splits in the rubber, flat spotting, bulges, or missing tread. If damage is noted follow the applicable criteria listed above.

CHAPTER: 3 DAILY CHECK

3.1 General

A Daily check shall be accomplished every day, once per day, and may exceed 24 hours elapsed time.

This check is normally carried out by the flight crew as a function of the First Flight of Day (FFOD) Daily Check. This is allowed by the current EMB-120 Maintenance Planning Guide (MPG) pg 1-1, as part of their routine actions. If maintenance performs this daily check normal company procedures will apply and the Daily Check Master Control Form below will be used to document the check. Regardless of who accomplishes the check, the log book will be annotated as follows:

The upper case letter D (or Daily), the captain/qualified mechanic's initials, employee identification number time of day, and date in the type inspection accomplished block at the bottom of the log sheet in use at time of inspection will show that the daily check has been completed.

When the EMB-120 is leaving maintenance where an airworthiness release is required and the Daily Check will be performed by the flight crew, this open Daily Check shall not preclude the signing of the airworthiness release.

An AIRWORTHINESS RELEASE is not required for the Daily check.

Revisions to the Daily inspection will be driven by the current MRB HI 200 document or EAC experience as required to maintain safe operations and will be controlled through normal revision process as described in the EAC GMM.

3.2 Daily Check Instructions

The Daily checks are of the walk-around type and intended to verify the security of the doors and panels, inflation of tires and shock absorbers, absence of fluid leaks, or structural damage and other obvious items affecting aircraft dispatchability plus essential servicing items and certain tasks directly related to the proper operation of systems and equipment.

The instructions for the Daily check are found in the Flight crew walk-around check list. If the flight crew finds a defect they will notify maintenance and make a notation of the discrepancy in the aircraft log.

3.2.1 Daily Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3.		
79-01	CHECK ENGINE OIL LEVEL		
EWA-ALL-01	CHECK FOR NO DAMAGE OR FLUID LEAKAGE		
EWA-ALL-02	ENSURE ACCESS PANELS & DOORS ARE SECURE		
EWA-1-01	CHECK NLG FOR CONDITION, LEAKS & EXTENSION		
EWA-1-02	CHECK NLG OVER TRAVEL IND.		
EWA-1-05	CHECK PITOT/STATIC PORTS FOR OBSTRUCTIONS		
EWA-1-06	CHECK AOA VANES FOR CONDITION		
EWA-1-13	CHECK TIRES FOR WEAR OR DAMAGE		
EWA-2/12-01	CHECK FIRE EXT. RELIEF DISC ARE INTACT		
EWA-2/12-02	CHECK O2 RELIEF DISC ARE INTACT		
EWA-2/12-06	CHECK FUEL TANK SUMPS FOR WATER		
EWA-3/11-01	CHECK PROP & SPINNER FOR DAMAGE		
EWA-3/11-02	CHECK ENGINE COWLS DOORS & LATCHES FOR CONDITION.		
EWA-3/11-03	CHECK ENGINE COOLING AIR INLET/OUTLETS FOR OBSTRUCTIONS		
EWA-3/11-05	CHECK OIL COOLER INLET/OUTLET FOR OBSTRUCTIONS		
EWA-3/11-13	CHECK ENGINE INTAKE & DEICING BOOTS FOR CONDITION & OBSTRUCTIONS		
EWA-4/10-02	CHECK FUEL QTY IND. SYSTEM @ REFUEL PNL		
EWA-4/10-05	CHECK STATIC DISCHARGERS FOR INTEGRITY		
EWA-4/10-08	CHECK NACA AIR INLET FOR OBSTRUCTIONS		
EWA-4/10-09E	CHECK VORTEX GENERATOR INTEGRITY		
EWA-5/9-01	CHECK MLG FOR CONDITION, LEAKS & EXTENSION		
EWA-5/9-08	CHECK TIRES FOR WEAR & DAMAGE		
EWA-5/9-10	CHECK CONDITION OF MAIN WHEEL HALVES – P/N 3-1446		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
EWA-5/9-011	PERFORM HYD RESERVOIR DEPRESSURIZATION AFTER THE LAST FLIGHT OF THE DAY. THIS DRAINS WATER FROM SYSTEM.		
EWA-7-01	CHECK STATIC DISCHARGERS FOR CONDITION		
EWA-7-04	CHECK APU FIRE EXT. RELIEF DISC ARE INTACT		
EWA-7-06	APU DRAIN LINE – FREE FLOW OF AIR – N/A TO SN# 120-110, 105		
EWA-7-12	CHECK APU INTAKE AND EXHAUST FOR OBSTRUCTIONS		
EWA-7-13	VERIFY GARRETT APU EGT BY OBSERVING PEAK EGT DURING START		
EWA-7-14	VERIFY GARRETT APU CONTROLLER BY OBSERVING OPERATION DURING START		
EWA-7-15	CHECK APU INLET SCREENS & STARTER AIR INLET/ OUTLET IN THE TAIL CONE		
IVC-13-01	CHECK EMERGENCY EQUIPMENT FOR CONDITION		
IVC-13-03	CHECK ESCAPE HATCHES FOR CLOSURE		
IVC-13-04	CHECK PORTABLE FE SAFETY PIN & NOZZLE FOR CONDITION		
IVC-13-05	CHECK LAVATORY WASTE CONTAINER FIRE EXTINGUISING SYSTEM TEMPERATURE INDICATOR (QC ONLY)		
IVC-14-01	CHECK EMERGENCY EQUIPMENT FOR CONDITION		
IVC-14-02	CHECK PORTABLE FE & PORTABLE 02 BOTTLE FOR CONDITION		
IVC-14-03	CHECK CREW O2 MASK FOR CONDITION		
IVC-14-04	CHECK PORTABLE FE SAFETY PIN & NOZZLE FOR CONDITION		
IVC-15-05	INSPECT SMOKE BARRIER ACCESS DOOR & BLOW OUT PNL FOR INTEGRITY		
SCT-14-01	CHECK AUTO PILOT DISENGAGEMENT		
SCT-14-02	CHECK ELECT. TRIM OPERATION		
SCT-14-04	CHECK CVR		
SCT-14-06	CHECK INVERTER TRANSFER OPERATION		
SCT-14-08	VERIFY BATTERY TEMP MONITOR CIRCUIT OPERATION		
SCT-14-09	CHECK BACKUP/EMERGENCY BATTERY & STBY HORIZON		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
SCT-14-10	CHECK APU FIRE DETECTION & EXTINGUISHING SYSTEM		
SCT-14-11	CHECK RUDDER OPERATION		
SCT-14-13	VERIFY STALL WARNING SYSTEM OPERATION		
SCT-14-14	CHECK FLAP CONTROL UNIT BIT TEST		
SCT-14-15	CHECK LOW FUEL PRESS WARNING LIGHT		
SCT-14-16	CHECK FUEL CROSS FEED & BOOST PUMP AUTO TRANSFER FUNCTION		
SCT-14-18	VERIFY WINDSHIELD HEAT CIRCUIT OPERATION		
SCT-14-19	VERIFY DEICE MONITOR OPERATION		
SCT-14-20	VERIFY AOA & SIDE SLIP SENSOR HEAT OPERATION		
SCT-14-21	VERIFY TAT & PITOT/STATIC HEAT OPERATION		
SCT-14-22	TEST T/O WARNING ON THE AURAL WARNING UNIT		
SCT-14-23	CHECK MULTIPLE ALARM LIGHTS		
SCT-14-24	CHECK EFIS TRANSFER CONTROL PANEL OPS		
SCT-14-25	VERIFY ADI COMPARATOR WARNING COMPUTER OPERATION		
SCT-14-27	CHECK O2 PRESSURE GAUGE FOR PRESSURE		
SCT-14-28	CHECK PROP FEATHERING THROUGH PROP ELECTRICAL FEATHERING CIRCUIT		
SCT-14-29	VERIFY PROP AUX PUMP OPERATION		
SCT-14-30	VERIFY AUTO FEATHER OPERATION		
SCT-14-33	CHECK BRAKES BY OPERATING BOTH INBD & OUTBD TEST SWITCHES WHILE DEPRESSING PEDALS TO CONFIRM FOUR GREEN LIGHTS		
SCT-14-34	CHECK PROP DEICE OPERATION		
SCT-14-35	COMPLETE EEC (ECU) CHECK		
N/A	DAILY CHECK ANNOTATED IN AIRCRAFT LOG BOOK		

3.3 Service Check General

A Service check shall be accomplished at three day intervals, and may exceed 72 hours elapsed time.

This check is carried out by maintenance and is independent of the Daily Check. When maintenance performs this check, the Service Check Master Control Form below will be used to document the check. The upper case letter S (or Service), the qualified mechanic's initials, time of day, and date in the "type check accomplished" block at the bottom of the log sheet in use at time of inspection, will show that the Service check has been completed.

An AIRWORTHINESS RELEASE is not required for the Service check.

Revisions to the Service Check will be driven by EAC experience as required to maintain safe operations and will be controlled though normal revision process as described in the EAC GMM.

3.4 Service Check Instructions

The Service Check is intended to augment the Daily Check by verifying the proper inflation of tires and the correct servicing of the Garrett APU. If maintenance finds a defect they will make a notation of the discrepancy in the aircraft log. After the Service Check is accomplished, the completed Master Control Form will be attached to the white copy of the log sheet and routed to the records section.

3.4.1 Service Check Master Control Form

A/C N _____ TAT _____ DATE _____ TAC_____

REF OR CARD #	DESCRIPTION	MECHANIC	INSPECTOR
EWA-7-03	CHECK GARRETT APU OIL LEVEL		
EWA-1-14	CHECK NOSE TIRE PRESSURE		
EWA-5/9-09	CHECK MAIN TIRE PRESSURE		
APU HOBBS	_____		
N/A	SUMP FUEL TANKS IF O.A.T. IS ABOVE 0° C		
MM 12-14-00	O^2 LEVEL		
GMM 4.10	CHECK DMI LOG		
MM 56-20-00	CLEAN WINDSCREENS & DIRECT VIEW WINDOWS		
GMM 4.3.13	CALM REPORT CHECK		
MM 38-30-01	LAV SERVICE (PAX ONLY)		

CHAPTER: 4 LINE CHECK

4.1 General

This inspection program is designed to maintain the EMB-120 in a continuous airworthy condition. The LINE CHECK inspection will be accomplished at 75 hour intervals. The upper case letter L (or Line), the qualified mechanic's initials, time of day, and date in the "type check accomplished" block at the bottom of the next aircraft log sheet will show that the Line check has been completed.

The accomplishment of an A check and C check will not service the requirements of this inspection.

Special Items such as A.D. Notes and static system checks are carried in the aircraft records. All applicable Airworthiness Directives will be accomplished at least at the times called out in the A.D.

4.2 Engine Ground Run General

Unless required by a pilot report or other maintenance action, a maintenance ground run will not be required as part of the LINE CHECK INSPECTION.

4.3 Line Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANICAL	INSPECTOR
N/A	Check for aircraft registration, airworthiness certificate, and radio license (if required). Ensure that both the normal and emergency checklists are in the cockpit.		
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
EWA-ALL-03	VISUAL CHECK DRAIN HOLES FOR OBSTRUCTIONS		
79-08	INSPECT MAIN & SCAV FILTER BYPASS INDICATOR		
79-09	MONITOR CHIP DETECTOR. NOTE CARD # EWA -1-15 IS THE SAME CARD REQUIREMENTS.		
EWA-1-08	VISUAL NOSE HYD COMPARTMENT FOR LEAKS		
EWA-1-15	PRESS TO TEST CHIP DETECTOR WARNING LIGHT (POST MOD 120-079-0008)		
EWA-2-04/12-04	VISUAL CHECK DEICE BOOTS FOR CONDITION		
EWA-3/11-08	CHECK FIRE SLEEVES OVER OIL COOLER HOSES		
EWA-3/11-14E	VISUALLY CHECK SEALANT BEAD @ DEICER AND BY-PASS DUCT		
EWA-4-01/10-01	VISUAL CHECK DEICING BOOTS FOR CONDITION		
EWA-4/10-02	CHECK FUEL QTY INDICATION SYSTEM @ REFUEL PANEL		
EWA-4/10-04	CHECK AILERON & TAB ACTUATING ROD ATTACH		
EAC 27-200	AILERON AND AILERON TRIM PULLEYS OPERATIONAL CHECK		
EWA-4/10-06	VISUAL CHECK OVER WING FILLER CAP		
EWA-4/10-07	VISUAL CHECK FLAP ACTUATOR FITTING		
EWA-5-01/9-01	VISUAL CHECK MAIN GEAR FOR CONDITION.		
EWA-5-03/9-03	VISUAL CHECK BRAKE WEAR PINS		
EWA-5/9-05	VISUAL CHECK FLAP ACTUATOR FITTING		
EWA-5-06/9-06	VISUAL CHECK HYD RESERVOIR FLUID LEVEL		

CARD #	DESCRIPTION	MECHANICAL	INSPECTOR
EWA-5-07/9-07	VISUAL CHECK CLOGGED FILTER PINS		
EWA-6/8-01	VISUALLY CHECK BAGGAGE COMPARTMENT FOR CONDITION (QC ONLY)		
EWA-7-04	CHECK APU FIRE EXT. RELIEF DISC (RED) IS INTACT		
EWA-7-05	VISUAL CHECK ELEVATOR, TAB & RUDDER SURFACES FOR CONDITION		
EWA-7-16	VISUALLY CHECK DEICING BOOTS FOR CONDITION		
IVC-13-01	CHECK EMERGENCY EQUIPMENT FOR CONDITION		
IVC-13-02	CHECK PORTABLE FIRE EXTINGUISHERS AND PORTABLE O2 CYLINDERS FOR CONDITION NOTE: FC MODEL HAS NO PORTABLE O2		
IVC-13-06	CHECK ESCAPE HATCHES FOR OPERATION N/A TO FC MODEL		
IVC-14-02	CHECK PORTABLE FIRE EXTINGUISHER		
IVC-15-01	VISUAL CHECK CARGO COMPARTMENT		
IVC-15-02	INSPECT CARGO DOOR INTERNAL & EXTERNAL FOR CONDITION		
IVC-15-03	INSPECT CARGO DOOR SEAL FOR CUTS		
IVC-15-04	INSPECT CARGO DOOR VISIBLE STOPS		
SCT-13-01	CHECK EMERGENCY INTERIOR AND EXTERIOR LIGHTS		
SCT-14-05	VERIFY INVERTER 2 FAN OPERATION		
SCT-14-17	CHECK ELECTRIC HYD PUMP OPERATION		
SCT-14-37	CHECK ELECTRONIC BAY VENT SYSTEM		
N/A	ALL ABOVE LISTED TASK CARDS COMPLETED		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		

Intentionally Left Blank

CHAPTER: 5 "A" CHECKS

5.1 "A" Check and A Check Multiples

This inspection program is designed to maintain the EMB120 in a continuous airworthy condition. The A CHECK inspection will be accomplished at 500 hour intervals. The accomplishment of a Line Check and C Check will not service the requirements of this inspection. The upper case letter A and # of check ("A#"), the qualified mechanic's initials, time of day and date in the "type check accomplished" block at the bottom of the next aircraft log sheet will show that the "A" and # of check has been completed.

A check multiples are considered up to A5. The following Table will be used to schedule A Check Inspections.

Type of A Check	Hours
A1	Every 500
A2	Every 1000
A3	Every 1500
A4	Every 2000
A5	Every 2500

Work card requirements for the A check are derived from the MRB HI 200 Document.

Master copies of task cards are found in the EMB120 task card manual.

Everts Air Cargo may add to the task card requirements for the EMB120 approved inspection program as service experience dictates a need. Master copies of the Everts Air Cargo additions to the inspection program may be found on file in the office of the Chief Inspector.

Special Items such as A.D. Notes and static system checks are carried in the aircraft records. All applicable Airworthiness Directives will be accomplished at least at the times called out in the A.D.

5.2 Engine Ground Run General

Power Assurance Run is required prior to the A check for ECTM requirements.

Leak Check and Power Assurance Runs are required after the A check for Safety of Flight.

5.3 "A1" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
N/A	PERFORM POWER ASSURANCE AND RECORD DISCREPANCIES ON M-3		
21-20	CHECK ELECTRONIC BAY NACA INLET VALVE		
22-05	CHECK AUTO-PILOT SERVO OPERATION		
231-02Z, 232-02Z	INSPECT SEAT TRACKS FOR CONDITION APPLICABLE TO FC, QC COMBI		
24-09	TEST MAIN BATTERY ELECTROLITE LEVEL (NICAD ONLY)		
241-02Z / 242-02Z	INSPECT SEAT TRACKS FOR CONDITION APPLICABLE TO FC, QC COMBI		
25-07	VISUALLY CHECK TOILET WASTE CONTAINER DOOR FOR CONDITION, OPERATION, AND PROPER SEALING (QC ONLY)		
25-08	VISUALLY CHECK TOILET WASTE CONTAINER FOR CONDITION (QC ONLY)		
25-29	INSPECT VERTICAL NETS		
25-30	INSPECT HORIZONTAL NETS		
25-50EAC	CLEAN, LUBRICATE AND OPS CHECK OBSERVERS JUMP SEAT		
251-02Z, 252-02Z	INSPECT SEAT TRACKS (FC, QC COMBI) (REF: TC 241-02Z-242-02Z		
27-30	VERIFY FLAP OPERATION WITH OVER RIDE SWITCHES		
28-25	OPERATIONAL CHECK FUEL QUANTITY INDICATING SYSTEM (MEASURING STICKS)		
29-04	HYD FILTERS (LH) & (RH)		
30-10	VISUALLY CHECK PROPELLER BRUSH BLOCKS L/H		
30-10	VISUALLY CHECK PROPELLER BRUSH BLOCKS R/H		
31-10E	FDR ULB SWITCH END CLEANING		
321-02Z	PERFORM EXTERNAL GENERAL VISUAL INSPECTION OF THE ZONE, INCLUDING VISUAL EXAMINATION OF VORTEX GENERATORS (PRE-MOD SB 120-055-0008)		
323-01Z	INSPECT VORTEX GENERATORS ON VERTICAL FIN NOTE: FOR A/C PRE-MOD SB 120-055-0008		
32-41	CHECK GEAR WARNING OPERATION		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
326-01Z	RUDDER I EXT. AND VORTEX GEN NOTE: FOR A/C PRE-MOD SB 120-055-0007		
35-09	CHK PAX OXY DOOR LATCH MECH BY PUTTING SELECTOR SWITCH TO MAN (FC A/C DUE AT C CHK)		
35-23	VISUALLY CHECK FLIGHT ATTENDANT OXYGEN CYLINDER PRESSURE GAUGE INDICATION AND FRAGIBLE SAFETY DISK FOR INTEGRITY (QC ONLY)		
500-01Z, 600-01Z	INSPECT VORTEX GENERATORS ON WING		
5310-132-02E	TOILET FLUSH VALVE SUPPORT NOTE: N/A TO FC		
5330-161/261-02E	INSPECT FUSELAGE AFT SECTION		
5330-263/264/267/268-02E	FUSELAGE AFT SECTION, SKIN & FASTENERS @ FRAME 46		
61-03	CHECK CONDITION PROP DEICE LEADS L/H		
61-03	CHECK CONDITION PROP DEICE LEADS R/H		
61-04	CHECK CONDITION SPINNER BULKHEAD AND SLIP RINGS L/H		
61-04	CHECK CONDITION SPINNER BULKHEAD AND SLIP RINGS R/H		
61-07	CHECK CONDITION PROP BLADE SHANK L/H		
61-07	CHECK CONDITION PROP BLADE SHANK R/H		
61-08	CHECK CONDITION RELIEF VALVE AND ADAPTER L/H		
61-08	CHECK CONDITION RELIEF VALVE AND ADAPTER R/H		
61-09	CHECK CONDITION PROP BARREL L/H		
61-09	CHECK CONDITION PROP BARREL R/H		
61-10	CHECK PROP OIL LEVEL L/H		
61-10	CHECK PROP OIL LEVEL R/H		
61-16	CHECK PROP BLADE LEADING EDGE		
61-17	CHECK PROP BLADE RETAINER RING		
71-01	CHECK CONDITION ENGINE COWLING HINGES L/H		
71-01	CHECK CONDITION ENGINE COWLING HINGES R/H		
71-02	CHECK CONDITION ENGINE COWLING L/H		
71-02	CHECK CONDITION ENGINE COWLING R/H		
71-03	CHECK CONDITION ENGINE COWLING REAR DOOR LATCH L/H		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
71-03	CHECK CONDITION ENGINE COWLING REAR DOOR LATCH R/H		
71-04	CHECK CONDITION ENGINE COWLING COOLING AIR HOSES L/H		
71-04	CHECK CONDITION ENGINE COWLING COOLING AIR HOSES R/H		
71-05	CHECK CONDITION ENGINE FWD AND AFT MOUNTS L/H		
71-05	CHECK CONDITION ENGINE FWD AND AFT MOUNTS R/M		
71-06	CHECK CONDITION ENGINE TORQUE TUBES L/H		
71-06	CHECK CONDITION ENGINE TORQUE TUBES RH		
71-07	CHECK CONDITION ENGINE CATCHER MOUNTS AND ATTACHMENTS L/H		
71-07	CHECK CONDITION ENGINE CATCHER MOUNTS AND ATTACHMENTS R/H		
71-08	CHECK INLET AIR DUCT CLAMP CONDITION L/H		
71-08	CHECK INLET AIR DUCT CLAMP CONDITION R/H		
71-09	CHECK CONDITION ENGINE AIR INLET DUCT FLEXIBLE SEALS L/H		
71-09	CHECK CONDITION ENGINE AIR INLET DUCT FLEXIBLE SEALS R/H		
76-07	CHECK FLIGHT IDLE STOP SYSTEM		
711-01Z	LIGHT INSPECTION AND LUBRICATION OF NLG		
721-01Z, 731-01Z	LIGHT INSPECTION AND LUBRICATION OF MLG		
76-07	CHECK FLIGHT IDLE STOP SYSTEM		
79-16 EAC	INSPECT CONDITION OF OIL FILLER NECK PISTON “O”-RING PER STC DWG# TSA100SA		
N/A	ROUTE A/C LIBRARY TO PUBLICATIONS DEPARTMENT FOR INSPECTION		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR.		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED.		
N/A	PERFORM LEAK CHECK AND POWER ASSURANCE RUN AFTER CHECK		

5.4 "A2" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
N/A	PERFORM POWER ASSURANCE AND RECORD DISCREPANCIES ON M-3		
27-56	VISUALLY INSPECT THE WASHERS IN THE INBOARD AND OUTBOARD FLAPS (PRE MOD S.B.120-057-0011)		
30-11	CHECK PROP DE-ICE BRUSHES		
33-200 EAC	CHECK CARGO COMPARTMENT LAMPS AND COVERS		
35-08	CHECK OXYGEN SYSTEM PRESSURE GAUGE		
412-01Z	ZONES 412-ENGINE (LH)		
422-01Z	ZONES 422-ENGINE (RH)		
52-20	CHECK PAX/CREW DOOR/LANDING GEAR ACCUMULATOR NITROGEN CHARGE		
5710-143-01E	WING CENTER SECTION		
76-08	FLIGHT IDLE STOP SYSTEM CHECK CONDITION (LH & RH)		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		
N/A	PERFORM LEAK CHECK AND POWER ASSURANCE RUN AFTER CHECK		

5.5 "A3" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
N/A	PERFORM POWER ASSURANCE AND RECORD DISCREPANCIES ON M-3		
27-57	INSPECT ROLLERS AND WASHER INBOARD & OUTBOARD FLAPS – POST SB 120-57-001		
5310-221/222-05E	FUSELAGE, FORWARD SECTION II DOME SKIN PANEL		
5310-231/232-04E	FUSELAGE, FORWARD SECTION III CROWN SKIN PANEL		
5320-245/246-01E	FUSELAGE FORWARD SECTION I CROWN SKIN PANEL		
5320-251/252/253/254/-02E	FUSELAGE CENTER SECTION II (PAX CABIN) DOME SKIN PANEL		
5330-263/264 / 267/268-03E	FUSELAGE AFT SECTION I DOME SKIN PANEL		
5750-572/672-01E	INBOARD FLAP SKIN PANELS		
5750-582/682-01E	OUTBOARD FLAP SKIN PANELS		
74-13EAC	CHECK IGNITION SYSTEM FOR OPERATION L/H		
74-14EAC	CHECK IGNITION SYSTEM FOR OPERATION R/H		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		
N/A	PERFORM LEAK CHECK AND POWER ASSURANCE RUN AFTER CHECK		

5.6 "A4" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____ CHECK NO. _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
N/A	PERFORM POWER ASSURANCE AND RECORD DISCREPANCIES ON M-3		
21-03	CLEAN AIR FILTER ELECTROPNEUMATIC OUTFLOW VALVE		
26-25	VISUALLY CHECK SMOKE DETECTOR MAINTENANCE LIGHT (RED LIGHT)		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		
N/A	PERFORM LEAK CHECK AND POWER ASSURANCE RUN AFTER CHECK		

5.7 "A5" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
N/A	PERFORM POWER ASSURANCE AND RECORD DISCREPANCIES ON M-3		
21-05	CLEAN SEAT ELECTROPNEUMATIC VALVE		
21-11	CHECK DEPRESSURIZATION DUMP		
231-02Z / 232-02Z	INSPECT SEAT TRACKS FOR CONDITION N/A TO FC, QC COMBI		
24-08	TEST MAIN BATTERY LOAD CAPACITY (NICAD ONLY)		
24-14	CHECK EXTERNAL POWER OVER VOLTAGE PROTECTION CIRCUIT		
241-02Z / 242-02Z	INSPECT SEAT TRACKS FOR CONDITION N/A TO FC, QC COMBI		
24-20	VERIFY BACKUP BUS ISOLATION		
25-03	INSPECT COCKPIT SEAT HARNESS AND INERTIA REELS		
25-05	VISUALLY CHECK ATTENDANT SEAT BELTS FOR CONDITION, PROPER ATTACHMENT, AND BUCKLE OPERATION (QC ONLY)		
25-26	VISUALLY CHECK COCKPIT ASH TRAYS		
25-82	VISUALLY INSPECT OVERHEAD BIN LATCHES (QC & ER)		
27-09	CHECK AILERON TRIM CABLE TENSION		
27-18	CHECK RUDDER PCU LINKS AND BEARINGS		
27-32	CHECK FLAP ACTUATOR ROD FOR CONDITION		
27-33	CHECK FLAP ACTUATOR ELECTRICAL CONNECTOR		
29-01	HYDRAULIC PRESSURIZATION SYSTEM		
30-03	TOTAL AIR TEMP (TAT) SENSOR HEATING INDICATION RELAY		
30-04	CHECK OPERATION OF STATIC PORT HEATING ELEMENT		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
30-05	CHECK OPERATION WINDSHIELD WIPER		
30-16	FUNCTIONAL CHECK LOW SPEED AURAL/VISUAL ALARM		
32-01	SERVICE MLG SHOCK STRUT		
32-09	SERVICE NLG SHOCK STRUT		
32-33	LUBRICATE EMERGENCY PARKING BRAKE ACTUATION LEVER		
35-24	VISUALLY CHECK FLIGHT ATTENDANT CONTINUOUS FLOW MASK (QC ONLY)		
52-01	LUBRICATE PAX DOOR BEARING AND LIFT CAM		
52-03	CHECK OPERATION PAX DOOR EMERGENCY VALVE		
52-04	VERIFY PAX DOOR COMPENSATION ACCUMULATOR OPERATION		
52-05	VERIFY PAX DOOR RELIEF VALVE OPERATION		
52-06	LUBRICATE ESCAPE HATCH MECHANISM BEARINGS (FOR FC A/C COCKPIT DIRECT VISION WINDOW ONLY)		
52-10	CHECK PAX/CREW ENTRY DOOR PRESS SWITCH		
52-18	CHECK OPERATION DIRECT VISION WINDOW/ EMERGENCY EXIT		
5310-121/ 122-02E	FUSELAGE FWD SECTION, VISIBLE STRUCTURE AT FWD PRESSURE BULKHEAD		
5310-221/ 222-03E	FUSELAGE FWD SECTION, VISIBLE STRUCTURE AT FWD PRESSURE BULKHEAD		
5410-413/ 423/414/424/ 415/425/416/ 426/417/427/ 418/428/431/ 441/432/442/ 433/443/434/ 444/435/445/ 436/446-01E	NACELLE VISIBLE STRUCTURE		
5410-432/ 442-02E	NACELLE VISIBLE STRUCTURE BETWEEN FRAMES 5 AND 8		
5410-432/ 442-05I	DYE PEN FRAME/PRE-MOD S/B 120-54-0036 ONLY		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
5510-333/ 334-02E	HORIZONTAL STABILIZER, VISIBLE STRUCTURE, UPPER AT FRONT AND REAR SPARS		
5510-333/ 334-04E	HORIZONTAL STABILIZER, VISIBLE STRUCTURE, LOWER AT FRONT AND REAR SPARS		
5510-333/ 334-05E	HORIZONTAL STABILIZER UPPER SKIN PANEL		
5510-333/ 334-06E	HORIZONTAL STABILIZER LOWER SKIN PANEL		
56-01	WINDSHIELD SEALANT		
5750-582/ 682-03E	INSPECT COMPOSITE OUTBOARD FLAP ACTUATOR SUPPORT (EXTERNAL)		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		
N/A	PERFORM LEAK CHECK AND POWER ASSURANCE RUN AFTER CHECK		

CHAPTER: 6 "C" CHECKS

6.1 "C" Check and "C" Check Multiples

This inspection program is designed to maintain the EMB120 in a continuous airworthy condition. The "C" CHECK inspection will be accomplished at 4000 hour intervals. The upper case letter "C" and # of check ("C#"), the qualified mechanic's initials, time of day, and date in the "type check accomplished" block at the bottom of the next aircraft log sheet will show that the "C#" check has been completed. The accomplishment of a Line check and "A" check will not service the requirements of this inspection.

"C" check multiples are considered up to "C4." The following Table will be used to schedule "C" check inspections.

Type of C Check	Hours
C	Every 4000
C2	Every 8000
C3	Every 12000
C4	Every 16000

Work card requirements for the "C" check are derived from the MRB HI 200 Document.

Master copies of task cards are found in the EMB120 task card manual.

Everts Air Cargo may add to the task card requirements for the EMB120 approved inspection program as service experience dictates a need. Master copies of the Everts Air Cargo additions to the inspection program may be found on file in the office of the Chief Inspector.

Special Items such as A.D. Notes and static system checks are carried in the aircraft records. All applicable Airworthiness Directives will be accomplished at least at the times called out in the A.D.

6.2 Engine Ground Run General

Power Assurance Run is required prior to conducting a "C" check for ECTM requirements.

Leak Check and Power Assurance Runs are required after the "C" check for Safety of Flight.

6.3 "C1" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	Check for aircraft registration, airworthiness certificate, and radio license (if required). Ensure that both normal and emergency procedure checklists are in the cockpit. Ensure aircraft, aircraft engines, and propellers are properly identified in accordance with 14 CFR Part 45.13 and identification plates are secured in accordance with 14 CFR Part 45.11.		
N/A	TRANSFER ALL D.M.I. AND CARRY OVER ITEMS TO LOG BOOK		
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
N/A	PERFORM POWER ASSURANCE AND RECORD DISCREPANCIES ON M-3		
100-01Z	FUSELAGE LOWER AREA BELOW CABIN FLOOR		
200-01Z	FUSELAGE UPPER AREA ABOVE CABIN FLOOR		
21-01	VENTILATION SYSTEM CHECK VALVE		
20-21	VISUALLY INSPECT EWIS COMPONENTS OF HYD PUMP POWER SUPPLY		
21-02	VENTILATION SYSTEM VENTILATION VALVE		
21-07	CLEAN SEAT PNEUMATIC OUTFLOW VALVE		
211-01Z / 212-01Z	NOSE UPPER AREA LH & RH INTERNAL		
21-13	CHECK TRIPPLE INDICATOR ALTITUDE WARNING SWITCH		
21-14	VISUALLY CHECK HEAT EXCHANGER		
21-15	CHECK PACK OVERHEAT SWITCH		
21-23	CHECK ALTITUDE WARNING SWITCH		
21-24	OPS CHECK AIR CONDITIONING DIST. SYSTEM		
21-25	INSPECT EXHAUST HOSE OF ELECTRONIC COMPARTMENT		
21-26	FUNCTIONAL CHECK OF ELECTRONIC COMPARTMENT CHECK VALVE		
21-27	CLEAN TEMP CONTROL VALVE FILTER		
23-03	CHECK STATIC DISCHARGER		
24-18	CHECK APU OVERVOLTAGE PROTECTION CIRCUIT		
25-01	LUBRICATE COCKPIT SEATS		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
25-11	VISUALLY CHECK CARGO AFT PARTITION ATTACHMENT PINS FOR CONDITION (QC ONLY)		
25-18	CREW SEATS FOR STRUCTURE & ATTACHMENT		
25-27	VISUALLY CHECK PASSENGER SEATS STRUCTURE AND ATTACHMENT, INCLUDING SAFETY BELTS ATTACHMENT FOR CONDITION (QC ONLY)		
26-02	VERIFY TWO-WAY CHECK VALVE TEE OPERATION		
26-06	VISUALLY CHECK ENGINE/WHEELWELL AND APU FIRE EXTINGUISHER BOTTLE GAUGES FOR PROPER PRESSURE		
26-13	DISCARD “HALONITE 22” PORTABLE FIRE EXTINGUISHER (QC ONLY)		
26-14	CHECK LAVATORY FIRE EXTINGUISHING TEMPERATURE INDICATOR AND BOTTLE FOR WEIGHT, CORROSION, SCRATCHES, DENTS, DINGS, BENT TUBES OR OTHER EVIDENCE OF PHYSICAL DAMAGE (QC ONLY)		
26-18	PERFORM FUNCTIONAL CHECK OF BAGGAGE COMPARTMENT FIRE EXTINGUISHING SYSTEM (QC ONLY)		
26-23	VISUALLY CHECK FIRE EXTINGUISHING SYSTEM NOZZLES FOR DAMAGE (QC ONLY)		
27-03	LUBE AILERON CONTROL DISCONNECT SYSTEM		
27-04	LUBE AILERON TRIM TAB ACTUATOR		
27-05	VISUAL CHECK AILERON CONTROL PATH TO FWD QUADRANTS		
27-13	LUBE RUDDER TRIMMING SYSTEM CONTROL KNOB		
27-14	LUBE RUDDER TRIMMING ACTUATOR		
27-15	VERIFY RUDDER PEDALS ADJUSTMENT OPS		
27-16	LUBE RUDDER PEDAL ADJUSTMENT MECHANISM		
27-23	LUBRICATE ELEVATOR CONTROL DISCONNECT SYSTEM		
27-24	VISUALLY CHECK ELEVATOR CONTROL PATH		
27-27	LUBRICATE ELEVATOR TAB ACTUATORS (P/N 120-19685-001 AND 120-19685-003)		
27-34	GUST LOCK MECHANISM		
27-40	STALL WARNING SYSTEM FAST/SLOW INDICATOR		
27-45	STALL WARNING SYSTEM WARNING DIODE		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
27-59	BONDING BETWEEN FLAP TRACK AND FUSELAGE		
27-60	LUBRICATE THE AILERON TRIM ACTUATOR CHAIN		
27-61	LUBRICATE THE ELEVATOR TRIM ACTUATOR CHAIN		
27-62	RUDDER CONTROL PATH		
27-64	CHECK SERVO CLUTCHES FOR LIMITING TORQUE		
28-01	VENT FLOAT VALVE		
28-04	CHECK APU FUEL SHUTOFF VALVE		
28-08	CHECK FUEL QUANITY INDICATING SYSTEM		
28-10	CHECK ENGINE FUEL FEED RELIEF VALVE OPERATION		
28-11	VISUAL CHECK ENGINE FUEL FEED LINE FOR LEAKS		
29-03	CHECK HYD SYSTEM FOR INTERNAL LEAKS		
29-05	HIGH PRESSURE FILTER ELEMENTS		
29-08	CHECK HIGH PRESSURE RELIEF VALVE		
29-13	VISUAL CHECK HYD PUMP ELECTRICAL MOTOR BRUSHES		
300-01Z	EMPENNAGE AND FUSELAGE AFT SECTION		
30-15	VUSUAL INSPECT AUX RELAY BOX & L/R CURRENT SENSOR		
313-01Z	TAILCONE FAIRING (INTERNAL)		
32-18	CHECK NLG AUXILIARY STEERING		
32-24	CHECK FREE-FALL CONTROL CABLE		
32-26	CHECK STEERING SYSTEM		
32-39	LANDING GEAR OVERRIDE SWITCH SYSTEM		
32-46	NWS FEEDBACK 9 DEG PROX SWITCH		
32-60	CHECK EMERGENCY & PARKING BRAKE SYSTEM		
32-62	NLG & MLG SPRING CARTRIDGE LUBE		
34-07	VERIFY EFIS REMOTE UNITS		
35-01	HIGH & LOW O_2 PRESSURE LINES		
35-06	CHECK O_2 LOW PRESSURE SWITCH		
35-07	CHECK OXYGEN SYSTEM PRESSURE SWITCH		
35-09	VERIFY PAX OXYGEN DOOR LATCH		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
35-10	CHECK ALTITUDE SENSING SWITCH		
35-14	VISUALLY CHECK PASSENGER MASKS (QC ONLY)		
35-17	CHECK THREE-POSITION VALVE		
35-19	CHECK ALTITUDE COMPENSATING PRESSURE REGULATORS		
35-20	CHECK CREW MASKS		
36-03	CHECK BLEED OVERHEAT SWITCH		
400-01Z	POWERPLANT & NACELLES		
413-01Z / 414-01Z	FORWARD LATERAL COWLING (INTERNAL) (LH & RH)		
415-01Z / 425-01Z	FORWARD/AFT ENGINE UPPER COWLING (LH & RH)		
416-01Z / 426-01Z	ENGINE CENTER COWLING (LH & RH INTERNAL)		
417-01Z / 418-01Z	AFT LATERAL COWLING (LH & RH INTERNAL)		
419-01Z / 429-01Z	EXHAUST DUCT (INTERNAL) (LH & RH)		
423-01Z / 424-01Z	RH FRONT LATERAL COWLING (LH & RH)		
427-01Z / 428-01Z	ENGINE REAR LATERAL COWLING (LH & RH)		
431-01Z / 441-01Z	FORWARD FAIRING (LH & RH INTERNAL)		
432-01Z / 442-01Z	NACELLE FORWARD AREA (LH & RH INTERNAL)		
433-01Z / 443-01Z	FORWARD AREA OF MLG WHEEL WELL(LH & RH)		
434-01Z / 444-01Z	UNDERWING AREA OF MLG WHEELWELL (LH & RH)		
435-01Z / 445-01Z	NACELLE AFT AREA (LH & RH INTERNAL)		
436-01Z / 446-01Z	NACELLE FLAP INTERNAL (LH & RH)		
49-18	CHECK APU MOUNT ELASTOMER CONDITION AND BONDING		
500-02Z / 600-02Z	HALF WING (LH & RH)		
52-08	PASSENGER ENTRY DOOR MICROSWITCHES		
52-09	CHECK GARGO DOOR MICROSWITCHES		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
521-01Z / 621-01Z	AREA BETWEEN FRONT AND AFT SPARS (LH & RH)		
52-11	LUBE CARGO DOOR BEARING AND GEAR		
52-12	LUBE CARGO DOOR LOCKING MECHANISM		
52-17	DIRECT-VISION WINDOW LOCKING MECHANISM		
52-21	DOORS, DV WINDOW & ESCAPE HATCHES FOR RIGGING		
5310-121/122-01E	FUSELAGE FORWARD SECTION II EXTERNAL SKIN PANELS		
5310-231/232-02E	FUSELAGE FORWARD SECTION III (PAX CABIN) WINDOW		
5310-231/232-05E	FUSELAGE FORWARD SECTION III DUMMY PAX WINDOW IF INSTALLED		
5320-152-02E	TOILET DRAIN VALVE SUPPORT (EXT.) - N/A TO FC		
5320-241/242-01E	FUSELAGE CENTER SECTION (PAX CABIN) EXTERIOR SKIN		
5320-241/242-03E	FUSELAGE CENTER SECTION I (PAX WINDOW FRAMES)		
5320-251/252-03E	FUSELAGE CENTER SECTION II (PAX WINDOW FRAMES)		
5330-161/162-01E	FUSELAGE AFT SECTION I (CARGO COMPARTMENT SKIN PANELS		
5330-163/164-01E	FUSELAGE AFT SECTION I (CARGO COMPARTMENT SKIN PANEL		
5330-261/262/265/266-01E	FUSELAGE AFT SECTION I (CARGO COMPARTMENT SKIN PANELS		
5330-263/264/267/268-01E	FUSELAGE AFT SECTION I (CARGO COMPARTMENT SKIN PANELS		
5330-263/264/267/268-02I	CARGO COMP. INTERNAL ELEMENTS ABOVE FLOOR: SKIN PANEL & SPLICES / FRAME 46 / FIN-FUSELAGE NOTE: PRE-MOD SB 120-51-0006 ONLY		
5330-311/312-01I	FUSELAGE AFT SECTION II(TAIL CONE) INTERNAL ELEMENTS		
541-01Z / 641-01Z	AREA BETWEEN AUX & FRONT SPAR		
571-01Z / 671-01Z	INBOARD WING TRAILING EDGE AFT OF REAR SPAR (LH & RH)		
5720-521/621-01E	WING BOX BEAM LOWER SKIN		
5720-521/621-02E	WING BOX BEAM UPPER SKIN		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
5720-522/622-01E	WING BOX BEAM UPPER SKIN		
5720-522/622-02E	WING BOX BEAM LOWER SKIN		
5720-541/641-01E	WING BOX BEAM LOWER SKIN		
5720-541/641-02E	WING BOX BEAM UPPER SKIN		
5720-542/642-01E	WING BOX BEAM LOWER SKIN AND ACCESS PANELS		
5720-542/642-02E	WING BOX BEAM UPPER SKIN		
5720-551/651-01E	WING BOX BEAM LOWER SKIN		
5720-551/651-02E	WING BOX BEAM UPPER SKIN		
5720-552/652-01E	WING BOX BEAM LOWER SKIN AND ACCESS PANELS		
5720-561/661-01E	WING BOX BEAM LOWER SKIN AND ACCESS PANELS		
5720-561/662-02E	WING BOX BEAM UPPER SKIN AND FUEL FILLER CAP		
581-01Z / 681-01Z	OUTBOARD WING TRAILING EDGE AFT OF REAR SPAR (LH & RH)		
583-01Z / 683-01Z	AILERON (LH & RH INTERNAL)		
61-01	VISUAL CHECK AUX PUMP (LH)		
61-01	VISUAL CHECK AUX PUMP (RH)		
61-61EAC	DRAIN & REPLENISH PROP HUB OIL (BOTH)		
71-10L	DRAIN COLLECTOR TANK AND OPS CHECK RETURN LINE CHECK VALVE (LH)		
71-10R	DRAIN COLLECTOR TANK AND OPS CHECK RETURN LINE CHECK VALVE (RH)		
713-01Z / 714-01Z	NLG W/W FORWARD DOORS (LH & RH)		
715-01Z / 716-01Z	NLG W/W AFT DOORS (LH & RH)		
723-01Z / 724-01Z	RMLG FRONT DOORS		
725-01Z / 726-01Z	RMLG REAR DOORS		
73-09	FUEL-LOW PRESSURE WARNING SWITCH		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
73-14-EAC	FUEL LINE TO FLOW DIVIDER DETAILED INSPECTION (LH & RH)		
733-01Z / 734-01Z	LMLG FRONT DOORS		
735-01Z / 736-01Z	LMLG REAR DOORS		
76-04	CHECK POWER LEVER MIRCOSWITCH SETTING		
76-05	CHECK CONDITION LEVER MICROSWITCH SETTING		
76-09	VISUAL CHECK POWER LEVERS ROLLER FOR WEAR		
77-01EAC	T6 SYSTEM TOTAL RESISTANCE CHECK (LH & RH)		
79-05	ENGINE MAGNETIC CHIP DETECTION WARNING SYSTEM		
79-06	VISUAL CHECK MAGNETIC CHIP DETECTION WARNING SYSTEM		
79-11-EAC	INSPECT & PRESSURE CHECK OIL COOLER CROSSOVER HOSE(LH & RH)		
79-12EAC	NO. 6 & 7 BEARING PRESSURE, VENT & SCAVENGE OIL LINES (LH & RH)		
811-01Z	PAX/CREW ENTRY DOOR (EXTERNAL)		
812-01Z / 821-01Z	EMERGENCY EXIT - OVERWING (LH & RH EXTERNAL)		
812-02Z / 821-02Z	EMERGENCY EXIT - OVERWING (LH & RH INTERNAL)		
813-01Z	CARGO DOOR (EXTERNAL)		
822-01Z	RIGHT REAR ESCAPE HATCH		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		
N/A	PERFORM LEAK CHECK AND POWER ASSURANCE RUN AFTER CHECK		

6.4 "C2" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	TRANSFER ALL D.M.I. AND CARRY OVER ITEMS TO LOG BOOK		
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
N/A	PERFORM POWER ASSURANCE AND RECORD DISCREPANCIES ON M-3		
111-01Z	RADOME (INTERNAL)		
113-01Z / 114-01Z	NLG WHEEL WELL (INTERNAL)		
115-01Z	LOWER NOSE AREA OUTBOARD OF NLG		
116-01Z	LOWER NOSE AREA OUTBOARD OF NLG		
121-01Z / 122-01Z	AREA UNDER COCKPIT FLOOR (INTERNAL)(LH & RH)		
131-01Z / 132-01Z	AREA UNDER FUSELAGE FORWARD SECTION FLOOR (PASSENGER CABIN)		
141-01Z / 142-01Z	AREA FORWARD OF WING CENTER SECT (LH & RH)		
143-01Z	WING BOX BEAM UNDER FUSELAGE (INTERNAL)		
144-01Z	WING BOX BEAM UNDER FUSELAGE (INTERNAL)		
145-01Z / 146-01Z	AREA ABOVE WING CENTER SECT (LH&RH INTERNAL)		
147-01Z / 148-01Z	AREA AFT OF WING CENTER SECT (INTERNAL)		
151-01Z / 152-01Z	AREA UNDER PASSENGER CABIN FLOOR (LH & RH)		
161-01Z / 162-01Z	AREA UNDER CARGO COMP FLOOR (LH & RH)		
163-01Z / 164-01Z	AREA UNDER FUSELAGE AFT SECTION I FLOOR (LH & RH)		
191-01Z / 192-01Z	WING TO FUSELAGE FORWARD FAIRING (LH & RH)		
193-01Z / 194-01Z	CENTER FAIRING WING TO FUSELAGE (LH & RH)		
195-01Z / 196-01Z	AFT FAIRING WING-TO-FUSELAGE (LH & RH)		
198-01Z	CENTER FAIRING UNDER FUSELAGE LOWER SURFACE		
199-01Z	APU FAIRING (INTERNAL)		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
1911-01Z / 1912-01Z	CENTER FAIRING UNDER THE FUSELAGE LOWER SURFACE		
1913-01Z / 1914-01Z	WING-TO-FUSELAGE REAR FAIRING		
20-01	CLEAN FUSELAGE AREA UNDER PASSENGER FLOOR		
20-02	INSPECT EWIS COMPONENTS OF POWER FEEDERS AND WIRING BUNDLES		
20-03	CLEAN SIDEWALLS OUTLETS AND ADJACENT WIRING		
20-04	VISUALLY CHECK EWIS COMPONENTS OF POWER FEEDERS AND WIRING BUNDLES		
20-05	VISUALLY CHECK EWIS COMPONENTS OF POWER FEEDERS AND WIRING BUNDLES		
20-06	VISUALLY CHECK EWIS COMPONENTS OF POWER FEEDERS AND WIRING BUNDLES		
20-07	VISUALLY CHECK EWIS COMPONENTS OF WIRING BUNDLES		
20-08	VISUALLY CHECK EWIS COMPONENTS OF WIRING BUNDLES		
20-09	INSPECT (DETAILED INSPECTION) EWIS COMPONENTS OF POWER FEEDERS		
20-10	CLEAN FUSELAGE AREA UNDER COCKPIT FLOOR		
20-12	CLEAN FUSELAGE AREA UNDER PASSENGER FLOOR		
20-13	VISUALLY CHECK EWIS COMPONENTS OF POWER FEEDERS AND WIRING BUNDLES		
20-14	CLEAN SIDEWALL OUTLETS		
20-15	INSPECT (DETAILED INSPECTION) EWIS COMPONENTS OF POWER FEEDERS AND WIRING BUNDLES		
20-16	CLEAN FUSELAGE AREA UNDER PASSENGER FLOOR		
20-17	VISUALLY CHECK EWIS COMPONENTS OF POWER FEEDERS AND WIRING BUNDLES		
20-18	VISUALLY CHECK EWIS COMPONENTS OF POWER FEEDERS AND WIRING BUNDLES		
20-19	CLEAN SIDEWALL OUTLETS		
20-22	VISUALLY CHECK EWIS COMPONENTS OF WIRING BUNDLES		
221-01Z / 222-01Z	COCKPIT (LH & RH INTERNAL)		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
231-01Z / 232-01Z	AREA ABOVE FUSELAGE FORWARD SECTION FLOOR (LH & RH)		
241-01Z / 242-01Z	FUSELAGE CENTER SECTION II UPPER LATERAL AREA (LH & (LH & RH)RH)		
243-01Z / 244-01Z	FUSELAGE CENTER SECTION I LATERAL AREA (LH & RH)		
245-01Z / 246-01Z	FUSELAGE CENTER SECTION I CEILING (INTERNAL) (LH & RH)		
25-12	VISUALLY CHECK CARGO COMPARTMENT FLOOR AND REAR PARTITION SEALING FOR CONDITION AND SECURITY (QC ONLY)		
25-22	INSPECT CARGO ARRESTING NET		
261-01Z / 262-01Z	CARGO COMPARTMENT (LH & RH)		
263-01Z / 264-01Z	CARGO COMPARTMENT (LH & RH) NOTE: POST-MOD SB 120-51-0006 ONLY		
265-01Z / 266-01Z	CARGO COMPARTMENT CEILING (LH & RH)(LH & RH)		
267-01Z / 268-01Z	CARGO COMPARTMENT CEILING/REQUIRES LINING & THERMO ACOUSTIC INSULATION REMOVAL SKIN PANEL & SPLICES/UPPER FRAME 46 & FIN-FUSELAGE FITTING FASTENERS NOTE: POST-MOD SB120-51-0006 ONLY		
26-24	VISUALLY CHECK THE FIRE EXTINGUISHING SYSTEM DISCHARGE PIPING FOR CRACKS AND LOOSE FITTINGS (QC ONLY)		
27-58	CLEAN FILTER ELEMENT OF FLAP ACTUATORS LINE FILTERS (POST-MOD SB 120-027-0038)		
27-63	LUBRICATE FLAP ACTUATOR END-FITTING BEARING (AIRCRAFT S/N 292/999 ONLY)		
28-21	INSPECT THE WING STUB HARNESS		
28-22	INSPECT THE TRAILING EDGE HARNESS		
28-23	INSPECT THE LEADING EDGE HARNESS		
28-24	INSPECT THE BLEED LINE		
29-11	SUCTION LINE FLUID THERMAL SWITCH		
30-01	AOA AND SIDE SLIP INDICATOR		
311-01Z / 312-01Z	STRUCTURAL AREA AFT OF REAR PRESSURE BULKHEAD (LH & RH)(LH & RH)		
321-01Z	VERTICAL STAB-AFT UPPER & FORWARD FAIRINGS		
322-02Z	DORSAL FIN (INTERNAL)		
32-23	LUBE FREE FALL ACTUATION DEVICE		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
323-02Z	VERTICAL STAB LEADING EDGE (INTERNAL)		
324-01Z	AREA BETWEEN AUX AND FRONT SPARS		
32-47	ANTI SKID SYSTEM		
325-01Z	AREA BETWEEN FRONT AND REAR SPARS		
326-02Z	PERFORM INTERNAL GENERAL VISUAL INSPECTION OF THE ZONE		
327-01Z	RUDDER II - PERFORM INTERNAL GENERAL VISUAL INSPECTION OF THE ZONE		
331-01Z / 332-01Z	HORIZONTAL STAB LEADING EDGE (LH & RH)		
333-01Z / 334-01Z	HORIZONTAL STABILIZER (LH & RH)		
335-01Z / 336-01Z	ELEVATOR (LH & RH INTERNAL)		
35-15	VISUALLY CHECK PORTABLE OXYGEN MASK (QC ONLY)		
35-16	FULL-FACE MASK & SMOKE GOGGLES		
38-02	VISUALLY CHECK TOILET MOTOR ELECTRICAL CONNECTOR FOR CONDITION (QC ONLY)		
511-01Z / 611-01Z	INBOARD WING LEADING EDGE (INTERNAL) (LH & RH)		
512-01Z / 612-01Z	OUTBOARD WING LEADING EDGE (INTERNAL) (LH & RH)		
522-01Z / 622-01Z	FUEL TANK INBOARD CELL AREA BETWEEN FRONT & REAR SPARS (LH & RH)		
5310-121/122-01I	FUSELAGE FORWARD SECTION II (COCKPIT) INTERNAL ELEMENTS		
531-01Z / 631-01Z	WING AREAS BETWEEN FRONT & REAR SPARS (LH & RH)		
5310-211/212-02I	FUSELAGE FORWARD SECTION I INTERNAL ELEMENTS		
5310-221/222-05I	FUSELAGE FORWARD SECTION II (COCKPIT) INTERNAL ELEMENTS		
5320-141/142-03I	FUSELAGE CENTER SECTION I (CABIN) INTERNAL		
5320-147/148-01E	FUSELAGE CENTER SECTION I (CABIN) LOWER EXTERNAL SKIN		
5320-147/148-02E	FUSELAGE CENTER SECTION I (CABIN) SKIN & FASTENERS		
5320-152-02I	TOILET DRAIN VALVE SUPPORT (INT.) - N/A TO FC		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
5320-241/242/ 243/244/245/ 246-01I	FUSELAGE CENTER SECTION I (CABIN SIDEWALLS)		
5320-243/244-01E	FUSELAGE CENTER SECTION I (CABIN) SKIN PANEL		
5320-243/244-02E	FUSELAGE CENTER SECTION (CABIN) SKIN PANEL/ FITTINGS/FASTNERS		
5330-263/264/ 267/268-02I	FUSELAGE AFT SECT.1 (CARGO COMPARTMENT) INT. ELEMENTS ABOVE FLOOR/ SKIN PANELS & SPLICES / UPPER FRAME 46/FIN-FUSELAGE FITTING FASTENERS / NOTE:POST MOD 120-51-0006 ONLY		
5330-311/312-01E	FUSELAGE AFT SECTION II(TAIL CONE) SKIN PANELS		
5330-311/312-02E	FUSELAGE AFT SECTION II(TAIL CONE)		
5410-432/442-03I	NACELLE INTERNAL ELEMENTS		
5410-433/443-01I	NACELLE INTERNAL ELEMENTS SKIN AND STRINGERS BTWN FRAMES 10 TO 14		
542-01Z / 642-01Z	AREA BETWEEN AUX & FRONT SPAR & FROM RIB 16 TO 22 (LH & RH)		
551-01Z / 651-01Z	AREA BETWEEN FRONT & REAR SPAR & FROM RIB 14 TO 17 (LH & RH)		
552-01Z / 652-01Z	AREA BETWEEN FRONT & REAR SPAR &FROM RIB 17 TO 22 (LH & RH)		
5520-335/336-04E	TAB HINGE FITTING AT ELEVATOR		
5530-324-02I	VERTICAL STAB (INTERNAL)		
5530-325-01I	VERTICAL STAB (INTERNAL)		
5530-325-02I	FIN-TO-HORIZONTAL STAB CENTER FITTING		
5530-325-03I	VERTICAL STAB REAR SPAR ELEMENTS		
5540-326-01I	RUDDER I SKIN PANELS (INTERNAL)		
5540-327-01I	INTERNAL CHECK OF RUDDER SKIN PANELS		
561-01Z / 661-0Z	AREA BETWEEN AUX & REAR SPAR & FROM RIB 22 TO 27		
562-01Z / 562-01Z	WING TIP FAIRINGS (LH & RH INTERNAL)		
5710-143-01I	WING CENTER SECTION EXTERNAL ELEMENTS		
5710-143-03I	WING CENTER SECTION INTERNAL ELEMENTS		
5710-144-05I	WING CENTER SECTION SKIN PANELS		
572-01Z / 672-01Z	INBOARD FLAP (LH & RH)		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
5720-511/611-01I	WING AUX SPAR & NACELLE FITTING		
5720-512/612-01I	WING AUX SPAR & NACELLE FITTING		
5720-522/622-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-541/641-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-542/642-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-551/651-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-552/652-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-561/661-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-571/671-01I	WING REAR SPAR		
5720-581/581-01I	WING REAR SPAR		
5750-572/672-02E	INBOARD FLAP (LH)		
5750-572/672-04E	EXTERNAL INSPECT COMPOSITE INBD FLAP ACTUATOR LUGS		
5750-572/672-05E	SPECIAL DETAILED INSP OF COMPOSITE INBD FLAP SKIN		
5750-582/682-01I	OUTBD FLAP INTERNAL ELEMENTS		
5750-582/682-02E	OUTBD FLAP		
5750-582/682-04E	EXTERNAL INSPECT COMPOSITE OUTBD FLAP ACTUATOR LUGS		
5750-582/682-05E	SPECIAL DETAILED INSP OF COMPOSITE OUTBD FLAP SKIN		
582-01Z / 682-01Z	OUTBOARD FLAPS (LH & RH)		
811-02Z	PAX/CREW ENTRY DOOR (INTERNAL)		
813-02Z	CARGO DOOR (INTERNAL)		
822-02Z	RIGHT REAR ESCAPE HATCH (INTERNAL)		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		
N/A	PERFORM LEAK CHECK AND POWER ASSURANCE RUN AFTER CHECK		

6.5 ”C3” Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	PERFORM POWER ASSURANCE AND RECORD DISCREPANCIES ON M-3		
21-10	CHECK NEGATIVE PRESSURE RELIEF VALVE		
N/A	TRANSFER ALL D.M.I. AND CARRY OVER ITEMS TO LOG BOOK		
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		
N/A	PERFORM LEAK CHECK AND POWER ASSURANCE RUN AFTER CHECK		

6.6 "C4" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	TRANSFER ALL D.M.I. AND CARRY OVER ITEMS TO LOG BOOK		
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
N/A	PERFORM POWER ASSURANCE AND RECORD DISCREPANCIES ON M-3		
21-O8	CHECK NEGATIVE PRESSURE RELIEF VALVE (ELECTROPNEUMATIC)		
21-09	CHECK CABIN ALTITUDE LIMITING VALVE		
251-01Z / 252-01Z	FUSELAGE CENTER SECTION II (LH & RH)(LH & RH)		
253-01Z / 254-01Z	FUSELAGE CENTER SECTION II CEILING (INTERNAL) (LH & RH)		
28-19	VISUALLY INSPECT THE TANK UNIT		
28-20	VISUALLY INSPECT FUEL PUMP ELECTRICAL HARNESS		
313-02Z	TAILCONE FAIRING (APU NOT INSTALLED) REQUIRES FAIRING REMOVAL		
337-01Z / 338-01Z	HORIZONTAL STAB TO VERTICAL STAB		
5320-251/252/ 253/254-01I	FUSELAGE CENTER SECTION II (PAX CABIN INTERNAL)		
5510-333/334-02I	HORIZONTAL STAB FRONT SPAR WEB INBD OF RIB 1		
5510-333/334-04I	HORIZONTAL STAB REAR SPAR		
5710-143-04I	WING CENTER SECTION UPPER SKIN & CENTER LINE SPLICE		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		
N/A	PERFORM LEAK CHECK AND POWER ASSURANCE RUN AFTER CHECK		

Intentionally Left Blank

CHAPTER: 7 CONTROLLED INSPECTIONS

This inspection program is designed to maintain the EMB-120 in a continuous airworthy condition. The hour, date, cycle, landing, and tire change controlled inspections shall be accomplished at intervals listed in the EMB-120 MRB HI 200 document. The administrator must approve any deviations.

The accomplishment of a Line check, “A” or “C”, check will not service requirements of these inspections.

Procedures for accomplishing Controlled Inspection Items are found in Chapter 1 of this manual. Master copies of task cards are found in the EMB-120 task card manual.

7.1 Controlled Inspection Items

INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
21-04	CHECK POSITIVE PRESSURE RELIEF VALVE IN BOTH ELECTRIC AND PNEUMATIC OUTFLOW VALVES	1600 HOURS	
21-21	CHECK ELECTRONIC BAY OVERTEMP WARNING OPERATION	1600 HOURS	
22-02	CHECK RELAYS OF AHRS PITCH DATA TO AP/FD	2000 HOURS	
22-03	CHECK GLIDE SLOPE XFER RELAYS TP AP/FD	2000 HOURS	
22-04	CHECK NAVIGATION SYSTEM TEST INHIBITOR RELAY	1200 HOURS	
22-06	INSPECT SMT-65() SERVO MOUNT	12000	
23-04	RESTORE COCKPIT VOICE RECORDER (N/A TO SOLID STATE MODELS)	9000 HOURS	
24-01	RESTORE STARTER GENERATOR	1600 HOURS	
24-02	VISUALLY CHECK STARTER-GENERATOR QUICK ATTACH/ DETACH – QAD KIT FOR GENERAL CONDITION	1600 HOURS	
24-03	VISUALLY CHECK STARTER-GENERATOR BRUSHES FOR GENERAL CONDITION	800 HOURS	INSPECT EVERY 300 HOURS FOR PRE S.B. 23080-01X-24-02
24-04	RESTORE AUXILLARY GENERATOR	2400 HOURS	1500 HOURS APPLICABLE TO P/N 30081-001
24-05	VISUALLY CHECK AUXILIARY GENERATOR QUICK ATTACH/ DETACH – QAD KIT FOR GENERAL CONDITION	2400 HOURS	ACCOMPLISHED AT TIME OF AUXILIARY STARTER RESTORATION
24-06	VERIFY STARTER/GENERATOR GCU OPERATION	1600 HOURS	
24-07	VERIFY AUXILIARY GENERATOR GCU OPERATION	1600 HOURS	
24-15	VERIFY COMPLETE EMERGENCY TRANSFER FUNCTION SYSTEM	400 HOURS	

INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
24-16	CHECK DIODES CR0002, CR0003, CR0087, AND CR0088	8000 HOURS	
26-01	VERIFY ENGINE FIRE EXTINGUISHING SYSTEM FOR CIRCUIT INTEGRITY	4000 HOURS	
26-05	VERIFY APU FIRE EXTINGUISHING SYSTEM FOR INTEGRITY	4000 HOURS	
26-25	VISUALLY CHECK SMOKE DETECTOR MAINTENANCE LIGHT	2000 HOURS	QC AND ER ONLY
27-01	VERIFY AILERON CONTROL DISCONNECT AND ALARM SYSTEMS OPERATION	4000 HOURS	
27-02	VISUALLY CHECK AILERON CONTROL DISCONNECT SYSTEM FOR CONDITION	4000 HOURS	
27-06	VISUALLY CHECK AILERON CONTROL PATH	2000 HOURS	
27-07	CHECK AILERON CONTROL PATH	1600 HOURS	
27-08	CHECK TENSION AILERON CONTROL CABLE	2000 HOURS	
27-10	VISUALLY CHECK AILERON TAB DUAL ROD ACTUATOR	1600 HOURS	
27-17	CHECK RUDDER CABLES AND TRIM CABLES TENSION	2000 HOURS	
27-21	VERIFY ELEVATOR CONTROL DISCONNECT AND ALARM SYSTEM OPERATION	4000 HOURS	
27-22	VISUALLY CHECK ELEVATOR CONTROL DISCONNECT SYSTEM FOR CONDITION	4000 HOURS	
27-25	VISUALLY CHECK ELEVATOR CONTROL PATH	2000 HOURS	
27-26	CHECK ELEVATOR CABLES AND TRIM CABLES TENSION	2000 HOURS	
27-28	VISUALLY CHECK ELEVATOR TAB DUAL ROD	1600 HOURS	
27-35	VISUALLY CHECK RUDDER II CONNECTING RODS	2000 HOURS	
27-36	FUNCTIONAL TEST OF RUDDER HYDRAULIC SYSTEM DIFFERENTIAL PRESSURE	4000 HOURS	
27-37	VERIFY RUDDER OVERBOOST PROTECTION AND INDICATING SYSTEM OPERATION	800 HOURS	

INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
27-38	VERIFY STALL WARNING SYSTEM SIDESLIP SENSOR OPERATION	400 HOURS	
27-39	CHECK STALL WARNING SYSTEM FLAP INTERFACE SIGNAL	800 HOURS	
27-41	CHECK STALL WARNING SYSTEM ANGLE-OF-ATTACK SENSOR OPERATION	4000 HOURS	
27-42	CHECK STALL WARNING SYSTEM G-SWITCHES	4000 HOURS	
27-43	STALL WARNING SYSTEM QUICK DISCONNECT	3000 HOURS	
27-44	VERIFY STALL WARNING SYSTEM CUT-OUT SWITCH OPERATION	4000 HOURS	
27-46	VERIFY STALL WARNING SYSTEM APS DISCONNECT OPERATION	4000 HOURS	
27-47	VERIFY STALL WARNING SYSTEM LANDING GEAR ON-AIR INHIBITING SYSTEM OPERATION	4000 HOURS	3000 HOURS FOR CCA CONFIGURATION
27-49	CHECK FLAP CONTROL UNIT	4000 HOURS	FOR AIRPLANES EQUIPPED WITH FCU P/N 307500-1007, 307500-1011 OR P/N 307500-1017 ONLY (REFER TO I.B. 120-27-0013)
27-51	ELEVATOR TRIM LONGITUDINAL PROX SWITCHES	3000 HOURS	
27-52	VISUALLY CHECK RUDDER CONTROL PATH FROM PCU SUMMING LEVER TO RUDDER FOR CONDITION AND INTEGRITY	4000 HOURS	
27-53	CHECK AILERON TRIM TAB FOR BACK LASH	1600 HOURS	
27-54	CHECK ELEVATOR TRIM TAB FOR BACK LASH	1600 HOURS	
27-55	CHECK RUDDER II FOR BACK LASH	1600 HOURS	
27-65	INSPECT FAIRLEADS SUPPORT HOLES OF THE AILERON CONTROL PATH IN THE NACELLE REGION	1600 HOURS POST S.B. 120-27-0068	400 HOURS PRE S.B. 120-27-0068
27-66	VISUALLY CHECK AILERON CONTROL CABLE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS, AND BIRD CAGING AT NACELLE REGION	400 HOURS	PRE S.B. 120-27-0068
27-67	CHECK ELEVATOR TRIM ACTUATORS	4000 HOURS	PN-5299 AND PN-5299-1 (SEE S.B. 120-27-0083)

INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
28-15	FUNCTIONALLY CHECK CRITICAL BONDING INTEGRITY OF SELECTED CONDUITS INSIDE THE WING TANK, FUEL PUMP AND FQIS CONNECTORS AT TANK WALL, BY CONDUCTIVITY.	4000 HOURS	AFTER INITIAL COMPLIANCE FREQUENCY INTERVAL CHANGES TO 30,000 FLIGHT HOURS.
28-16	VISUALLY INSPECT FQIS HARNESS FOR CLAMP AND HARNESS ISOLATION INTEGRITY.	4000 HOURS	AFTER INITIAL COMPLIANCE FREQUENCY INTERVAL CHANGES TO 20,000 FLIGHT HOURS.
28-17	VISUALLY INSPECT PILOT VALVE HARNESS INSIDE THE CONDUIT.	4000 HOURS	AFTER INITIAL COMPLIANCE FREQUENCY INTERVAL CHANGES TO 20,000 FLIGHT HOURS.
28-18	VISUALLY INSPECT VENT VALVE HARNESS INSIDE THE CONDUIT	4000 HOURS	AFTER INITAIAL COMPLIANCE FREQUENCY INTERVAL CHANGES TO 20,000 FLIGHT HOURS.
29-06	CHECK PRIMARY RETURN FILTER CLOGGED FILTER INDICATOR AND SECONDARY RETURN FILTER BY-PASS VALVE	8000 HOURS	
29-10 EAC	CHECK HYD SOAP	600 HOURS	
30-02	CHECK ANGLE-OF-ATTACK AND SIDE SLIP SENSOR HEATING INDICATION	1600 HOURS	
30-09	CHECK DEICING SYSTEM MONITOR	1600 HOURS	
31-04	VERIFY AURAL WARNING SYSTEM OPERATION	3000 HOURS	
32-05	LUBRICATE MLG SPRING CARTRIDGE	400 HOURS	
32-13	LUBRICATE NLG SPRING CARTRIDGE	400 HOURS	
32-34	CHECK EMERGENCY PARKING BRAKE ACCUMULATOR NITROGEN CHARGE	800 HOURS	
32-36	VERIFY IN-FLIGHT BRAKE SYSTEM	4000 HOURS	4000 HOURS
32-40	VERIFY LANDING GEAR ON-GROUND RETRACTION PROTECTION SYSTEM	4000 HOURS	
32-43	CHECK BRAKE SHUTTLE VALVE OPERATION	800 HOURS	

INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
32-44	TEST ALL HYDRAULIC FUSES	4000 HOURS	4000 HOURS
32-45	CHECK LANDING GEAR SYSTEM AND WARNING SYSTEMS	4000 HOURS	
32-61	CHECK NWS FEEDBACK 9 DEGREE SWITCH	400 HOURS	
32-63	INSPECT HUB CAP CLIP	4000 HOURS	
34-01	PITOT STATIC LEAK CHECK AND CALIBRATION OF ALTIMETERS AND AIR SPEED INDICATORS	3000 HOURS	3000 HOURS
34-14 EAC	INSPECT AIRCRAFT STRUCTURE AT GPS ANTENNA AND COM 3 ANTENNA (NDI) IF INSTALLED	4000 HOURS	
34-15 EAC	REPLACE GNS-XLS LCD DISPLAY LAMP	6500 HOURS	
34-16 EAC	REPLACE GNS-XLS ALPHANUMERIC KEYBOARD LAMP	10000 HOURS	
34-06	VERIFY ADI ATT COMPARATOR WARNING OPERATION	1600 HOURS	
34-10	CHECK OVERSPEED WARNING	800 HOURS	
34-11	OVERSPEED WARNING	1200 HOURS	
36-02	CHECK BLEED AIR LEAKAGE DETECTION SYSTEM	4000 HOURS	
52-13	CHECK CARGO DOOR LOCKING MECHANISM CABLES AND SPRING	4000 HOURS	
52-14	CHECK PAX/CREW ENTRY DOOR LOCKING MECHANISM, FOLDING FLAP MECHANISM AND SPRINGS	4000 HOURS	
52-15	CHECK GAP BETWEEN PAX/CREW ENTRY DOOR FOLDING FLAP AND DOOR	400 HOURS	
52-16	CHECK PAX/CREW ENTRY DOOR LOCKING MECHANISM CAMS AND SPRINGS	400 HOURS	
61-11	OVERSPEED GOVERNOR OPERATIONAL CHECK	600 HOURS	
61-13	CHECK SECONDARY LOW PITCH STOP	400 HOURS	
61-15	INSPECT PROPELLOR CONTROL UNIT P/N 782490-35 AND SUBSEQUENT	5000 HOURS	
61-18	PROPELLOR HUB MAJOR INSPECTION	9000 HOURS	

INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
61-19	OUTER BEARING RACE MAJOR INSPECTION	9000 HOURS	
61-20	BLADE AND PIN ASSEMBLY MAJOR INSPECTION	10000 HOURS	
61-21	INNER BEARING RACE (TWO PIECE) INSPECTION	10000 HOURS	
61-22	ACTUATOR ASSEMBLY MAJOR INSPECTION	10000 HOURS	
61-61 EAC	DRAIN INSPECT AND SERVICE PROP HUB OIL	250 HOURS	
71-12	CHECK EEC Nh OVERSPEED PROTECTIVE FUNCTION	800 HOURS	
72-08	ENGINE REDUCTION GEARBOX INPUT PINION BORESCOPE INSPECTION	600 HOURS	PRE S.B. 20331 OR S.B. 20397
72-09	FUEL PUMP VISUAL INSPECTION	600 HOURS	PRE S.B. 20195
72-10	REPLACE PROPELLOR OVERSPEED GOVERNOR HYDRAULIC PUMP RELIEF VALVE	4000 HOURS	PUMPS INCORPORATING S.B 20731 BUT NOT INCORPORATING S.B. 21570
72-11	CHECK ENGINE INTERCAVITY CASE P2.5 CAVITY FOR OIL	300 HOURS	PRE S.B. 20914
72-13 EAC	HP BORESCOPE	1500 HOURS	REF: PWC MM 72-00-00 SEC 10
72-14 EAC	ENGINE SOAP	600 HOURS	
73-01	REPLACE FUEL/OIL HEATER ELEMENT	600 HOURS	
73-02	INSPECT/CLEAN HIGH PRESSURE FUEL PUMP FILTER ELEMENT	1200 HOURS	
73-04 EAC	RESTORE ENGINE FUEL NOZZLE AND FLOW DIVIDER	1500 HOURS	
73-07	CHECK HMU SELENOID WARNING SYSTEM	800 HOURS	
73-11	INSPECT HMU FUEL/OIL LINES	600 HOURS	
73-13	DETAILED INSPECTION OF ENGINE FUEL PUMP SHAFT	4000 HOURS	
74-01	INSPECT ENGINE IGNITER PLUGS	600 HOURS	
76-01	CHECK ENGINE CONDITION CONTROL CABLES TENSION L&R	2000 HOURS	
76-02	CHECK ENGINE POWER CONTROL CABLES TENSION L&R	2000 HOURS	
76-06	VERIFY ENGINE ISOLATION	4000 HOURS	
79-10	CHECK CHIP DETECTOR	1500 HOURS	

INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
79-60 EAC	REPLACE NON-CLEANABLE AND SCAVENGE CLEANABLE MAIN OIL FILTERS	1250 HOURS	THIS EAC TASK CARD COMBINES THE REQ. OF TC 79-02 AND 79-04

7.2 Inspection Items by APU Hour Intervals

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
24-10	RESTORE APU STARTER-GENERATOR	1600 APU HOURS	
24-11	VISUALLY CHECK APU STARTER-GENERATOR - QAD KIT GENERATOR CONDITION	1600 APU HOURS	
24-12	VISUALLY CHECK APU STARTER-GENERATOR BRUSHES FOR GENERAL CONDITION	800 HOURS	
24-13	VERIFY APU STARTER/GENERATOR OPERATION	1600 HOURS	
49-01	INSPECT GARRETT APU COMBUSTION CHAMBER DRAIN FITTING	500 APU HOURS	
49-02	CHECK APU DRAIN LINES FOR BLOCKAGE DURING HSI	4500 APU HOURS	
49-04	DISCARD GARRETT APU FUEL FILTER ELEMENT	1000 APU HOURS	
49-05	GARRETT APU NOZZLE TIMEX	4500 APU HOURS	
49-06	DISCARD OIL FILTER ELEMENT	750 APU HOURS	750 APU HOURS (GARRETT)
49-14	CLEAN AND INSPECT GARRETT APU IGNITER PLUG	750 APU HOURS	
49-15	GARRETT APU HSI	4500 APU HOURS	
49-16	BORESCOPE APU COMPRESSOR	4500 APU HOURS	

7.3 Inspection Items By Flight Cycles

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
32-02	RESTORE MLG SHOCK ABSORBER	15000 CYCLES	
32-03	RESTORE MLG DRAG STRUT	15000 CYCLES	
32-06	RESTORE MLG SPRING CARTRIDGE	15000 CYCLES	
32-07	RESTORE MLG AUXILIARY DRAG STRUT	15000 CYCLES	
32-10	RESTORE NLG SHOCK ABSORBER, STEERING ACTUATORS, RACK, AND SECTOR GEAR	15000 CYCLES	
32-11	RESTORE NLG MAIN DRAG STRUT	15000 CYCLES	
32-14	RESTORE NLG SPRING CARTRIDGE	15000 CYCLES	
32-15	RESTORE NLG AUXILIARY DRAG STRUT	15000 CYCLES	
5210-811-01I	CREW ENTRY DOOR INTERNAL ELEMENTS	24000 CYCLES	
5210-811-01E	INSPECT PAX/CREW ENTRY DOOR	850 CYCLES	
5220-812/821/822-01I	INSPECT ESCAPE HATCHES INTERNAL ELEMENTS	32000 CYCLES	
5220-812/821/822-01E	ESCAPE HATCH STRUCTURE AND WINDOW FRAME	8000 CYCLES	
5220-812/821/822-02E	ESCAPE HATCH WINDOW FRAME	1230 CYCLES	
5230-813-01E	CARGO DOOR VISIBLE STRUCTURE	4000 CYCLES	
5230-813-01I	CARGO DOOR INTERNAL ELEMENTS	8000 CYCLES	
5230-813-02I	CARGO DOOR UPPER/LOWER STOPS (MAG PARTICLE)	8000 CYCLES	
5230-813-02E	INSPECT CARGO DOOR VISIBLE STOPS	550 CYCLES	
5310-113/114/115/116/211/212-02I	FUSELAGE FORWARD SECTION I FWD PRESSURE BILKHEAD	400 CYCLES	FOR A/C POST-MOD SB 120-053-008 INSPECT EVERY 24000 FC
5310-221/222-01E	FUSELAGE FORWARD SECTION II EXTERNAL SKIN PANELS BELOW COCKPIT AND LATERAL WINDOWS	550 CYCLES	S/B incorporated with aircraft S/N 120-034

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
5310-221/222-01I	FUSELAGE FORWARD SECTION II COCKPIT - INT. ELEMENTS ABOVE FLOOR / SKIN PANELS INC. SPLICES FRAMES & STRINGERS/WINDHIELD PANELS & CUTOUT STRUCTURES	8000 CYCLES	A/C WITH WINDSHIELD CENTRAL POST SUPPORT P/N 145-34517-001 INSPECT 5000 FC
5310-221/222-02E	FUSELAGE FORWARD SECTION II	2750 CYCLES	
5310-221/222-04I	FUSELAGE FORWARD SECTION II FWD PRESSURE BULKHEAD	400 CYCLES	A/C POST-MOD SB 120-053-0008 EVERY 24000 FC S/B INCORPORATED WITH AIRCRAFT S/N 120-034
5310-221/222-06I	FUSELAGE FORWARD SECTION II WINDSHIELD CUTOUT STRUCTURE	8000 CYCLES	
5310-231-03E	FORWARD FUSELAGE SECTION III PAX/CREW ENTRY DOOR	4000 CYCLES	
5320-241/242-02E	FUSELAGE CENTER SECTION I (PAX CABIN) OVER WING ESCAPE	4000 CYCLES	
5320-252-02I	FUSELAGE CENTER SECTION II (CABIN) ESCAPE HATCH	32000 CYCLES	
5320-252-04E	CENTER FUSELAGE II (PAX CABIN) ESCAPE HATCH CUTOUT	2750 CYCLES	
5330-163/164/263/264/267/268-04I	FUSELAGE AFT SECTION I (CARGO COMPARTMENT) PRESSURE BULKHEAD DOME & FORGED RING	4000 CYCLES	
5330-311/312-04I	FUSELAGE AFT SECTION II (TAIL CONE) REAR PRESSURE BULKHEAD DOME AND FORGED RING	4000 CYCLES	
5410-432/442-01I	NACELLE INTERNAL ELEMENTS	2000 CYCLES	
5410-432/442-02I	NACELLE INTERNAL ELEMENTS RODS AND FITTINGS	4000 CYCLES	
5510-333/334-01E	HORIZONTAL STAB UPPER SKIN PANEL	2750 CYCLES	
5510-333/334-03E	HORIZONTAL STAB LOWER SKIN PANEL	2750 CYCLES	
5530-325-02E	FRONT AND REAR FIN-TO-FUSELAGE FITTINGS	4000 CYCLES	
5530-325-04I	FIN-TO-HORIZONTAL STAB ATTACH BOLT (NDT)	32000 CYCLES	
5530-325-05I	FRONT AND READ FIN-TO-FUSELAGE FITTINGS	8000 CYCLES	
5530-325-06I	FIN-TO-HORIZONTAL STAB ATTACH BOLTS (INSTALLED)	8000 CYCLES	
5710-143/144-02I	WING TO FUSELAGE FITTING	32000 CYCLES	

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
5710-144-01E	WING CENTER SECTION LOWER SKIN PANEL	1100 CYCLES	
5710-144-01I	WING CENTER SECTION SKIN PANEL	8000 CYCLES	
5710-144-03I	WING CENTER SECTION INTERNAL ELEMENTS	8000 CYCLES	
5710-144-04I	WING CENTER SECTION INTERNAL ELEMENTS	800 CYCLES	
5720-521/621-01I	WING BOX BEAM INTERNAL ELEMENTS	8000 CYCLES	
5720-521/621-02I	SKIN HIDDEN DETAILS (NDI)	20000 CYCLES	
5720-522/622-02I	WING SKIN HIDDEN BY NECELLE	20000 CYCLES	
5720-531/631-01I	WING BOX BEAM INTERNAL ELEMENTS (DRY BAY)	4000 CYCLES	
5720-531/631-01E	WING BOX BEAM EXTERNAL ELEMENTS	2015 CYCLES	
5720-531/631-02I	SKIN HIDDEN DETAILS (NDI)	20000 CYCLES	
5720-531/631-03I	WING FRONT SPAR CAP HIDDEN BY MLG SUPPORT (NDT)	20000 CYCLES	
5720-531/631-04I	WING REAR SPAR CAP HIDDEN BY MLG SUPPORT (NDT)	20000 CYCLES	
5720-541/641-02I	SKIN HIDDEN DETAILS (NDT)	20000 CYCLES	
5720-551/651-02I	SKIN HIDDEN DETAILS	20000 CYCLES	
5750-572/672-02I	EDDY CURRENT UPPER FLAP SPAR CAP BETWEEN RIBS 5A/7A	32000 CYCLES	N/A FOR COMPOSITE FLAPS
5750-572/672-03E	INSPECT COMPOSITE INBOARD FLAP ACTUATOR SUPPORT (EXTERNAL)	2000 CYCLES	
5750-582/682-02I	EDDY CURRENT UPPER FLAP SPAR CAP BETWEEN RIBS 16A/17A	32000 CYCLES	
5750-572/672-03I	INBOARD FLAP INTERNAL ELEMENTS (SPAR CAPS)	8000 CYCLES	
5750-582/682-03I	OUTBOARD FLAP INTERNAL ELEMENTS (SPAR CAPS)	8000 CYCLES	

7.4 Inspection Items By Landings

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
32-48	INSPECT MLG SHOCK ABSORBER, DRAG STRUT, SPRING CARTRIDGE, AND AUXILIARY DRAG STRUT	11000 LANDINGS	FROM 9000 TO 11000 LANDINGS (S.B. 120-32-0517)
32-49	INSPECT NLG SHOCK ABSORBER, DRAG STRUT, SPRING CARTRIDGE, AND AUXILIARY DRAG STRUT	11000 LANDINGS	FROM 9000 TO 11000 LANDINGS (S.B. 120-32-0518)

7.5 Inspection Items By Tire Change Intervals

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
32-54	CHECK MAIN B.F. GOODRICH WHEEL HALVES FOR CRACKS AND CORROSION	EVERY 5TH TIRE CHANGE	EVERY 5TH TIRE CHANGE UP TO A TOTAL OF 20 TIRE CHANGES, THEN AT THE 23RD, 26TH, 29TH, AND EVERY TIRE CHANGE THEREAFTER.

7.6 Inspection Items by Date (Month/Year)

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
08-02 EAC	WEIGHT AND BALANCE	36 MONTHS	
21-17	VISUALLY CHECK EQUALIZER VALVE	12 MONTHS	
23-01	REPLACE VOICE RECORDER UNDERWATER LOCATOR BEACON BATTERY AND OPERATIONALLY CHECK UNDERWATER LOCATOR BEACON	24 MONTHS	
23-02	CVR/MICROPHONE FOR 4 CHANNELS OPERATION	12 MONTHS	
23-05E	VOICE RECORDER ULB SWITCH END CLEANING	3 MONTHS	
24-08 EAC	LEAD ACID BATTERY CAP TEST	MFG. REC.	HAWKER CMM 24-30-01
24-19	BACK BATTERY DISCHARGE TEST	12 MONTHS	
25-15	CHECK ELT CONDITION (FAR 91.207 (d))	12 MONTHS	MAIN ELT
25-16 EAC	SURVIVAL ELT OPS CHECK AND BATTERY REPLACEMENT	12 MONTHS	
25-21	BETALIGHT PLACARDS	84 MONTHS	N/A TO FC
25-22	INSPECT CARGO ARRESTING NETS AND CARGO STRAPS ATTACH FITTINGS FOR GENERAL CONDITION. BE AWARE OF ALL CUTS, FRAYING, OIL / CHEMICAL STAINS, AND CONDITION OF HOOKS AND RATCHETS. REPLACE WITH SERVICEABLE CONDITION UNITS IF NECESSARY. REPLACE DAMAGED CABLES.	6 MONTHS	N/A TO FC QC ONLY
25-23	INSPECT PROTECTIVE CANVAS FOR GENERAL CONDITION	6 MONTHS	QC ONLY
25-25	VISUALLY CHECK SMOKE CURTAIN SEALING FOR SECURITY AND CONDITION	12 MONTHS	
25-28 EAC	MAIN AND REMOTE ELT BATTERY REPLACEMENT. LITHIUM BATTERY REPLACEMENT FOR N463CA ONLY	SEE NOTE	N1105G, N110J, AND N462CA - 24 MONTHS N463CA - 60 MONTHS
25-40 EAC	INVENTORY FIRST AID KIT	12 MONTHS	
25-41 EAC	SURVIVAL KIT INVENTORY	24 MONTHS	

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
25-42 EAC	EMERGENCY KIT INVENTORY	12 MONTHS	N/A TO FC
25-80E	VISUALLY INSPECT LIFEJACKET FOR CONDITION AND VERIFY THE CO2 CYLINDER FOR PROPER WEIGHT (SEE CMM).	12 MONTHS	
25-81E	LIFE VESTS	60 MONTHS	
26-03	REPLACE ENGINE/WHEELWELL AND APU FIRE EXTINGUISHER BOTTLE CARTRIDGES	120 MONTHS	
26-04	VERIFY ENGINE/WHEELWELL AND APU FIRE EXTINGUISHER BOTTLE PRESSURE SWITCH OPERATION	60 MONTHS	AT TIME OF BOTTLE HYDROSTATIC TEST, TASK CARD 26-09
26-09	PERFORM HYDROSTATIC TEST OF ENGINE/WHEELWELL AND APU FIRE EXTINGUISHER BOTTLES	60 MONTHS	
26-10	PERFORM HYDROSTATIC TEST OF PORTABLE FIRE EXTINGUISHER	12 YEARS	
26-11	VERIFY PORTABLE FIRE EXTINGUISHER BOTTLE FOR PROPER WEIGHT	12 MONTHS	
26-12	VERIFY ENGINE WHEELWELL AND APU FIRE EXTINGUISHER BOTTLES FOR PROPER WEIGHT	12 MONTHS	
26-19	INSPECT BAGGAGE COMPARTMENT FIRE EXTINGUISHING BOTTLES FOR WEIGHT	12 MONTHS	QC AND ER ONLY
26-20	DISCARD BAGGAGE COMPARTMENT FIRE EXTINGUISHING BOTTLE CARTRIDGES	60 MONTHS	QC AND ER ONLY
26-21	PERFORM FUNCTIONAL CHECK OF THE TWO WAY CHECK TEE VALVE	60 MONTHS	QC AND ER ONLY
26-22	PERFORM BAGGAGE COMP FIRE EXTG BOTTLE HYDROSTATIC CHK	60 MONTHS	APPLIES ONLY TO CLASS C BAGGAGE COMP (QC AND ER ONLY)
30-13	CLEAN PRESSURE REGULATOR VALVE DRAIN TUBE AND BOWL; WATER SEPARATOR BOWL AND DRAIN	12 MONTHS	BEFORE WINTER SEASON
30-14	CLEAN EJECTOR CONTROL VALVES	12 MONTHS	BEFORE WINTER SEASON
31-06	VERIFY DIGITAL FLIGHT DATA RECORDER	12 MONTHS	

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
31-08	REPLACE DIGITAL FLIGHT DATA RECORDER UNDERWATER LOCATOR BEACON BATTERY AND OPS CHECK UNDERWATER LOCATOR BEACON	24 MONTHS	
31-09	REPLACE FLIGHT DATA ACQUISITION UNIT BATTERY	72 MONTHS	FROM MANUFACTURER'S DATE
32-25	LUBRICATE FREE-FALL UPLOCKS RELEASE DEVICE	12 MONTHS	12 MONTHS / MOLYKOTE 321R
32-30	CHECK BRAKE METERING VALVE	24 MONTHS	
33-01	CHECK EMERGENCY LIGHTS BATTERY/BATTERY PACK	12 MONTHS	
34-01	PITOT STATIC LEAK CHECK AND CALIBRATION OF ALTIMETERS AND AIR SPEED INDICATORS	24 MONTHS	
34-02 EAC	REPLACE GNS-XLS LITHIUM BATTERY	48 MONTHS	
34-03 EAC	ALTIMETER BIENNIAL INSPECTION	24 MONTHS	
34-08 EAC	CALIBRATE TRANSPONDER SYSTEM BIENNIAL INSPECTION	24 MONTHS	
34-09	COMPENSATE AHRS AND STAND-BY COMPASS	24 MONTHS	
34-12	VERIFY ALTITUDE PRESELECT SYSTEM	24 MONTHS	
35-03	CHECK CYLINDER SHUTOFF/ REGULATOR VALVE	36 MONTHS	
35-04	OXYGEN CYLINDER HYDROSTATIC TEST	36 MONTHS	
35-05	DISCARD OXYGEN SYSTEM CYLINDER	180 MONTHS	(15 YEARS)
35-12	PORTABLE OXYGEN CYLINDER HYDROSTATIC TEST	36 MONTHS	60 MONTHS IF STEEL CYLINDER
35-13	DISCARD PORTABLE OXYGEN CYLINDER	180 MONTHS	N/A TO FC
35-21 EAC	DISCARD/RESTORE PBE PER ESSEX	120 MONTHS	
35-22	FUNCTIONALLY CHECK PRESSURE REGULATOR OF FLIGHT ATTENDANT OXYGEN CYLINDER	60 MONTHS	N/A TO FC
35-25	FUNCTIONALLY CHECK FLIGHT ATTENDANT OXYGEN CYLINDER	60 MONTHS	N/A TO FC
49-03	CHECK APU CHIP DETECTOR	12 MONTHS	
49-13	DRAIN AND REFILL APU OIL	12 MONTHS	

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
52-07	VERIFY OPERATION OF ESCAPE HATCH LOCKING MECHANISM	2 MONTHS	FOR FC AIRCRAFT COCKPIT DIRECT VISION ONLY
52-19	CHECK ESCAPE HATCHES LOCKING MECHANISM	12 MONTHS	
5310-113-C01I	FUSELAGE FORWARD SECTION I INTERNAL ELEMENTS	48 MONTHS	
5310-121-C01E	FUSELAGE EXTERNAL ELEMENTS AT ANTENNAS REGION	48 MONTHS	
5310-121-C01I	FUSELAGE FORWARD SECTION II INTERNAL ELEMENTS	48 MONTHS	
5310-131-C01E	FUSELAGE FORWARD SECTION III (PAX CABIN EXTERNAL)	24 MONTHS	
5310-131-C01I	FUSELAGE FORWARD SECTION UNDER FLOOR	48 MONTHS	48 MO. APPLICABLE TO FC ONLY. N463CA: 24 MO.
5310-211-C01E	FUSELAGE FORWARD SECTION I (EXTERNAL)	24 MONTHS	
5310-231-C01E	FUSELAGE FORWARD SECTION III (PAX CABIN) SKIN PANEL	24 MONTHS	
5310-231-C01I	FUSELAGE INTERNAL ELEMENTS ABOVE FLOOR (PAX CABIN)	48 MONTHS	
5320-141/142-CO1E	FUSELAGE CENTER SECTION I (PAX CABIN) LOWER EXTERNAL SKIN PANEL	48 MONTHS	
5320-147-C03I	FUSELAGE CENTER SECTION I (PAX CABIN) INTERNAL	48 MONTHS	
5320-151-C01I	FUSELAGE CENTER SECTION II (PAX CABIN) INTERNAL ELEMENTS	48 MONTHS	
5320-151-C01E	FUSELAGE CENTER SECTION II (PAX CABIN) SKIN PANEL	24 MONTHS	
5320-251-C01I	FUSELAGE CENTER SECTION II (CABIN) INTERNAL ELEMENTS	96 MONTHS	
5330-161-C01I	FUSELAGE ELEMENT SECTION I (CARGO) INTERNAL ELEMENTS	48 MONTHS	
5330-163/164-C01I	FUSELAGE AFT SECTION I (CARGO) INTERNAL ELEMENTS	96 MONTHS	
5330-311-C01I	FUSELAGE AFT SECTION II (TAIL CONE) INTERNAL ELEMENTS	96 MONTHS	
5510-337-C01I	VISUAL CHECK OF HORIZONTAL STAB-TO-FIN CENTER SECTION	96 MONTHS	
5520-335-C01E	ELEVATOR AND TAB UPPER SKIN PANELS	48 MONTHS	
5520-335-C01I	VISUAL CHECK OF ELEVATOR INTERNAL ELEMENTS	96 MONTHS	
5520-335-C02E	ELEVATOR AND TAB LOWER SKIN	48 MONTHS	
5520-335/336-C02I	DETAILED INSPECTION OF TORQUE TUBE AND FITTINGS	96 MONTHS	

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
5530-324-C01E	VERTICAL STAB SKIN PANELS BETWEEN AUX SPAR AND FRONT SPAR	48 MONTHS	
5530-324-C01I	VERTICAL STAB, INTERNAL STRUCTURE BETWEEN AUX SPAR AND FRONT SPAR	48 MONTHS	
5530-325-C01E	VERTICAL STAB SKIN PANELS BETWEEN FRONT AND REAR SPARS	48 MONTHS	
5540-326-C01E	VISUAL CHECK OF RUDDER I SKIN PANELS	48 MONTHS	
5540-327-C01E	VISUAL CHECK OF RUDDER II SKIN PANELS	48 MONTHS	
5720-552-C02E	WING BOX BEAM UPPER SKIN	24 MONTHS	
5750-572/672-C01I	INBOARD FLAP INTERNAL ELEMENTS	48 MONTHS	
5760-583-C01I	AILERON INTERNAL ELEMENTS	48 MONTHS	
73-08	CHECK HMU SELENOID VALVE CONTROL	24 MONTHS	

CHAPTER: 8 PW100 ENGINE ON CONDITION PROGRAM

8.1 General

Everts Air Cargo (EAC) will operate its PW100 series engines based on the Pratt & Whitney 100 series On-Condition maintenance program as specified in the Pratt and Whitney Maintenance Manual, and aircraft specific MRB recommendations. EAC is primarily responsible for the airworthiness of its aircraft engines and parts thereof.

The PW 100 series On-Condition program, while based on MRB and Pratt & Whitney recommendations, is the property of Everts Air Cargo.

The time or cycle life limits and minimum service bulletin requirements listed in this program will automatically change based on recommendations from Pratt & Whitney or the aircraft specific MRB.

The time or cycle life limits and minimum service bulletin requirements listed in this program may be changed based on requests from EAC that are approved by the FAA.

All Airworthiness Directives applicable to the specific PW 100 series engine in question will be controlled and implemented per the procedures stated in the EAC General Maintenance Manual.

Operating limits for the PW 100 series engines will be followed per the PW100 series maintenance manual 05-10-00.

All PW 100 series engines, either owned or leased, placed on the EAC PW 100 series On-Condition Maintenance program will be qualified for this program by the inspections listed in the engine model specific maintenance manual, section 05-20-00.

Scheduled maintenance inspections will be accomplished per the requirements of the PW 100 maintenance manual 72-20-00 under the On-Condition maintenance program section.

Unscheduled maintenance inspections will be accomplished per the requirements of the PW 100 maintenance manual 72-50-00.

For the minimum Service Bulletin requirements, EAC will use the Minimum Service Bulletin list as found in the PW100 series-planning guide.

8.2 Revisions to Engine Condition Monitoring Program

Whenever a revision is issued from the MRB or engine manufacturer, the Chief Inspector will review the information and, in conjunction with the Director of Maintenance, make appropriate changes to the Condition Monitoring Program through the revision process as stated in GOM chapter 1.

8.3 Fuel Nozzle Maintenance

Fuel Nozzle maintenance is a key function in the On-Condition maintenance reliability of the PW100 engine. Any time a fuel nozzle or Flow Divider/Dump Valve is replaced for time change requirements, a complete overhaul of the fuel nozzle and/or Flow Divider Dump valve will be accomplished by either EAC or a PWC authorized overhaul facility prior to reinstallation in any EAC PW100 series engine. See the Pratt & Whitney PW100 Work Scope and Planning Guide, p/n 3040879, for fuel nozzle maintenance information.

8.4 Component and Module Maintenance

The PW100 series engine operates using component and module soft times. The explanation of soft times and component & module soft time recommendations are found in section 4 of the Pratt & Whitney PW100 Work Scope and Planning Guide, p/n 3040879. When a component or module is removed for cause before the soft time is reached, the component may be repaired or overhauled. When a component or module is removed for cause after the soft time is reached, the component will be overhauled.

8.5 Compressor Wash

PW100 series engine compressor wash will be accomplished when engine trends indicate that a cleaning is prudent. On engines with centrifugal compressors, experience has shown that compressor washes, while helpful, are not a long-term power recovery system and secondary action may be required.

8.6 PW100 Series Engine Programs

As part of the PW100 series On-Condition maintenance program, Engine Condition Trend Monitoring (ECTM) plays a key role in determining the general health of the PW100 series engine. The following procedure will be used by EAC for the ECTM process.

8.6.1 General Concepts

EAC uses a performance monitoring program including ECTM, borescope inspections, spectrographic oil analysis, and scheduled tasks at prescribed intervals as tools for economically maintaining engines at a high level of safety. The program provides a means to identify engine deterioration, possible impending component failures, and engine system indicating errors.

For details describing shop inspections, maintenance, repair and modification criteria for the PW100 Series engines, refer to the EAC PW100 series On-Condition program, Pratt & Whitney maintenance manual, and the aircraft specific MRB document.

An effective performance monitoring program provides early detection of engine deterioration and impending failures. This type of program increases engine reliability and reduces the economic impact of inefficient operation and costly maintenance repairs.

The ultimate objective of this program is to increase aircraft availability through improved engine reliability.

In implementing the performance monitoring program, EAC PW100 series On-Condition philosophy includes the following:

- Treat each engine on an individual basis.
- Collect data on each day of operation.
- Input data as soon as it is available.
- Output data immediately for dissemination.
- Monitor trend output to determine if engine performance shows a need to perform preventative or corrective maintenance action.

8.6.2 Authority

EAC utilizes the Engine Condition Monitoring Program to provide an intelligent analysis of data accumulated on each engine since new, since last overhaul, or since last Hot Section Inspection.

The Engine Trend Analyst reviews and analyzes engine performance indicators to determine the current health of each engine being operated under this program. The Engine Trend Analyst has the authority to initiate any and all necessary actions to ensure that Engine Condition Monitoring Program concepts are maintained.

The Engine Trend Analyst will designate an alternate to perform the duties of the Engine Condition Monitoring Program in his/her absence. The designated Primary and Alternate Engine Trend Analysist will have the necessary training and will be qualified by the training department. This training will be documented and kept on file by the Training Manager. The designated alternate will have the same authority and responsibility for the Engine Condition Monitoring Program as does the Engine Trend Analyst.

8.6.3 Support Functions

In addition to the responsibilities of the Engine Trend Analyst, the Engine Condition Monitoring Program is supported by the personnel responsible for the duties listed below:

The pilot /maintenance group is responsible to:

Record engine trend data each day on their log sheet, or if automatic ECTM equipment is installed on the aircraft, upload the recorded data from the aircraft to a central server on the company's network system.

The Maintenance Department is responsible to process trend data into the trend analysis program as soon as practical after it is received.

The Maintenance Department makes available the most current trend data on the company's computer network system which can be accessed by the Engine Trend Analyst. In the event of the network failure, a print of the trend reports (any sort possible by the ECTM software) will be provided by the Maintenance department to the Engine Trend Analyst

The Records Section provides Maintenance Action input to the trend program by reviewing component removal transactions. This is reported to the program through the CAS system. See the EAC GMM for details on this procedure. At any time the Engine Trend Analyst may request component change information from the record section to determine the health of any engine.

The Maintenance Supervisor on duty is responsible to schedule the requested maintenance action as identified by the Engine Trend Analyst within the time frame required per Form M-13.

8.6.4 Data Flow of Engine Trend Information

- Maintenance personnel will upload trends to the network & process the uploaded trend data. Input into ECTM as required and make available output to Engine Trend Analyst.
- Engine Trend Analyst reviews data, initiates corrective action if required.
- Maintenance Station personnel away from the main base will fax written data and express ship down load data at each RON where EAC maintenance is available.
- Maintenance Supervisor schedules action as required and the maintenance corrective action is completed.

8.6.5 Decision Process

The following logic sequence is used by the Engine Trend Analyst during the application of trend interpretation and analysis to determine necessary corrective action.

- Trend data is reviewed for deviations from established base line data.
- All deviations are analyzed for possible explanations or data errors.
- Corrective action is then requested to bring the baseline data back into acceptable range.

Corrective action may consist of the following:

- Review of data inputs for accuracy.
- Review of baseline establishment procedures and history.
- Review of recent Maintenance Action taken that may have affected trends.
- Performance of instrumentation tests and checks.
- Performance of bore scope inspections.
- Performance of ground power runs.
- In-flight observations by the Engine Trend Analyst and/or his/her designee.

8.6.6 Technical Support

Additional technical support, if necessary to determine initial and/or subsequent corrective action, may be acquired through the sources identified below:

- Other qualified Engine Condition Trend Monitoring Program Data Trend Analysis personnel for confirmation of Trend Analysis interpretation.
- Engine Shop (EAC & vendor) personnel with powerplant experience and/or training.
- Maintenance Line and Maintenance Supervisor personnel with aircraft/engine operating experience.
- Engine Manufacturer representatives, including factory representative.
- Engine Manufacturer twenty-four-hour Technical Assistance Hot Line.
- Other Pratt and Whitney Manufacturer's representatives.
- Airframe Manufacturer representatives and factory assistance.

8.6.7 Maintenance Action Procedures

When the Engine Trend Analyst determines that a Maintenance Action is necessary, he/she will complete a Form M-13, Special Inspection Compliance Record. The Engine Trend Analyst will forward the Form M-13 to the Maintenance Supervisor on duty. The Maintenance Supervisor will then schedule the aircraft for the work as required by the Form M-13.

Five priorities have been established to identify the time frame in which the corrective action must be completed. These are:

- Before next flight.
- Within *flight hours (* number as determined by the Engine Trend Analyst).
- Within three days.
- Within six days.
- Maintenance convenience.

If the Engine Trend Analyst determines that the Maintenance Action requires a priority A or B, he/she will communicate directly by phone, or in person, to the Maintenance Supervisor on duty to initiate the necessary action.

If the Maintenance Supervisor cannot complete the corrective action within the priority identified by the Engine Trend Analyst, the Maintenance Supervisor will contact the Engine Trend Analyst who will then determine if the priority can be revised based on the most recent trend reports or latest corrective action taken. If the most recent data supports a priority revision, the Engine Trend Analyst will establish a new priority on the Form M-13.

The Director of Maintenance has the authority to overrule the priority decision of the Engine Trend Analyst. The rationale for the override decision must be clearly documented on the Form M-13 and signed/dated by the Director of Maintenance. The Director of Maintenance will then establish a new priority on the Form M-13.

After corrective action is completed, the Maintenance Supervisor on duty returns the original copy of the Form M-13, to the Engine Trend Analyst. When the Form identifies maintenance action taken that requires entry into the ECTM System V software, the Maintenance Department will enter that action as appropriate.

Form originals will be retained on file in the office of the Chief Inspector until the action taken on the engine has been superseded by a Hot Section Inspection or an Engine Overhaul. The Engine Trend Analyst maintains a copy of the Form M-13 for one year.

8.6.8 Data Collection

The Engine Condition Trend Monitoring Program (ECTM), as described by Pratt & Whitney, is a process for recording engine instrument readings such as torque (Tq), interturbine temperature (ITT), compressor speeds (NH & NL), and fuel flow (WF), correcting the reading for altitude (ALT), outside air temperature (OAT), and airspeed (A/S).

These readings are then compared to a set of typical engine characteristics to produce a set of deviations, or deltas, in ITT, NG, and WF.

The EAC Engine Condition Monitoring Program monitors the PWC100 series engine performance in accordance with the PWC Engine Condition Trend Monitoring Analytical Guide.

The Continuous Engine Maintenance Program, as described by PWC, is a process to establish the engine maintenance intervals, practices, and standards necessary to enable the engine to be maintained on a continuous basis. This concept is supported by the repetitive inspection at scheduled intervals as provided in applicable MRB reports.

Guidelines for definition and Workscope of the PWC100 are available in the Workscope Planning Manual (P/N 3040879) or the respective Maintenance and Overhaul manuals of which EAC has utilized to create this program.

On each flying day, flight crews select a flight with long established cruise (engine power established and stabilized for a minimum of five minutes) or automatically selected in automated trend recording systems (if equipped), to record the following data:

Indicated Airspeed (IAS):	KTS
Outside Air Temperature (OAT):	°C.
Pressure Altitude (P/A):	FT.
Propeller Speed (Np):	RPM (or %)
Torque (Tq):%)	LB. FT. (or psi or
Compressor Speed (NH/NL):	
Interturbine Temperature (ITT):	°C
Fuel Flow (WF):	PPH (or KPH)
Generator Load	
Oil Pressure	
Oil Temperature	

8.6.9 Calculating and Plotting the Deltas

The engine trend data collected by the Flight Crews, or automatic recording, and subsequent upload by maintenance is processed into a Personal Computer (also referred to as PC) using the PWC ECTM software package to calculate the individual deltas on each engine serial number.

The ECTM software computes and plots the NH, NL, ITT, and WF deviations or deltas.

These deviations are used by the ECTM software to establish a baseline for each engine. As more data is entered into the system, a trend line for each engine parameter is established.

If, when plotting these deltas, they begin to deviate significantly, in a consistent manner from the baseline, it is a signal that engine performance is changing and possible action is required to rectify and re-establish baseline conditions.

Plots of each PWC100 Series Engine in operation by EAC are provided to the Engine Trend Analyst by the Maintenance Department in a timely fashion and showing the most current data available.

The plotting scale symbols used by the PWC ECTM software to display the deltas and baselines are shown below:

8.6.10 Scale Symbols

This indicates the average line of each of the three variables: average delta Ng, average delta ITT, average delta WF (fuel flow)

"L" - This indicates the actual delta N1 plot point (low pressure gas generator)

"T" - This indicates the actual delta ITT plot point (Inter turbine temperature) "W" - This indicates the actual delta WF plot point (fuel flow)

"+" - This indicates that the actual and the average are at the same plotting position

"E" - This indicates that the actual point is outside the current scale

8.6.11 Maintenance Action Input Procedures

When a component as listed on Figure 1 of this section is changed, the Records Section, upon receipt of the component tag, notifies the data entry section of the Maintenance Department for input into the ECTM computer program.

All engine changes are treated the same as a component change.

The following items are to be input into the ECMP program by the Data Entry Section of the Maintenance Department:

RCW	Comp. recover wash	P3L-P3	Lines disconnect
WCW	Water rinse	T5T-T5/T6	Terminal
FOD	Foreign object damage	T5H-T5/T6	Harness
P3F-P3	Filter	T1	(Trim Compensator)

The remaining components that affect the ECTM program will be tracked, input, and followed-up by the CAS program. These components are as follows:

ACS	Aircraft air Service	NLG	Engine Speed Indicator (NL)
ADC	Air Data Computer	NLS	NL Speed Sensor
ADU	Air Data Unit	NPG	Prop Speed Indicator
EEC	FADEC	NPS	NP Sensor
ECU/	Engine Control Unit /	NSV	Nacelle Shutoff Valve
EEC	Electronic Engine Control	PCU	Pitch Control Unit
FMU	Fuel Metering Unit	PEC	Prop Electronic Control Unit
FNZ	Fuel Nozzles	PRG	Prop Governor Change
HBV	Handling Bleed Valve	P2.2	Bleed Valve
HMU	Hydro Mechanical Control	P2.7	Bleed Valve
HPS	HPSOV	TQI	Torque Indicator
IAS	Indicated Air Speed	TQX	Torque Signal Conditioner
IFC	Interface Unit	T1.8	Engine Inlet Temperature
ITT	T5/T6 - Indicator		Sensor
NGG	Engine Speed Indicator	WFG	Fuel Flow Indicator
(NG/NH)	NH Sensor Indicator	WFX	Fuel Flow Transmitter
NHS	NH Sensor		

8.7 PW118, 118A, 118B Engines Operating on Engine Condition Monitoring Program

This sub-section is being used to identify the PW118, 118A, 118B engines, by serial number that meets the requirements and are being operated in accordance with the Engine Condition Monitoring Program.

PCE115238

PCE115239

PCE115338

PCE115339

PCE115263

PCE115249

PCE115587

PCE115602

PCE115681

8.7.1 Propeller Dynamic Balance

After the replacement of a complete propeller assembly, individual propeller blades, or spinner bulkhead every effort will be made to dynamic balance the affected propeller.

Each dynamic propeller balancing device has limits on weather conditions explained in its own manual that if exceeded will limit the effectiveness of a dynamic propeller balance.

If the weather conditions exceed the dynamic balancing devices limits (excessive wind, rain, blowing snow, etc. or the balancing equipment is not available at the station where the above items were replaced), a Form M-13 will be completed stating the reason why the balance was not performed. The M-13 will be forwarded to the inspection department for entry in the Maintenance Tracking Computer System for that aircraft. The dynamic balance will then be completed at the earliest date that conditions allow the balance to be successful and at a station where the equipment is available. After the successful dynamic balance has been performed a second Form M-13 will be completed stating that that the propeller has been dynamic balanced and requesting that the inspection department remove the item from the Maintenance Tracking Computer System.

8.8 TBO Engines

Everts Air Cargo may elect to operate any or all of its Pratt & Whitney 100 series Turbo Prop Engines on the Everts Air Cargo approved 12000 hour TBO porgram. As a requirement for placement on this program the engines must meet the following criteria that has been derived from the Pratt & Whitney Maintenance Manual chapter 5 On-Condition engine incorporation.

1. All inspections and checks required for enginges which have operated between 500 hours & half the approved overhaul life.
2. Borescope inspection of the Hot Section including but not limited to the HP turbine vanes, HP blades and combustion chamber, Accessory Gearbox & a visual or Borescope inspection of the towershaft bevel gears.
3. After the engine has been approved for the TBO porgram it will be maintained the same as our On-Condition engines requiring engine trends, scheduled borescope inspection performance runs and SOAP oil analysis.
4. Engines that accumulate 12000 hours TSO will be removed for overhaul. Upon its return from overhaul it will be eligible for incorporation into the on-condition program IAW Pratt & Whitney Mainteannce Manual chapter 5.

CHAPTER: 9 WEIGHT AND BALANCE CONTROL

9.1 Individual Aircraft Weight and Balance Control

The individual weight and balance of each aircraft will be re-established at the specified reweighing periods. It will also be re-established whenever the cumulative changes to the empty weight exceed plus or minus one-half of one percent of the maximum landing weight or the cumulative change in C/G position exceeds one-half of one percent of the C/G range.

9.2 Responsibility

The Chief Inspector has the responsibility for current empty aircraft weight and balance. Prior to release of an aircraft which has undergone a repair or alteration effecting the weight and balance of the aircraft, the Chief Inspector will accomplish the following as applicable:

If the cumulative weight change is less than plus or minus one half of one percent of the C.G. range, the cumulative change in weight and balance will be recorded on the Aircraft Basic Weight and Balance Report, Form M-9G.

When the cumulative weight changes to the empty weight, exceeds plus or minus one half of one percent of the maximum landing weight, re-compute the empty weight.

When the cumulative change in the C.G. position exceeds plus or minus one half of one percent of the C.G. Range, re-compute the empty weight C.G.

The re-computed aircraft empty weight and balance will be forwarded with a revision control sheet to the Director of Operations. The signed revision control sheet must be returned to the Chief Inspector's office prior to release of the aircraft.

Changes to the aircraft C.G., empty weight, or cumulative change to the aircraft weight and balance, their effect on the current loading schedule is the responsibility of the Director of Operations.

9.3 Weight and Balance Forms

9.3.1 Airplane Basic Weight and Balance Record (Form M-9)

This report is intended to serve as a ready reference to show the current empty and/or weighed weight and index for each Everts Air Cargo aircraft. The Master copy of this form will be retained in the Aircraft Weight and Balance files. This report is completed by the Company Chief Inspector each time a change is made to any aircraft weight. The information for this report will be gained from data supplied by the Director of Maintenance and filed in each aircraft permanent Weight and Balance file. The permanent records will be checked at the end of each calendar month and the Aircraft Weight and Balance Status Report will be reviewed for accuracy. The Chief Inspector will compute the aircraft index and provide it to the Operations Department.

9.3.2 Pre-Weighing Check List (Form M-9A)

This report is used and completed prior to the actual weighing of the aircraft and is attached to the actual Weight and Balance Form for filing. This form is to establish that the aircraft is in proper condition to be weighed.

9.3.3 Aircraft Equipment List (Form M-9B)

This form is used to record all permanent equipment installed in the aircraft at the time of weighing. The Chief Inspector is responsible for the accuracy and completeness of this form. It is attached to the actual Weight and Balance Form for retention in the aircraft records.

9.3.4 Aircraft Actual Weight and Balance (Form M-9C)

This report is to record and compute the actual weight, C.G. location, and moment of each aircraft. It is used when the aircraft is weighed and becomes part of the particular Aircraft Weight and Balance file. Data from this report is entered on the Aircraft Basic Weight and Balance Record Form M-9. The Chief Inspector is responsible for the completion of this form and proper distribution.

9.3.5 Operational Weight and Balance (Form M-9E)

This form will be used for computation of operational index units and per cent C.G. and provides the data required by the flight crews to compute the weight and balance for each flight.

9.3.6 Accumulative Weight Change Record (Form M-9G)

This form will be used between aircraft weighing to compute the change in C.G. cause by any removed or installed equipment, or major repairs which will affect the weight and balance of the aircraft. Weight changes totaled on this sheet may not exceed one-half of 1.0% of the maximum landing weight of the aircraft with out recomputing the weight and balance. Any of these sheet accumulated between weighing may be discarded at weighting.

NOTE: Any other forms that provide equivalent information may be used if this companies name is placed on the form in a conspicuous place.

Specific Weight and Balance figures are from the EMB-120 Weight and Balance Manual WB-120/701 and the Operating Instructions for the Gee Bee ™Calculator.

9.4 EMB 120FC Weight and Balance Form M-9A: Pre-weighing Check List

STATION_____ DATE_____ A/C NO. N_____ MODEL_____

	MECH
1. Empty all fuel tanks and drain sumps.	
2. Service both engine and APU oil tanks to full	
3. Service GREEN and BLUE hydraulic tanks to normal full.	
4. Portable fire extinguishers (2 required).	
5. Remove all operating items. (List on back of sheet for replacement)	
6. Aircraft clean, exterior and interior.	
7. Cargo Nets Installed (Flight Configuration)	
8. First Aid kit, Life Vests and Survival Kit installed.	
9. All crew member seats installed.	
10. Position flaps up and all controls neutral. Use seat belts to hold yoke.	
11. Prop locks and engine inlet covers removed.	
12. Aircraft jacked to level condition.	
13. Scales properly calibrated, warmed, and zeroed.	

AIRCRAFT READY TO BE WEIGHED._____ INSP. _____

9.5 Emb 120QC Cargo Weight and Balance Form M-9A: Pre-weighing Check List

STATION_____ DATE_____ A/C NO. N_____ MODEL_____

	MECH
1. Empty all fuel tanks and drain sumps.	
2. Service both engine and APU oil tanks to full	
3. Service GREEN and BLUE hydraulic tanks to normal full.	
4. EMB-120 QC aircraft are normally operated & weighed in the PAX configuration. If converting to a QC Cargo configuration the aircraft must be weighed & have the weight & balance performed after the conversion prior to release.	
5. Aircraft clean, exterior and interior.	
6. First Aid kit, Life Vests and Survival Kit installed.	
7. Cargo Nets Installed (Flight Configuration)	
8. All crew member seats installed.	
9. Position flaps up and all controls neutral. Use seat belts to hold yoke.	
10. Prop locks and engine inlet covers removed.	
11. Aircraft jacked to level condition.	

AIRCRAFT READY TO BE WEIGHED._____ INSP. _____

9.6 Emb 120QC/ER Pax Weight and Balance Form M-9A: Pre-weighing Check List

STATION_____ DATE_____ A/C NO. N_____ MODEL_____

	MECH
1. Empty all fuel tanks and drain sumps.	
2. Service both engine and APU oil tanks to full	
3. Service GREEN and BLUE hydraulic tanks to normal full.	
4. Perform Task Card 25-35 EAC Part B (excluding #15, 16, 17, 18).	
5. Aircraft clean, exterior and interior.	
6. First Aid kit, Life Vests and Survival Kit installed.	
7. All crew member seats installed.	
8. Position flaps up and all controls neutral. Use seat belts to hold yoke.	
9. Prop locks and engine inlet covers removed.	
10. Aircraft jacked to level condition.	

AIRCRAFT READY TO BE WEIGHED._____ INSP. _____

9.7 Aircraft Equipment List Form M-9B

STATION_____ DATE_____ A/C NO. N_____ MODEL_____

A/C SER. NO. _____ DATUM __0__ INSPECTOR_____

ITEM NUMBER	ITEM AND DESCRIPTION	WEIGHT	ARM	MOMENT

9.8 EMB 120 Aircraft Actual Weight & Balance Form M-9C

STATION_____ DATE_____ A/C NO. N_____ MODEL_____

A/C SER. NO. _____ DATUM __0__ INSPECTOR_____

SCALE POSITION	SCALE READING	TARE OR ERROR	NET WEIGHT	ARM	MOMENT
LEFT MAIN					
RIGHT MAIN					
SUBTOTAL				A =365.7	
NOSE				B =128.3	
TOTAL AS WEIGHED				C =	

A = __365.7__ inches (The distance from Ref. Datum to C/L of Wing Jack Points. Change as required if weighing at Main Wheels.)

B = __128.3__ inches (The distance from Ref. Datum to C/L of Nose Jack Pad.)

C = _____ inches (The distance from the Ref. Datum to the Center of Gravity of aircraft as weighed.)

ADJUSTMENT OF EMPTY WEIGHT

DESCRIPTION	NET WEIGHT	ARM	MOMENT
TOTAL AS WEIGHED			
UNUSABLE FUEL	63.0	348.0	21924.0
TOTAL OF ITEMS WEIGHED BUT NOT PART OF EMPTY WEIGHT (LIST BELOW)			
BASIC EMPTY WEIGHT			

EQUIP. INSTALLED AT TIME OF WEIGHING PER EQUIP. LIST PAGES _____ THROUGH ____

REMARKS:

SCALES TYPE _____ SERIAL NUMBER _____ DATE OF CAL. _____

SUMMERY BASIC EMPTY WEIGHT _____ EMPTY WEIGHT C/G. _____

COMPUTED BY _____ A & P # _____

9.9 EMB 120FC Operational Weight and Balance Form M-9E

REGISTRATION N _____ A/C TYPE _____ LOCATION _____ DATE _____
DATE OF LAST WEIGHING _____ REPORT NUMBER _____

DESCRIPTION	WEIGHT	ARM INCH	MOMENT LB. IN.
BASIC EMPTY WEIGHT			
PILOT & CO-PILOT	380.0	129.9	49362.0
FLIGHT KIT	40.0	149.6	5984.0
SMOKE BARRIER	12.2	212.6	2593.7
HORIZONTAL NET	121.25	401.6	48694.0
VERTICAL NET CARGO STA E1, E2, E3	17.85	430.4	7682.6
LIBRARY	35.0	167.7	5869.5
CARGO FLOOR LINER	240.0	399.0	95760.0
BASIC OPERATIONAL WEIGHT			

$$\text{CG\% MAC} = \frac{(\text{ARM} - 314.45) \times 100}{78.74} = _____\%\ \text{MAC}$$

$$\text{INDEX} = \frac{(\text{ARM} - 349.7) \times \text{BOW}}{20000} = _____\ \text{OPERATING INDEX}$$

SIGNATURE _____ TITLE _____

9.10 EMB 120QC/ER PAX Operational Weight and Balance Form M-9E

REGISTRATION N _____ A/C TYPE _____ LOCATION _____ DATE _____
DATE OF LAST WEIGHING _____ REPORT NUMBER _____

DESCRIPTION	WEIGHT	ARM INCH	MOMENT LB. IN.
BASIC EMPTY WEIGHT			
PILOT & CO-PILOT	380.0	129.9	49362.0
FLIGHT KIT	40.0	149.6	5984.0
LAVATORY WATER	14.2	184.6	2621.3
FLT ATTENDANT	160.0	177.2	28352.0
FLT ATTENDANT KIT	10.0	200.0	2000.0
LIBRARY	35.0	167.7	5869.5
BASIC OPERATIONAL WEIGHT			

$$\text{CG\% MAC} = \frac{(\text{ARM} - 314.45) \times 100}{78.74} = _____\%\ \text{MAC}$$

$$\text{INDEX} = \frac{(\text{ARM} - 349.7) \times \text{BOW}}{20000} = _____\ \text{OPERATING INDEX}$$

SIGNATURE _____ TITLE _____

9.11 EMB 120QC Cargo Operational Weight and Balance Form M-9E

REGISTRATION N _____ A/C TYPE _____ LOCATION _____ DATE _____
DATE OF LAST WEIGHING _____ REPORT NUMBER _____

DESCRIPTION	WEIGHT	ARM INCH	MOMENT LB. IN.
BASIC EMPTY WEIGHT			
PILOT & CO-PILOT	380.0	129.9	44166
FLIGHT KIT	40.0	149.6	3291.2
SMOKE BARRIER	12.2	212.6	2593.7
HORIZONTAL NET	121.25	401.6	48694.0
VERTICAL NET CARGO STA E1, E2, E3	17.85	430.4	7682.6
LIBRARY	35.0	167.7	5869.5
BASIC OPERATIONAL WEIGHT			

$$\text{CG\% MAC} = \frac{(\text{ARM} - 314.45) \times 100}{78.74} = _____\%\ \text{MAC}$$

$$\text{INDEX} = \frac{(\text{ARM} - 349.7) \times \text{BOW}}{20000} = _____\ \text{OPERATING INDEX}$$

SIGNATURE _____ TITLE _____

9.12 Accumulative Weight Change Record Form M-9G

AIRCRAFT N_____ DATE _____ STATION _____

LIST ALL EQUIPMENT CHANGES (REMOVED OR INSTALLED) OR MAJOR REPAIRS, WHICH WILL EFFECT THE WEIGHT AND BALANCE OF THE AIRCRAFT. WEIGHT CHANGES MAY ACCUMULATED NOT EXCEEDING ONE-HALF OF 1.0% OF THE MAXIMUM LANDING WEIGHT, OR MAC *, WITH OUT RECOMPUTING THE WEIGHT AND BALANCE.

DATE	ITEM	INSTALLED WEIGHT	REMOVED WEIGHT	ARM	MOMENT

Inspector _____ Date _____

9.13 Change to Basic Operating Weight (BOW) Form M-9H

From: EAC Chief Inspector Date_____

To: EAC Operations Secretary

Subject: Change to Basic Operating Weight

1. Aircraft S/N:_____ / Reg. No._____
2. Date Weighed: _____
3. BOW: _____
4. Index: _____
5. W&B Folders and Log Book Can updated on _____.

Instructions:

1. Issue an Operations Bulletin to alert operations of the new weight.
2. Complete the bottom section of this form and return to the Chief Inspector.

_____
Signature, Chief Inspector

TO: Chief Inspector Date

FROM: EAC Operations Secretary

Operations Bulletin issued on

_____
Signature, Operations Secretary

CHAPTER: 10 EAC TASK CARDS

10.1 EAC Developed Task Cards

As new tasks are developed by Everts Air Cargo to direct special inspection or maintenance requirements not listed by the MRB, Everts Air Cargo will write its own work card for guidance. This blank form may be found in Chapter 2 page 54 of the Everts Air Cargo EMB120 Maintenance Manual. After the task card has been developed it will be routed for revision to the Everts Air Cargo EMB120 Maintenance Manual as stated in the Everts Air Cargo GMM for standard revision inclusion.

10.2 Responsibility

The Director of Maintenance has the responsibility for the creation and content of all EAC developed task cards. Prior to incorporation of any alteration or repair that will require an EAC Task Card to be developed the Director of Maintenance will assure that no maintenance requirements are exceeded until that time that the EAC Task Card is developed.

Intentionally Left Blank

10.3 EMB-120 Task Card 05-10 EAC

TASK NUMBER: **05-10 EAC**	REV: ORG	INTERVAL: -40 DEGREES F OR COLDER	TYPE: ESU
DESCRIPTION: COMPLETE HARD LANDING INSPECTION WHEN TEMPERATURE IS -40 DEGREES F OR COLDER.			
ZONE: NONE		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 30.0 min.		ESTIMATED MAN-HOURS: 0.5 hrs.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE 05-50-02	
		OTHER REFERENCE	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS: THIS EXAMINATION IS DIVIDED INTO TWO PHASES, PHASE I AND PHASE II. IF ACCOMPLISHMENT OF PHASE I PROVES NEGATIVE, NO FURTHER EXAMINATION IS NECESSARY, IF PHASE I HAS EVIDENCE OF DAMAGE IN AN AREA THEN PHASE II EXAMINATION MUST BE ACCOMPLISHED FOR THAT AREA.		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
05-10 EAC	ORG	-40 DEGREES F OR COLDER	ESU

MAINTENANCE TIPS

PHASE I EXAMINATION

EXAMINATION OF AIRPLANE STRUCTURE

1. Examine Nose Landing Gear attachment fittings for distortion, flaking paint, cracks and pulled or missing fasteners.
2. Check nose gear wheel for cracks.
3. Examine drag and jocking strut link assemblies and drag and locking strut support fitting for distortion and loose fasteners.
4. Check wheelwell cavity for evidence of fluid leakage.
5. Check nose gear trunnion bearing attachment bolts for evidence of distortion or loosening.
6. Check main gear wheel for cracks.
7. Check main landing gear attachment fittings for cracks, distortions, flaking paint and pulled or missing fasteners.
8. Check main gear trunnion bearing attachment bolts for evidence of distortion and loosening.
9. Examine main gear strut doors and linkage for distortion, cracks, or other evidence of distress.
10. Check tires for damage.
11. Examine all flight controls for freedom of movement.
12. Examine nacelle strut skin panels, reinforcement beams, engine mount fittings for distortion, cracking and pulled or missing fasteners.
13. Examine upper and lower fuselage structure, between frames 28 and 35 for buckling, distortion, flaking paint, cracks and pulled or missing fasteners.
14. Examine wing rear spar and lower skin adjacent to rear spar for distortion, buckling, cracks and loose or missing fasteners.
15. Examine wing to fuselage attachment points, in particular examine the attachment of wing rear spar to frame 28 for distortion, cracks and loose or missing fasteners.
16. Check rear emergency door structure for distortion and pulled or missing fasteners.
17. Examine fuselage rear emergency door lower frame for distortion, cracks and loose or missing fasteners.

10.4 EMB-120 Task Card 08-02 EAC

TASK NUMBER: **08-02 EAC**	REV: 1	INTERVAL: 36 MO	TYPE: INS
DESCRIPTION: WEIGHT AND BALANCE			
ZONE: NONE		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 3	ESTIMATED WORK TIME: 120.0 min.		ESTIMATED MAN-HOURS: 2.0 hrs.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE 07-10-00 08-00-02	
		OTHER REFERENCE WB-120/701	
EQUIPMENT/TOOLS - AIRCRAFT SCALES - AIRCRAFT JACKS		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER: 08-02 EAC	REV: 1	INTERVAL: 36 MO	TYPE: INS
MAINTENANCE TIPS			

10.5 EMB-120 Task Card 24-08 EAC

TASK NUMBER: **24-08 EAC**	REV: 6	INTERVAL: NT= MANUFACTURERS RECOMMENDATIONS	TYPE: FC
DESCRIPTION: TEST SEALED LEAD ACID BATTERY FOR CAPACITY LOAD PER MANUFACTURERS RECOMMENDATIONS.			
ZONE: 115		ACCESS PANELS: 115BL	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 60.0 min.	ESTIMATED MAN-HOURS: 1.0 hrs.	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE 24-32-01	
		OTHER REFERENCE HAWKER CMM 24-30-01	
EQUIPMENT/TOOLS CAPACITY TESTER		CONSUMABLES (QTY PER A/C)	
REMARKS: ANNOTATE INSPECTION INTERVAL ON YELLOW TAG (3 OR 6 MO.) AFTER LOAD CAPACITY CHECK		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER: 24-08 EAC	REV: 6	INTERVAL: NT= MANUFACTURERS RECOMMENDATION	TYPE: FC
MAINTENANCE TIPS			

10.6 EMB-120 Task Card 25-16 EAC

TASK NUMBER: **25-16 EAC**	REV: 4	INTERVAL: 12 MONTHS	TYPE: IN/FC
DESCRIPTION: Survival ELT Operational Check and Battery Replacement.			
ZONE: 221/222		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME:		ESTIMATED MAN-HOURS: N/A
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE EAC EO 0822 EAC GMM Chapter 8	
		OTHER REFERENCE	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS: EO-1 Installed by EO 0822 in all F/C Aircraft EO-1 Installed in removeable survival kit for PAX operations.		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
25-16 EAC	4	12 MONTHS	IN/FC

MAINTENANCE TIPS

NOTE: BATTERY MUST BE REPLACED IF THE ELT HAS BEEN IN USE FOR MORE THAN ONE CUMULATIVE HOUR.

Ensure battery replacement date is legibly marked on the ELT.

10.7 EMB-120 Task Card 25-28 EAC

TASK NUMBER: **25-28 EAC**	REV: 4	INTERVAL: See remarks (24 months or 60 months)	TYPE: IN/RST
DESCRIPTION: ELT Battery Replacement N1105G: Installed ELT DMELT 8.1 N1110J: Installed ELT DMELT 8.1 N462CA: Installed ELT DMELT 8.1 N463CA: Installed ELT ME406 per EAC EO 0819			
ZONE: 322/221/222		ACCESS PANELS: 322AL / 322BR	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME:		ESTIMATED MAN-HOURS: N/A
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE 12-21-16 25-61-00 25-61-01	
		OTHER REFERENCE	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS: EMB ELT - DMELT 8.1 Battery Replacement Time is 24 months. ME406 installed per EAC EO 0819: Battery and remote battery replacement time is 60 months.		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
25-28 EAC	4	See remarks (24 months or 60 months)	IN/RST

MAINTENANCE TIPS

NOTE: BATTERY MUST BE REPLACED IF THE ELT HAS BEEN IN USE FOR MORE THAN ONE CUMULATIVE HOUR.

Ensure battery replacement date is legibly marked on the ELT.

10.8 EMB-120 Task Card 25-35 EAC

TASK NUMBER: **25-35 EAC**	REV: 4	INTERVAL: SEE NOTE	TYPE: RST
DESCRIPTION: CONVERSION OF AIRCRAFT FROM PAX TO CARGO AND REVERSED (A) Convert aircraft from PAX configuration to Cargo configuration (B) Convert aircraft from Cargo configuration to PAX configuration NOTE: AS REQUIRED FOR OPERATIONAL NEEDS.			
ZONE: 231,232,241,242,251,252,261,262		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 3	ESTIMATED WORK TIME: 4.0 hrs.	ESTIMATED MAN-HOURS: 12 hrs.	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE 25-21-01, 25-27-02, 26-14-00, 25-27-00, 25-00-02, 25-00-03, 26-14-00	
		OTHER REFERENCE	
EQUIPMENT/TOOLS	CONSUMABLES (QTY PER A/C)		
REMARKS: STORE REMOVED ITEMS IN A PROTECTED AREA FOR EASE OF REINSTALLATION.	A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:		

TASK NUMBER: 25-35 EAC	REV: 4	INTERVAL: As required for Operational needs	TYPE: RST

MAINTENANCE TIPS

NOTE: EMB-120 QC aircraft are normally operated & weighed in the PAX configuration. If converting to a QC Cargo configuration the aircraft must be weighed & have the weight & balance performed after the conversion prior to release.

A. CONVERSION FROM PAX TO CARGO CONFIGURATION.

1. Passenger seats removed (MM 25-21-01)
2. Rear partition removed (MM 25-27-02).
3. Portable oxygen cylinder installed in the RH closet removed.
4. Smoke detector trim covers removed (MM 26-14-00).
5. Toilet partition cover P/N 120-47017-001 installed in toilet partition (MM 25-27-00).
6. Pax oxygen switch positioned at OFF.
7. Smoke detector switch positioned at CARGO.
8. PAX Survival Kit removed from cargo area and Cargo Survival Kit installed in forward closet.
9. 34 Occupant First Aid Kit (PAX First Aid Kit) removed from forward bin; Cargo (small) First Aid Kit installed in forward closet.
10. EMK removed from forward bin.
11. Galley supplies removed and water emptied.
12. Flight Attendant Demo Equipment, airsick bags, PAX briefing cards removed.
13. PAX convenience items from overhead bins removed.
14. Toilet empty and Placard (Out of Order Do Not Use).
15. Flight Attendant O2 bottle removed
16. Onboard Scale removed.
17. Portable Dimensional Representative Device removed.
18. (2)Infant life vests removed.
19. Flight Attendant PBE removed.
20. Window blinds closed.
21. Protective canvas installed (MM 25-00-03).
22. Smoke barrier installed (MM 25-00-02)
23. Vertical Cargo Arresting Net P/N 120-59999-001 and Horizontal Cargo Arresting Net P/N 120-64027-001 installed (see IPC 25-52-00).

NOTE: Refer to operations manual for weighting and balance information.

SEE PAGE 3 OF 25-35 EAC TASK CARD FOR REVERSED CONVERSION

TASK NUMBER: 25-35 EAC	REV: 4	INTERVAL: As required for Operational needs	TYPE: RST

MAINTENANCE TIPS

B. CONVERSION FROM CARGO TO PAX CONFIGURATION.

1. Vertical Cargo Arresting Net P/N 120-59999-001 and Horizontal Cargo Arresting Net P/N 120-64027-001 removed (see IPC 25-52-00).
2. Smoke barrier removed (MM 25-00-02.
3. Protective canvas removed (MM 25-00-03).
4. Window blinds open.
5. Portable oxygen cylinder installed in the RH closet.
6. Passenger seats installed (MM 25-21-01).
7. Smoke detector trim covers installed (MM 26-14-00).
8. Toilet partition cover P/N 120-47017-001 removed from toilet partition (MM 25-27-00).
9. Rear partition installed (MM 25-27-02).
10. PAX oxygen switch positioned at ON.
11. Smoke detector switch positioned at PAX.
12. PAX Survival Kit installed in baggage area.
13. Install 34 Occupant (PAX First Aid Kit) in forward bin and remove Cargo (small) First Aid Kit from forward closet.
14. EMK installed in forward bin.
15. Galley supplies re-stocked and water filled.
16. Flight Attendant Demo Equipment, airsick bags, PAX briefing cards replaced.
17. PAX convenience items from overhead bins replaced.
18. Toilet filled and remove Placard (Out of Order Do Not Use).
19. Flight Attendant O2 bottle installed.
20. Onboard Scale installed.
21. Portable Dimensional Representative Device installed.
22. (2)Infant life vests replaced.
23. Flight Attendant PBE installed.

NOTE: Refer to operations manual for weighting and balance information.

SEE PAGE 2 OF 25-35 EAC TASK CARD FOR REVERSED CONVERSION

Intentionally Left Blank

10.9 EMB-120 Task Card 25-40 EAC

TASK NUMBER: **25-40 EAC**	REV: 4	INTERVAL: 24 MO	TYPE: INS
DESCRIPTION: INVENTORY FIRST AID KIT.			
ZONE: 200		ACCESS PANELS:	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 30.0 min.		ESTIMATED MAN-HOURS: 0.5 hrs
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE EAC GMM CHAP 8	
		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS NONE		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
25-40 EAC	4	24 MO	INS

MAINTENANCE TIPS

	Inventory
Adhesive bandage compress, 1 in.	16
Antiseptic swab	20
Ammonia inhalants	10
Bandage compresses, 4 in.	8
Triangular bandage compresses, 40 in.	5
Arm splint, noninflatable	1
Leg splint, noninflatable	1
Roller bandage, 4 in.	4
Adhesive tape, 1 in. standard roll	2
Bandage scissors	1

10.10 EMB-120 Task Card 25-41 EAC

TASK NUMBER: **25-41 EAC**	REV: 5	INTERVAL: 24 MO	TYPE: INS
DESCRIPTION: INSPECT SURVIVAL KIT IAW EAC GMM CHAPTER 8.8 FOR CONDITION, SECURITY, AND CONTENTS.			
ZONE: 261/262		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 1.0 hrs.		ESTIMATED MAN-HOURS: 1.0 hrs.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE EAC GMM CHAP 8	
		OTHER REFERENCE	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
25-41EAC	5	24 MO	INS

MAINTENANCE TIPS

1. Carry Case - Visually inspect the general condition of the case for defects such as cuts, tears, rips, abrasions, cleanliness or other obvious physical damage. Repair or replace as necessary.
2. General Survival Items - Visually inspect contents for obvious corrosion or other damage. Check items for completeness and general condition. Replace items as necessary.
3. Life Limited Items - Inspect life limited items such as signal flares, food rations, water purification tablets, and matches for general condition of packaging, proper quantity, and expiration date.
4. Replace battery in survival ELT per manufacturer instructions and perform operational check.
5. Contents of this kit are specified in the EAC General Maintenance Manual, Section 8.8.2 - 34 Occupant Aircraft Survival Kits.

NOTE: Ensure all life limited items will make next inspection interval (24 months minimum)

10.11 EMB-120 Task Card 25-42 EAC

TASK NUMBER: **25-42 EAC**	REV: 4	INTERVAL: 12 MO/NOTE	TYPE: INS
DESCRIPTION: REMOVE EMERGENCY MEDICAL KIT (EMK) FROM AIRCRAFT AND TAG FOR SHIPMENT TO VENDOR FOR INVENTORY AND RECERTIFICATION. NOTE: OR ANYTIME THE SEAL IS FOUND BROKEN.			
ZONE: 200		ACCESS PANELS:	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 30 min.	ESTIMATED MAN-HOURS: 0.5 hrs.	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE EAC GMM CHAP 8	
		OTHER REFERENCE	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER: 25-42EAC	REV: 4	INTERVAL: 12 MO/NOTE	TYPE: INS

MAINTENANCE TIPS

INVENTORY

Sphygmomanometer	1
Stethoscope	1
Airways, Oropharyngeal, 3 sizes: Pediatric, Adult, Large Adult	3
Self Inflating Manual Resuscitation with Oxygen Unit Tubing	1
CPR/Resuscitation Masks 3 sizes: Pediatric, Small Adult, Large Adult	3
One Way CPR Valve	1
IV Admin Set: Tubing with 2 “Y” connectors	2
Alcohol Sponges	2
Adhesive Tape, 1 inch	1
Tape Scissors	1 pair
Tourniquet (non latex)	1
Saline solution, 500cc	1
Needles (2-18 Ga., 2-20 Ga., 2-22 Ga., or sizes necessary to administer meds.)	6
Syringes (1-5cc, 2-10cc, or sizes necessary to adminster meds.)	4
Protective Nonpermeable Gloves (non latex)	1 pair
Analgesic, non-narcotic, tablets, 325 mg	4
Anithistamine Injectable, 50 mg (or equivalent)	2
Atropine, 0.5 mg, 5cc (or equivalent)	2
Aspirin Tables, 325 mg	4
Bronchodilator, Inhaler	1
Dextrose, 50% / 50cc Injectable (or equivalent)	1
Epinephrine 1:1000, 1cc, Injectable (or equivalent)	2
Epinephrine 1:10,000, 2cc, Injectable (or equivalent)	2
Lidocaine, 5cc, 20 mg / ml, Injectable (or equivalent)	2
Nitorglycerine Tablets, 0.4 mg	10
Basic instructions for use of drugs in the kit	1each

Note: This is the minimum required by FAR 121 Appendix A. The kit is shipped to the vendor for yearly inventory, or this task may be completed by a licensed physician.

10.12 EMB-120 Task Card 25-50 EAC

TASK NUMBER: **25-50 EAC**	REV: 4	INTERVAL: A	TYPE: LU
DESCRIPTION: CLEAN, LUBE AND OPERATIONAL CHECK OBSERVERS JUMPSEAT USING SAME PROCEDURE AS PILOT/COPILOTS SEAT PROCESS.			
ZONE: 200		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 5.0 min.		ESTIMATED MAN-HOURS: 0.1 hrs.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE EMB-120 M/M12-21-16 FIG 301	
NONE		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS NONE	CONSUMABLES (QTY PER A/C) MOLYKOTE 321R LPS 1 MIL-C-16173D		
REMARKS:	A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:		

TASK NUMBER:	REV:	INTERVAL:	TYPE:
25-50 EAC	4	A	LU

MAINTENANCE TIPS

REFERENCE: EMB-120 M/M 12-21-16, FIGURE 301. THIS FIGURE IS FOR THE PILOTS SEAT BUT USE THIS SAME PROCEDURE FOR THE JUMPSEAT.

10.13 EMB-120 Task Card 27-200 EAC

TASK NUMBER: **27-200**	REV: 6	INTERVAL: Line Check	TYPE: GVI
DESCRIPTION: Aileron and aileron trim pulleys operational check			
ZONE: 500 & 600		ACCESS PANELS: 6821BB & 5821BB	
NUMBER OF PERSONNEL: 2	ESTIMATED WORK TIME: 6 min.		ESTIMATED MAN-HOURS: 0.2 man hours
PREREQUISITES/REFERENCE PROCEDURES One man in cockpit, one man at wing Personnel clear of Flight Controls		MAINTENANCE MANUAL REFERENCE EMB-120 MM 27-00-01	
		OTHER REFERENCE	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
27-200 EAC	6	Line Check	GVI

MAINTENANCE TIPS

Pull down to open outer wing spring panels. Rotate aileron and aileron trim controls to ensure freedom of movement of the control cable pulleys in the outer wing.

If pulleys are rough or do not rotate take action as required to free pulleys, up to and including replacement.

Replacement of any flight control cable, pulleys and bellcrank is an RII item.

10.14 EMB-120 Task Card 29-10 EAC

TASK NUMBER: **29-10 EAC**	REV: 6	INTERVAL: 600 HRS	TYPE: INS
DESCRIPTION: HYDRAULIC SOAP SAMPLE.			
ZONE: 435/445		ACCESS PANELS: 435CB/445CB 435AL/445BL	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 30.0 min.	ESTIMATED MAN-HOURS: 0.5 hrs.	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE EMB-120 MM 29-00-03	
		OTHER REFERENCE	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C) -SOAP SAMPLE KIT (AVIATION LABS)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

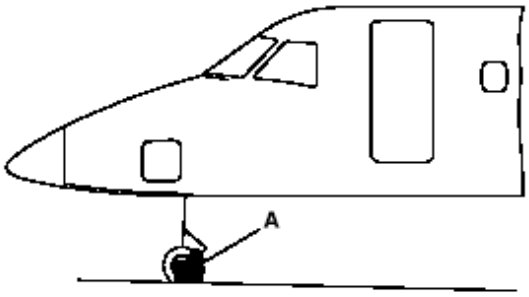
TASK NUMBER: 29-10 EAC	REV: 6	INTERVAL: 600 HRS	TYPE: INS
MAINTENANCE TIPS			

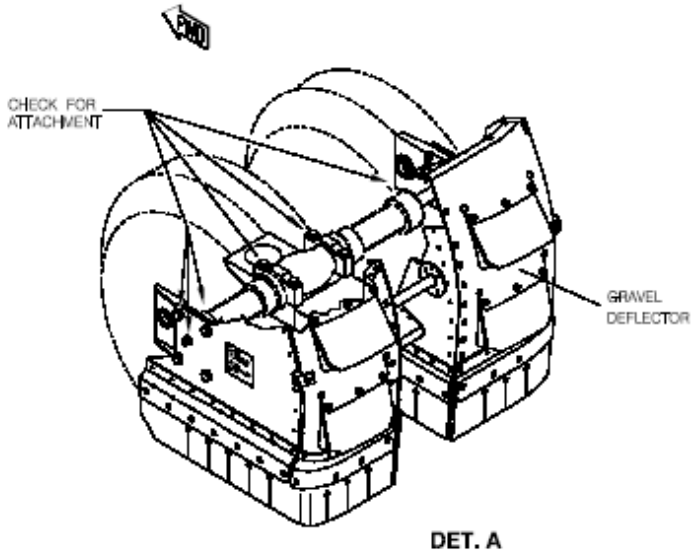
10.15 EMB-120 Task Card 32-57 EAC

TASK NUMBER: **32-57 EAC**	REV: 6	INTERVAL: 60 Day Insp.	TYPE: FC
DESCRIPTION: Inspect Gravel deflector IAW Maintenance Manual Note: Inspection interval will start from Summer install			
ZONE: 715, 716		ACCESS PANELS: 714	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 1.0 hrs.		ESTIMATED MAN-HOURS: 1.0 hrs.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE 32-44-07/601	
		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS NONE		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
32-57 EAC	6	60 Day Insp.	FC

MAINTENANCE TIPS





F120AMM320001.DGN

Gravel Deflector - Inspection/Check
Figure 601

EFFECTIVITY: ALL

ACFT GROUP: ALL

32-44-07
I00

Page 603
Apr 10/05

10.16 EMB-120 Task Card 32-58 EAC

TASK NUMBER: **32-58 EAC**	REV: 6	INTERVAL: Summer Inspection	TYPE: FC
DESCRIPTION: Install Gravel Deflector			
ZONE: 715, 716		ACCESS PANELS: 714	
NUMBER OF PERSONNEL: 3 for Gear Swing	ESTIMATED WORK TIME: 2.0 hrs.		ESTIMATED MAN-HOURS: 6.0 hrs.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE EMB-120 M/M 32-44-07/401	
NONE		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS NONE		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
32-58 EAC	6	Summer Inspection	FC

MAINTENANCE TIPS

10.17 EMB-120 Task Card 32-59 EAC

TASK NUMBER: **32-59 EAC**	REV: 6	INTERVAL: Winter Inspection	TYPE: FC
DESCRIPTION: Remove Gravel Deflector			
ZONE: 715, 716		ACCESS PANELS: 714	
NUMBER OF PERSONNEL: 3 for Gear Swing	ESTIMATED WORK TIME: 2.0 hrs.	ESTIMATED MAN-HOURS: 6.0 hrs.	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE EMB-120 M/M 32-44-07/401	
NONE		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS NONE		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
32-59 EAC	6	Winter Inspection	FC

MAINTENANCE TIPS

10.18 EMB-120 Task Card 32-200 EAC

TASK NUMBER: **32-200 EAC**	REV: 6	INTERVAL: Low Utilization C2	TYPE: Check
DESCRIPTION: Nose gear corrosion inspection including the NLG steering actuators, rack & section gears, NLG main drag strut, NLG spring cartridge, and NLG aux drag strut.			
ZONE: 700		ACCESS PANELS: Gear Doors Open	
NUMBER OF PERSONNEL: 2	ESTIMATED WORK TIME: 2 days per gear	ESTIMATED MAN-HOURS: 20.0 hrs.	
PREREQUISITES/REFERENCE PROCEDURES Aircraft on jacks, gear doors secure for maintenance		MAINTENANCE MANUAL REFERENCE See maintenance tips section	
NONE		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS Aircraft Jacks		CONSUMABLES (QTY PER A/C) Corrosion inhibiting sealant CA-1000 MIL-S-8802 Type II Aero Shell 22 EMB-120 CIPC Messier Dowty 32-21-01 (PN: MS28774-145, MS28775-145, MS28775-329)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
32-200 EAC	6	Low Utilization C2	Check

MAINTENANCE TIPS

Comply with basic visual inspection for corrosion of the following assemblies listed below:

Note: This check is to ensure that the landing gear major components are inspected to the level required to allow the landing gear on Everts EMB-120 aircraft to continue in service until the next Low Utilization C2 inspection. This card authorizes the mechanic performing this check to take whatever means required to meet this goal.

The Major assemblies are as follows:

NLG shock absorber (Ref 32-32-01)
NLG steering actuators (EMB-120 CIPC Messier Dowty 32-21-01)
NLG rack and sections gears (EMB-120 CIPC Messier Dowty 32-21-01)
NLG main drag strut (Ref 32-21-02)
NLG spring cartridge (Ref 32-21-03)
NLG secondary drag strut (Ref 32-21-03)

10.19 EMB-120 Task Card 32-201 EAC

TASK NUMBER: **32-201 EAC**	REV: 6	INTERVAL: Low Utilization C2	TYPE: Check
DESCRIPTION: Main gear corrosion inspection including the MLG shock absorber, MLG drag strut, MLG sprint cartridge, MLG aux drag strut.			
ZONE: 700		ACCESS PANELS: Gear Doors Open	
NUMBER OF PERSONNEL: 2	ESTIMATED WORK TIME: 2 days per gear	ESTIMATED MAN-HOURS: 20.0 hrs.	
PREREQUISITES/REFERENCE PROCEDURES Aircraft on jacks, gear doors secure for maintenance		MAINTENANCE MANUAL REFERENCE See maintenance tips section	
NONE		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS Aircraft Jacks		CONSUMABLES (QTY PER A/C) Corrosion inhibiting sealant CA-1000 MIL-S-8802 Type II Aero Shell 22 EMB-120 CIPC Messier Dowty 32-12-01 (PN: 19666 & M83461-1-344)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
32-201 EAC	6	Low Utilization C2	Check

MAINTENANCE TIPS

Comply with basic visual inspection for corrosion of the following assemblies listed below:

Note: This check is to ensure that the landing gear major components are inspected to the level required to allow the landing gear on Everts EMB-120 aircraft to continue in service until the next Low Utilization C2 inspection. This card authorizes the mechanic performing this check to take whatever means required to meet this goal.

The Major assemblies are as follows:

MLG shock absorber (Ref 32-11-01)
MLG drag strut (Ref 32-11-02)
MLG spring cartridge (Ref 32-11-03)
MLG aux drag strut (Ref 32-11-03)
Gear Swing (Ref 32-30-00)

10.20 EMB-120 Task Card 33-200 EAC

TASK NUMBER: **33-200 EAC**	REV: 6	INTERVAL: A2	TYPE: Insp.
DESCRIPTION: Check Cargo Compartment Lamps and Covers.			
ZONE: 700		ACCESS PANELS:	
NUMBER OF PERSONNEL:	ESTIMATED WORK TIME: 1 HOUR	ESTIMATED MAN-HOURS: 1 HOUR	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE	
		OTHER REFERENCE 14 CFR Part 25.787(c) 14 CFR Part 121.135(a)(1)	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS: FC/QC/ER		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
33-200 EAC	6	Low Utilization C2	Check

MAINTENANCE TIPS

Check that lamp is installed so as to prevent contact between the lamp bulb and cargo. Inspect cargo compartment lamp protective covers for damage and security.

10.21 EMB-120 Task Card 34-02 EAC

TASK NUMBER: **34-02 EAC**	REV: 6	INTERVAL: 48 MO	TYPE: RS
DESCRIPTION: REPLACE GNS/XLS LITHIUM BATTERY			
ZONE: 222		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 5.0 min.		ESTIMATED MAN-HOURS: 5.0 min.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE	
		OTHER REFERENCE - SENDTO AUTHORIZED ALLIED SIGNAL SERVICE CENTER	
EQUIPMENT/TOOLS NONE		CONSUMABLES (QTY PER A/C)	
REMARKS: IF A BATTERY INSTALLATION DATE LABEL IS NOT PRESENT, DATE OF DELIVERY MAY BE USED AS THE STARTING DATE.		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER: 34-02 EAC	REV: 6	INTERVAL: 48 MO	TYPE: RS

MAINTENANCE TIPS

10.22 EMB-120 Task Card 34-03 EAC

TASK NUMBER: **34-03 EAC**	REV: 6	INTERVAL: 24 MO	TYPE: FC
DESCRIPTION: ALTIMETER BIENNIAL INSPECTION			
ZONE: 222		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 60.0 min.		ESTIMATED MAN-HOURS: 1.0 hrs.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE 34-12-03	
		OTHER REFERENCE FAR 91.411 APPENDIX - E	
EQUIPMENT/TOOLS PITOT/STATIC TEST SET - GSE 035 TEST ADAPTORS - GSE 064		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
34-03 EAC	6	24 MO	FC

MAINTENANCE TIPS

10.23 EMB-120 Task Card 34-08 EAC

TASK NUMBER: **34-08 EAC**	REV: 6	INTERVAL: 24 MO / NT	TYPE: FC
DESCRIPTION: - CALIBRATE TRANSPONDER SYSTEM (SEE CMM). NT - OR ACCORDING TO LOCAL REGULATIONS. - TRANSPONDER BIENNIAL			
ZONE: 221 / 222		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 60.0 min.		ESTIMATED MAN-HOURS: 1.0 hrs.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE 34-52-00 34-52-01	
		OTHER REFERENCE FAR 91.413 APPENDIX - F OF PART 43 CMM: 523-0765128-10711-A (COLLINS)	
EQUIPMENT/TOOLS PITOT/STATIC TEST SET - GSE 035 TEST ADAPTORS - GSE 064		CONSUMABLES (QTY PER A/C)	
REMARKS: - TEST SET GSE NO. 035 - STATIC / DYNAMIC PRESSURE TEST ADAPTOR		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER: 34-08 EAC	REV: 6	INTERVAL: 24 MO / NT	TYPE: FC
MAINTENANCE TIPS			

10.24 EMB-120 Task Card 34-14 EAC

TASK NUMBER: **34-14 EAC**	REV: 6	INTERVAL: NT	TYPE: FC
DESCRIPTION: INSPECT AIRCRAFT STRUCTURE AT GPS ANTENNA AND COM 3 ANTENNA. NT- (4000 HR OR "C" CHECK WHICH EVER IS EARLIER, THEN EVERY 4000 HRS THEREAFTER)			
ZONE:		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 2.0 hrs.	ESTIMATED MAN-HOURS: 2.0 hrs.	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE 34-52-00 34-52-01	
		OTHER REFERENCE SEE ITEM "E" ON STC DWG NO. 120-0002	
EQUIPMENT/TOOLS - EDDY CURRENT		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
34-14 EAC	6	4000 HRS	FC

MAINTENANCE TIPS

(E.) STRUCTURAL - PERFORM INSPECTION ON AIRCRAFT STRUCTURE AT AFIS ANTENNA (BETWEEN FR. 35 & 36) AND #3 COM ANTENNA (BETWEEN FR. 27 & 28) BETWEEN STR IL & 1R USING EDDY CURRENT NDT INSPECTION TECHNIQUES. THIS INSPECTION SHOULD CONCENTRATE ON:

(1) AREAS OF OUTER SKIN REINFORCED BY INTERNAL DOUBLER TO INCLUDE AREAS AROUND RIVET HOLES.

(2) INTERNAL AREAS OF THE FLANGES OF THE STRINGERS WHERE CLIPS ARE ATTACHED TO INCLUDE AREAS AROUND RIVET HOLES (ADDED DURRING INSTALLATION).

THIS INSPECTION SHOULD BE PERFORMED EVERY 4000 FLIGHT HOURS OR C-CHECK WHICHEVER IS EARLIER FROM INSTALLATION AND REPEATED EVERY 4000 FLIGHT HOURS.

DWG: 120-0002

10.25 EMB-120 Task Card 34-15 EAC

TASK NUMBER: **34-15 EAC**	REV: 6	INTERVAL: 6500	TYPE: RS
DESCRIPTION: REPLACE GNS / XLS LCD DISPLAY LAMP			
ZONE: 222		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 5.0 min.	ESTIMATED MAN-HOURS: 5.0 min.	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE	
		OTHER REFERENCE - SEND TO AN AUTHORIZED ALLIED SIGNAL SERVICE CENTER.	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER: 34-15 EAC	REV: 6	INTERVAL: 6500 HRS	TYPE: RS
MAINTENANCE TIPS			

10.26 EMB-120 Task Card 34-16 EAC

TASK NUMBER: **34-16 EAC**	REV: 6	INTERVAL: 10,000 HRS	TYPE: RS
DESCRIPTION: REPLACE ALPHA-NUMERIC KEYBOARD LAMP			
ZONE: 222		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 5.0 min.	ESTIMATED MAN-HOURS: 5.0 min.	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE	
		OTHER REFERENCE - SEND UNIT TO AN AUTHORIZED SERVICE CENTER.	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER: 34-16 EAC	REV: 6	INTERVAL: 10,000 HRS	TYPE: RS
MAINTENANCE TIPS			

10.27 EMB-120 Task Card 35-21 EAC

TASK NUMBER: **35-21 EAC**	REV: 6	INTERVAL: NT	TYPE: RS
DESCRIPTION: RESTORE PBE NT= (10 YEARS 6 MONTHS FROM DATE OF MANUFACTURER) FOR ESSEX TYPE PBE.			
ZONE: 200		ACCESS PANELS: NONE	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 30 min.		ESTIMATED MAN-HOURS: 0.5 hrs.
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE	
		OTHER REFERENCE - SEND UNIT TO AN AUTHORIZED SERVICE CENTER.	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
35-21 EAC	6	NT	RS

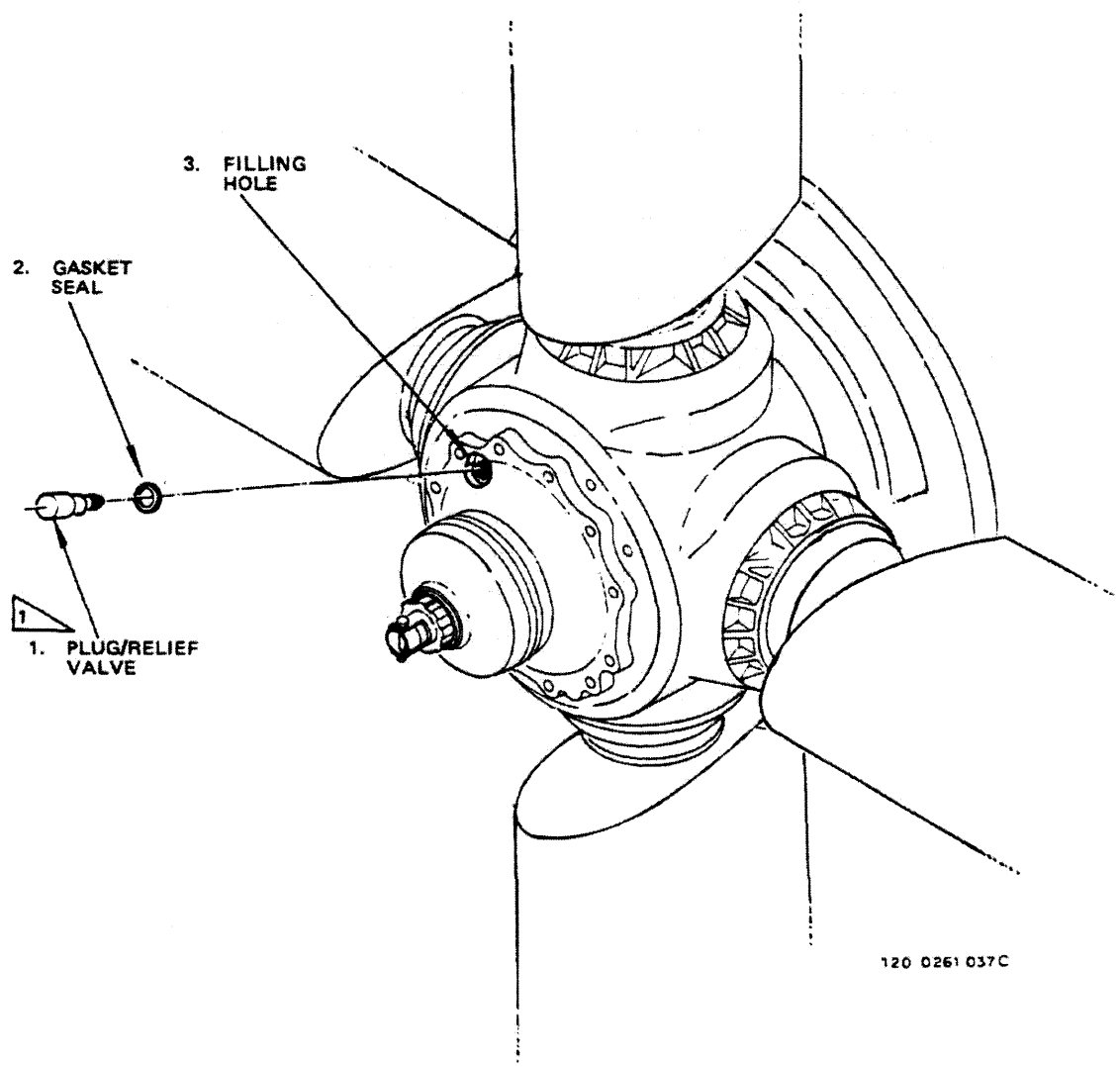
MAINTENANCE TIPS

10.28 EMB-120 Task Card 61-61 EAC

TASK NUMBER: **61-61 EAC**	REV: 6	INTERVAL: 250 HOURS	TYPE: DS
DESCRIPTION: DRAIN, INSPECT, AND SERVICE PROP HUB OIL (BOTH PROPS).			
ZONE: 422		ACCESS PANELS: PROP SPINNER	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 1 HOUR	ESTIMATED MAN-HOURS: 1 MAN HOUR	
PREREQUISITES/REFERENCE PROCEDURES NONE		MAINTENANCE MANUAL REFERENCE EMB-120 M/M 61-10-01 & 61-10-03 OTHER REFERENCE NONE	
EQUIPMENT/TOOLS HAND TOOLS		CONSUMABLES (QTY PER A/C) BP 2380 ENGINE OIL 4 TO 5 QUARTS AS REQUIRED	
REMARKS: NONE		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
61-61 EAC	6	ER & QC=C FC=250 HOURS	DS

MAINTENANCE TIPS



1 TORQUE: 5.7 TO 7.9 N.m (50 TO 70 lb.in) ABOVE RUNNING TORQUE, WITH THREADS LUBRICATED.

TASK NUMBER:	REV:	INTERVAL:	TYPE:
61-61 EAC	6	ER & QC=C FC=250 HOURS	DS

MAINTENANCE TIPS

NOTE: ANY TOLERANCE QUOTED ON THIS TASK CARD IS EQUAL TO OR LESS THAN THE CMM LIMIT - THUS ALLOWING EVERTS TO REMOVE THE COMPONENT FROM SERVICE WHILE THE PART IS STILL REPAIRABLE AND NOT B.E.R.

1. AFTER DRAINING THE PROP HUB, VISUALLY INSPECT THE OIL REMOVED FOR CONDITION. IF THE OIL IS CLEAN AND FREE OF METAL PARTICLES STOP THE WORK AT THIS POINT AND REFILL THE HUB WITH CLEAN FRESH OIL.

IF THE HUB OR PROP BLADES EXHIBIT EVIDENCE OF OIL LEAKS, CONTINUE WITH THIS TASK CARD.

IF THE OIL IS BLACK IN COLOR OR EXHIBITS METAL PARTICLES IN THE OIL CONTINUE WITH THIS TASK CARD. NOTE: DO NOT CONFUSE THE BLACK CONTAMINATED OIL WITH OIL TREATED WITH LEAK DETECTOR WHICH IS BLUE IN COLOR.

2. REMOVE PROP ACTUATOR IAW H/S 14RF CMM. INSPECT WEAR PADS FOR CONDITION. IF WEAR IS MORE THAN .012 INCH REPLACE ACTUATOR WITH SERVICEABLE PART.

3. REMOVE EACH PROP BLADE AND INSPECT FOR CONDITION. CHECK CONVERSION COATING ON THE BLADE BUTT, PIN WEAR FOR NITRATE COATING, STEP WEAR UNDER PIN BEARING AT THE DATUM POINT (MAX .007 INCH) & TIP AND NICKLE SHEETH FOR CONDITION. REF. 14RF CMM.

4. INSPECT BLADE BEARINGS, RACES & RETAINERS FOR CONDITION. REF. 14 RF CMM.

5. INSPECT BLADE SHIMS FOR CONDITION. NO STEP WEAR IS ALLOWED.

6. INSPECT THE PROP HUB BLADE BORE FOR STEP WEAR CREATED BY THE BLADE SEAL. MAX STEP WEAR IS .010 INCH, HOWEVER THE BLADE BORE SHOULD NEVER EXCEED 6.045 INCHES AT ANY TIME.

7. INSPECT TRANSFER TUBE FOR SPLINE WEAR AND NICKS IN SPLINES. NONE ALLOWED.

8. REASSEMBLE PROP WITH SERVICEABLE PARTS.

10.29 EMB-120 Task Card 72-13 EAC

TASK NUMBER: **72-13 EAC**	REV: 6	INTERVAL: NT / REMARKS	TYPE: INS

DESCRIPTION:

HIGH PRESSURE VANE SEGMENT BOROSCOPE

ZONE: 412 / 422	ACCESS PANELS:

NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 60.0 min.	ESTIMATED MAN-HOURS: 1.0 hrs.

PREREQUISITES/REFERENCE PROCEDURES	MAINTENANCE MANUAL REFERENCE PWC MM 72-00-00 PG. 659
	OTHER REFERENCE NONE

EQUIPMENT/TOOLS - BOROSCOPE AND GUIDE TUBES	CONSUMABLES (QTY PER A/C)

REMARKS: NT: CATEGORY OF DAMAGE INTERVALS: CAT 1 - 1500 HRS CAT 2 - 1500 HRS CAT 3 - 1500 HRS CAT 4 - 400 HRS CAT 5 - 50 HRS	A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:

TASK NUMBER: 72-13 EAC	REV: 6	INTERVAL: NT / REMARKS	TYPE: INS
MAINTENANCE TIPS			

10.30 EMB-120 Task Card 72-14 EAC

TASK NUMBER: **72-14 EAC**	REV: 6	INTERVAL: 600 HRS	TYPE: INS
DESCRIPTION: ENGINE SOAP SAMPLE PW 118/PW 118A			
ZONE: 412 / 422		ACCESS PANELS: 413 / 423	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 30 min.	ESTIMATED MAN-HOURS: 0.5 hrs.	
PREREQUISITES/REFERENCE PROCEDURES		MAINTENANCE MANUAL REFERENCE PWC IPC 72-01-50	
		OTHER REFERENCE SOAP SAMPLE KIT (INSTRUCTIONS)	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C) SOAP SAMPLE KIT (AVIATION LABS)	
REMARKS:		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER: 72-14 EAC	REV: 6	INTERVAL: 600 HRS	TYPE: INS
MAINTENANCE TIPS			

10.31 EMB-120 Task Card 73-04 EAC

TASK NUMBER: **73-04 EAC**	REV: 6	INTERVAL: 1500 HRS	TYPE: RS

DESCRIPTION:

RESTORE ENGINE MODEL PW 118/118A FUEL NOZZLE AND FLOW DIVIDER

CLEAN CARBON FROM COMBUSTION DRAIN HARD LINE THAT CONNECTS THE ENGINE TO THE AIRFRAME

ZONE: 412 / 422	ACCESS PANELS: 417/427/418/428

NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 120.0 min.	ESTIMATED MAN-HOURS: 2.0 hrs.

PREREQUISITES/REFERENCE PROCEDURES	MAINTENANCE MANUAL REFERENCE 73-14-00 (FLOW DIVIDER) 73-15-00 (FUEL NOZZLE)
	OTHER REFERENCE PWC MM P/N 3034622 PWC IPC, P/N 3034624

EQUIPMENT/TOOLS	CONSUMABLES (QTY PER A/C)
- TORQUE WRENCH (TORQUE RANGE-REF. PWC 72-01-40) - TRANSFER TUBE PULLER/PUSHER - P/N PWC 37486	- SEE PWC MM, P/N 3034622 - SEE PWC IPC, P/N 3034624

REMARKS:	A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:

TASK NUMBER: 73-04 EAC	REV: 6	INTERVAL: 1500 HRS	TYPE: RS
MAINTENANCE TIPS			

10.32 EMB-120 Task Card 73-14 EAC

TASK NUMBER: **73-14 EAC**	REV: 6	INTERVAL: C	TYPE: DI
DESCRIPTION: COMPLETE DETAILED INSPECTION OF FUEL LINE TO FLOW DIVIDER (LH & RH ENGINE)			
ZONE:412 / 422		ACCESS PANELS:413 / 423	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 15 min.		ESTIMATED MAN-HOURS: 0.25 hrs.
PREREQUISITES/REFERENCE PROCEDURES NONE		MAINTENANCE MANUAL REFERENCE PRATT & WHITNEY 118 M/M 72-01-04 PG. 602	
		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS HAND TOOLS		CONSUMABLES (QTY PER A/C) NONE	
REMARKS NONE		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
73-14 EAC	6	C	DI

MAINTENANCE TIPS

NONE

10.33 EMB-120 Task Card 74-13 EAC

TASK NUMBER: **74-13 EAC**	REV: 6	INTERVAL: A3	TYPE: OP
DESCRIPTION: OPERATIONAL CHECK OF ENGINE IGNITION SYSTEM (LH ENGINE)			
ZONE:412		ACCESS PANELS:414	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 10 min.		ESTIMATED MAN-HOURS: 0.2 hrs.
PREREQUISITES/REFERENCE PROCEDURES NONE		MAINTENANCE MANUAL REFERENCE PRATT & WHITNEY PW118 M/M 72-01-20 PG. 501	
		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS HAND TOOLS		CONSUMABLES (QTY PER A/C) NONE	
REMARKS NONE		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
74-13 EAC	6	A3	OP

MAINTENANCE TIPS

SEE PRATT & WHITNEY PW118 M/M 72-01-20 PG. 501 FOR IGNITION SYSTEM OPERATIONAL CHECKS. REMOVE IGNITER PLUGS AND INSTALL ON IGNITER LEAD. TURN ON IGNITION SYSTEM AND OBSERVE THAT IGNITERS FUNCTION WITH CRISP BLUE/WHITE SPARK WHILE MAKING A LOUD POPPING SOUND.

10.34 EMB-120 Task Card 74-14 EAC

TASK NUMBER: **74-14 EAC**	REV: 6	INTERVAL: A3	TYPE: OP
DESCRIPTION: OPERATIONAL CHECK OF ENGINE IGNITION SYSTEM (RH ENGINE)			
ZONE:422		ACCESS PANELS:424	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 10 min.		ESTIMATED MAN-HOURS: 0.2 hrs.
PREREQUISITES/REFERENCE PROCEDURES NONE		MAINTENANCE MANUAL REFERENCE PRATT & WHITNEY PW118 M/M 72-01-20 PG.501	
		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS HAND TOOLS		CONSUMABLES (QTY PER A/C) NONE	
REMARKS NONE		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
74-14 EAC	6	A3	OP

MAINTENANCE TIPS

SEE PRATT & WHITNEY PW118 M/M 72-01-20 PG.501 FOR IGNITION SYSTEM OPERATIONAL CHECKS. REMOVE IGNITER PLUGS AND INSTALL ON IGNITER LEAD. TURN ON IGNITION SYSTEM AND OBSERVE THAT IGNITERS FUNCTION WITH CRISP BLUE/WHITE SPARK WHILE MAKING A LOUD POPPING SOUND.

10.35 EMB-120 Task Card 77-01 EAC

TASK NUMBER: **77-01 EAC**	REV: 6	INTERVAL: C	TYPE: DI
DESCRIPTION: COMPLETE T6 SYSTEM TOTAL RESISTANCE CHECK (LH & RH ENGINE)			
ZONE:		ACCESS PANELS:	
NUMBER OF PERSONNEL:	ESTIMATED WORK TIME:	ESTIMATED MAN-HOURS:	
PREREQUISITES/REFERENCE PROCEDURES NONE		MAINTENANCE MANUAL REFERENCE PRATT & WHITNEY 118 M/M 72-01-60	
		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS HAND TOOLS		CONSUMABLES (QTY PER A/C) NONE	
REMARKS NONE		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
77-01 EAC	6	C	DI

MAINTENANCE TIPS

NONE

10.36 EMB-120 Task Card 79-01 EAC

TASK NUMBER: **79-01 EAC**	REV: 6	INTERVAL: AS REQUIRED	TYPE: DS
DESCRIPTION: DRAIN AND SERVICE ENGINE OIL. (LH OR RH ENGINE)			
ZONE:412		ACCESS PANELS:423, 423A, 431AL	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 15 min.	ESTIMATED MAN-HOURS: 0.25 hrs.	
PREREQUISITES/REFERENCE PROCEDURES NONE		MAINTENANCE MANUAL REFERENCE EMB-120 M/M 79-00-00 PG. 301	
		OTHER REFERENCE NONE	
EQUIPMENT/TOOLS HAND TOOLS		CONSUMABLES (QTY PER A/C) BP 2380 ENGINE OIL APPROX. 6.6 US GALLONS	
REMARKS NONE		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
79-01 EAC	6	AS REQUIRED	DS

MAINTENANCE TIPS

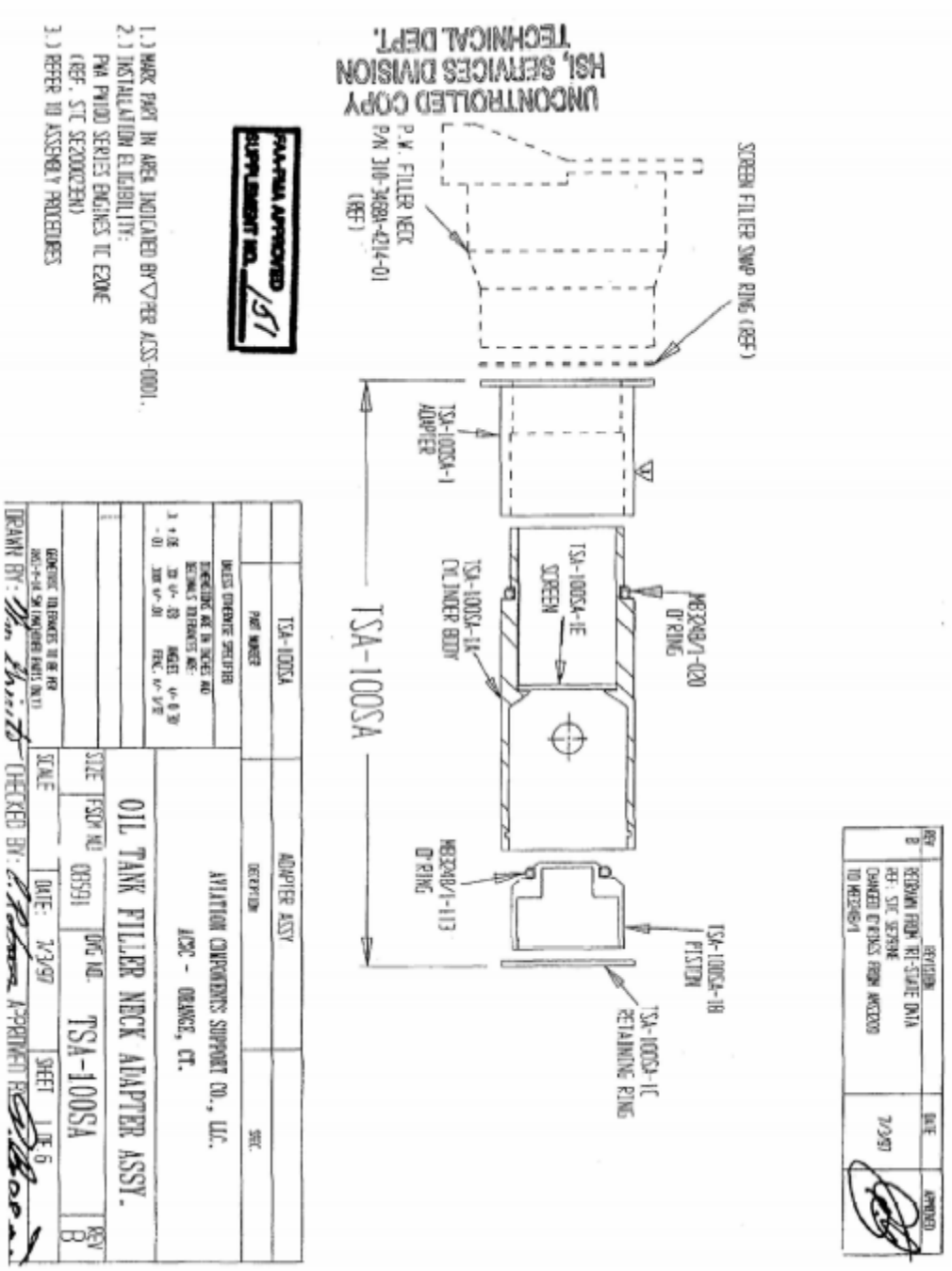
SEE EMB-120 M/M 79-00-00 PG. 301 FOR INSTRUCTIONS TO COMPLETE THE ENGINE OIL CHANGE REQUIREMENTS. MAKE NON-ROUTINE ENTRY FOR LEAK CHECK. (LH or RH ENGINE)

10.37 EMB-120 Task Card 79-16 EAC

TASK NUMBER: **79-16 EAC**	REV: 6	INTERVAL: EVERY A CHECK	TYPE: INS
DESCRIPTION: INSPECT CONDITION OF OIL FILLER NECK PISTON “O” RING PER STC DWG NUMBER TSA100SA			
ZONE:412/422		ACCESS PANELS:413, 413A, 423/423A	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 15 min.		ESTIMATED MAN-HOURS: 0.25 hrs.
PREREQUISITES/REFERENCE PROCEDURES NONE		MAINTENANCE MANUAL REFERENCE	
		OTHER REFERENCE STC DWG NUMBER - TSA100SA	
EQUIPMENT/TOOLS		CONSUMABLES (QTY PER A/C)	
REMARKS PERTAINS TO PW118 ENGINES THAT ARE PRE SB 20933 AND PRE SB 21150		A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:	

TASK NUMBER:	REV:	INTERVAL:	TYPE:
79-16 EAC	6	EVERY A CHECK	INS

MAINTENANCE TIPS



10.38 EMB-120 Task Card 79-60 EAC

TASK NUMBER: **79-60 EAC**	REV: 6	INTERVAL: 1250 FH	TYPE: FC
DESCRIPTION -REMOVE AND REPLACE MAIN AND SCAVENGE OIL FILTERS. -ROUTE FILTERS FOR SOAP ANALYSIS PER INSTRUCTIONS IN SOAP KIT.			
ZONE:		ACCESS PANELS 413/423/414/424	
NUMBER OF PERSONNEL: 1	ESTIMATED WORK TIME: 30 min.	ESTIMATED MAN-HOURS: 0.5 hrs.	
PREREQUISITES/REFERENCE PROCEDURES -FORWARD COWLING LEFT AND RIGHT DOORS OPEN(71-11-00/201).		MAINTENANCE MANUAL REFERENCE 79-21-03 79-22-02	
		OTHER REFERENCE PWC MAINTENANCE MANUAL CHAPTER 05-20-00.	
EQUIPMENT/TOOLS -TORQUE WRENCH -GROUND POWER UNIT	CONSUMABLES (QTY PER A/C) - SOAP sample kit - Main oil filter P/N 7587923AM (1) - P/N AS3209-153 O ring (QTY 1) - P/N MS9388-214 O ring (QTY 1) - Scavenge filter P/N 7578659AM (1) - P/N AS3209-214 O ring (QTY 1) - P/N AS3209-144 O ring (QTY 1)		
REMARKS THIS EAC TASK CARD COMBINES THE REQUIREMENTS OF TC 79-02 AND 79-04.	A/C REGISTRATION: FLIGHT HOURS: LANDINGS: ACTUAL WORK TIME: MECHANIC: INSPECTOR: DATE:		

TASK NUMBER:	REV:	INTERVAL:	TYPE:
79-60	6	1250 FH	FC

MAINTENANCE TIPS

Intentionally Left Blank

CHAPTER: 11 VENDOR INSTRUCTIONS

11.1 General

This chapter of the EAC EMB-120 Maintenance Manual was developed to record vendor instructions, build specifications, Service Bulletin incorporation requirements, and other data required for the safe, economical repair, and overhaul of various components for the EMB-120 aircraft.

As stated in chapter 8 of this manual, all P&W 100 series engines operated by Everts Air Cargo are maintained on an approved on-condition maintenance program.

11.2 Propeller Parts

All Everts Air Cargo EMB-120 Propeller Blades, Hubs, Actuators, Spinner Bulkheads, and Slip Rings sent to a vendor or shop for repair will be inspected using the Hamilton Sundstrand Maintenance Manual number P5186 “A” check criteria for general condition in addition to the specific repair work scope. Additional work (other than the specific work scope) must be approved by the Director of Maintenance, Turbine Programs Manager, or their designee prior to being accomplished.

All Everts Air Cargo EMB-120 Propeller Blades, Hubs, Actuators, Spinner Bulkheads and Slip Rings sent to a vendor or shop for Overhaul will be inspected using the Hamilton Sundstrand Overhaul Manual. Price quote for the overhaul will be approved after inspection, prior to rework, to ensure that overhaul is warranted.

All Propeller blades will be returned after repair and overhaul ready to install. This includes serviceable blade seals, blade pin bearings, blade retainers, ball bearings and retainer.

All Propeller hubs will be returned after repair and overhaul ready to install. This includes serviceable races and installation nuts.

11.3 Propeller Control Unit

All Everts Air Cargo EMB-120 Propeller Control Units sent to a vendor or shop for repair will be run on the control bench prior to disassembly for repair to verify the reported condition. Additional work (other than the specific work scope) must be approved by the Director of Maintenance, Turbine Programs Manager or their designee prior to being accomplished.

If the reported condition can not be verified at the pre-test bench check, contact the Director of Maintenance, Turbine Programs Manager or their designee for further instructions.

All Everts Air Cargo EMB-120 Propeller Control Units sent to a vendor or shop for Overhaul will be inspected using the Hamilton Sundstrand Overhaul Manual. Price quote for the Overhaul will be approved after inspection, prior to rework, to ensure that overhaul is warranted. For the purposes of this manual a “critical parts inspection” as defined in the Hamilton Sundstrand Manual is considered an overhaul because there is no “overhaul” requirements for this part.

11.4 Propeller Control Unit Pump

When a PCU Pump is removed for cause and sent to a shop for rework as listed on EAC Form M-10. Unless deviation is authorized by the Director of Maintenance or Turbine Programs Manager, the following specification will be in affect. Note: PCU Pump soft time is 4,000 hours.

TSO less than 4,000 hours: Repair defect and return to service

TSO more than 4,000 hours: Complete overhaul of PCU Pump.

11.5 Honeywell and Hamilton Sundstrand APU

All Everts Air Cargo EMB-120 Auxiliary Power Units (APU) sent to a vendor or shop for Overhaul will be inspected using the Honeywell or Hamilton Sundstrand Overhaul Manuals as applicable. Price quote for the overhaul will be approved after inspection, prior to rework, to ensure that overhaul is warranted.

All Everts Air Cargo EMB-120 Auxiliary Power Units (APU) sent to a vendor or shop for repair will have specific work scopes listed on the EAC Form M-10. Additional work (other than the specific work scope) must be approved by the Director of Maintenance, Turbine Programs Manager, or their designee prior to being accomplished.

11.6 APU Fuel Nozzles

Anytime a fuel nozzle is removed for time change requirements, only clean and flow checked fuel nozzles will be installed. Anytime a fuel nozzle is removed at the shop level for any reason, only cleaned and flow checked fuel nozzles will be installed.

11.7 PW100 Series Engines

Verify engine against the Pratt & Whitney minimum service bulletin list and recommend any bulletins that are needed to meet this requirement. Everts Air Cargo has final authority on service bulletin incorporation and compliance.

All parts not needed as a core will be returned to Everts Air Cargo with the engine.

The Director of Maintenance or Turbine Programs Manager must approve any additional work on any engine prior to completion of that additional work.

During Hot section repair, RGB repair and overhaul or gas generator overhaul, Everts Air Cargo reserves the right for first refusal to supply all major parts needed to repair or overhaul EAC Engines.

During Hot section repair or gas generator overhaul, HP Turbine Blade tip clearance will be set within .002 inch of minimum unless deviation from this requirement is authorized by the Director of Maintenance or Turbine Programs Manager.

During Hot Section repair or gas generator overhaul, LP Turbine Blade tip clearance will be set within .003 inch of maximum unless deviation from this requirement is authorized by the Director of Maintenance or Turbine Programs Manager.

During Hot Section repair or gas generator overhaul, only Parker Hanifin fuel nozzles overhauled by an approved Pratt & Whitney overhaul agency will be reinstalled at assembly.

During Hot Section repair or gas generator overhaul, only parts repaired or overhauled by an approved Pratt & Whitney overhaul or repair facility will be installed.

At each shop visit all filters (oil and fuel) will be replaced with new filters.

After disassembly and inspection but prior to assembly, an inspector will verify the disassembly and inspection paperwork complete. The term “OK to assemble” will be noted and initialed on the assembly paperwork.

At each shop visit the P2.5/P3 switching valve will be disassembled, cleaned, inspected and re-sealed with new seals.

At each shop visit the air/oil separator shaft carbon seal will be lapped and checked for having a flat sealing surface.

A copy of the engine work package will be sent to Everts Air Cargo, shipped separate from the engine but with the engine log books.

11.8 Reduction Gear Box Module

When an RGB is removed for cause and sent to a shop for rework as listed on EAC form M-10, unless deviation is authorized by the Director of Maintenance or Turbine Programs Manager, the following specification will be in affect. Note: RGB soft time is 12,000 hours.

TSO less than 12,000 hours: Repair defect and return to service

TSO more than 12,000 hours: Complete overhaul of module

11.9 Turbo Machine (Gas Generator) Module

When a Turbo Machine is removed for cause (excluding cycle life and non-bearing related hot section damage) and sent to a shop for rework as listed on EAC Form M-10, unless deviation is authorized by the Director of Maintenance or Turbine Programs Manager, the following specification will be in affect. Note: Turbo Machine soft time is 12,000 hours.

TSO less than 12,000 hours: Repair defect and return to service

TSO more than 12,000 hours: Complete overhaul of module

11.10 Hydro Mechanical Unit (HMU)

When a HMU is removed for cause and sent to a shop for rework as listed on EAC form M-10, unless deviation is authorized by the Director of Maintenance or Turbine Programs Manager, the following specification will be in affect. Note: HMU soft time is 6,000 hours.

TSO less than 6,000 hours: Repair defect and return to service

TSO more than 6,000 hours: Complete overhaul of HMU

11.11 Over-speed Governor (OSG)

When a OSG is removed for cause and sent to a shop for rework as listed on EAC form M-10, unless deviation is authorized by the Director of Maintenance or the Turbine Programs Manager, the following specification will be in affect. Note: OSG soft time is 6,000 hours.

TSO less than 6,000 hours: Repair defect and return to service

TSO more than 6,000 hours: Complete overhaul of governor

11.12 Wheels and Tires

Wheels will be maintained as required by specific part number IAW the appropriate B.F. Goodrich Maintenance Manual. Inspection requirements will be determined by the Chief Inspector or his designee based on wheel history and inspection manual requirements prior to delivery to a shop or vendor. These instructions will be written on the Everts Air Cargo Form M-10.

Tires will be new. Everts Air Cargo prefers new tires for use on the EMB-120 aircraft. Recapped tires will only be installed after approval from the Director of Maintenance or the Turbine Programs Manager on an individual basis.

11.13 Brakes

When a Brake is removed for cause and sent to a shop for rework as listed on EAC form M-10, unless deviation is authorized by the Director of Maintenance or the Turbine Programs Manager, the following specification will be in affect.

NOTE: Brakes are tracked as On-Condition and as a rule, do not require overhaul. If, during repair, major wear is noted on the brake housing, contact the Director of Maintenance or Turbine Programs Manager for overhaul authorization.

Less than 75% wear: Repair defect and return to service.

More than 75% wear: Disassemble brake, replace wear pads, inspect brake disc and replace all o-rings and seals.

If at disassembly some wear pads are found to be in serviceable condition while others are worn out, the serviceable units will be saved to be installed in a "stub" brake at some point in the future.

When assembling a brake, wear pads will be installed as a set matched for wear, either new or used serviceable.

11.14 Starter Generator Engine and APU

Everts Air Cargo uses Starter Generator P/N 23080-13 Mod F or P/N 23080-13B. Only P/N 23080-1902 Core Type brushes will be installed in either unit, this allows the Starter Generator to be installed in either the engine or APU location. In EAC's program the brushes will be inspected for wear at 800 APU or Flight hours as applicable with a TBO of 1600 APU or Flight hours depending on location. Goodrich Starter Generator S/B 23080-01X-24-07 explains the conversion of Starter Generator P/N 23080-013 to 23080-13B.

CHAPTER: 12 LOW UTILIZATION PROGRAM

12.1 Introduction

The purpose of this chapter is to establish a low utilization program.

This program will be used on aircraft having a utilization that is less than 500 FH or 500 FC per year.

The Daily/Line checks for these aircraft will remain the same as those under a normal utilization program, except for their frequency.

The EAC Low Utilization Program was derived from the Low Utilization Program within the Embraer Maintenance Planning Guide 120/721. The Lettered Check Master Control Forms and the scheduled interval items contained in this chapter were created by consulting the Low Utilization Program within the MPG-120/721. Time and cycle requirements may differ from the MPG-120/721 when approved by EAC's regulatory authority.

Through this process the scheduled intervals for the MPG-120/721 maintenance requirements were adjusted in a matter necessary to assure the desired level of performance and reliability of related systems, as well as the integrity of structures.

The EAC's Low Utilization Program introduces calendar limitations at the intervals of letter-coded checks, in addition to FH and FC, covering the MPG-120/721. In addition, not-letter-coded scheduled tasks have in many cases been assigned a proper calendar limitation.

The calendar interval limits in the EAC Low Utilization program are the maximum values to be followed by Everts Air Cargo's maintenance program.

12-A Diagram: Low Utilization Letter Checks, Structural, and Zonal Inspections

	Letter Check	Calendar Interval	Value (FH/FC/AH)
A & C Check Inspection Requirements	A	06 MO	500 FH
	2A	12 MO	1000 FH
	3A	18 MO	1500 FH
	4A	24 MO	2000 FH
	5A	30 MO	2500 FH
	C	03 YR	4000 FH
	2C	06 YR	8000 FH
	4C	12 YR	16000 FH
Structural Inspection Requirements	A	N/A	500 FC
	2A	N/A	1000 FC
	4A	N/A	2000 FC
	5A	N/A	2500 FC
	C	N/A	4000 FC
	2C	N/A	8000 FC
	4C	N/A	16000 FC
Zonal Inspection Requirements	C	03 YR	4000 FH
	2C	06 YR	8000 FH
	4C	12 YR	16000 FH

12.2 Low Utilization "A1" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
21-20	CHECK ELECTRONIC BAY NACA INLET VALVE		
22-05	CHECK AUTO-PILOT SERVO OPERATION		
231-02Z, 232-02Z	INSPECT SEAT TRACKS FOR CONDITION APPLICABLE TO FC, QC COMBI		
24-09	TEST MAIN BATTERY ELECTROLITE LEVEL (NICAD ONLY)		
241-02Z / 242-02Z	INSPECT SEAT TRACKS FOR CONDITION APPLICABLE TO FC, QC, COMBI		
25-07	VISUALLY CHECK TOILET WASTE CONTAINER DOOR FOR CONDITION, OPERATION, AND PROPER SEALING (QC ONLY)		
25-08	VISUALLY CHECK TOILET WASTE CONTAINER FOR CONDITION (QC ONLY)		
25-22	INSPECT CARGO ARRESTING NETS AND CARGO STRAPS ATTACH FITTINGS FOR GENERAL CONDITION (N/A TO FC, QC ONLY)		
25-23	INSPECT PROTECTIVE CANVAS FOR GENERAL CONDITION		
25-24	VISUALLY CHECK MOVABLE PARTITION SEALING FOR SECURITY & CONDITION (QC ONLY)		
25-29	INSPECT VERTICAL NETS		
25-30	INSPECT HORIZONTAL NETS		
25-50 EAC	CLEAN, LUBRICATE AND OPS CHECK OBSERVERS JUMP SEAT		
251-02Z / 252-02Z	INSPECT SEAT TRACKS (FC)		
27-30	VERIFY FLAP OPERATION WITH OVER RIDE SWITCHES		
29-04	HYD FILTERS (LH) & (RH)		
29-10 EAC	CHECK HYD SOAP		
30-10	VISUALLY CHECK PROPELLER BRUSH BLOCKS L/H		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
30-10	VISUALLY CHECK PROPELLER BRUSH BLOCKS R/H		
31-10E	FDR ULB SWITCH END CLEANING		
322-01Z	INSPECT VORTEX GENERATORS ON DORSAL FIN NOTE: FOR A/C PRE-MOD SB 120-055-0008		
323-01Z	INSPECT VORTEX GENERATORS ON VERTICAL FIN NOTE: FOR A/C PRE-MOD SB 120-055-0008		
32-34	CHECK EMERGENCY & PARKING BRAKE ACCUMULATOR N2 CHARGE		
32-41	CHECK GEAR WARNING OPERATION		
32-43	CHECK BRAKE SHUTTLE VALVE OPERATION		
326-01Z	RUDDER I EXT. AND VORTEX GEN NOTE: FOR A/C PRE-MOD SB 120-055-0007		
35-09	CHK PAX OXY DOOR LATCH MECH BY PUTTING SELECTOR SWITCH TO MAN (FC A/C DUE AT C CHK)		
35-23	VISUALLY CHECK FLIGHT ATTENDANT OXYGEN CYLINDER PRESSURE GAUGE INDICATION AND FRAGIBLE SAFETY DISK FOR INTEGRITY (QC ONLY)		
49-01	INSPECT GARRETT APU COMBUSTION CHAMBER DRAIN FITTING		
500-01Z / 600-01Z	INSPECT VORTEX GENERATORS ON WING		
5310-132-02E	TOILET FLUSH VALVE SUPPORT NOTE: N/A TO FC		
5330-161/ 261-02E	INSPECT FUSELAGE AFT SECTION		
5330-263/264/ 267/268-02E	FUSELAGE AFT SECTION, SKIN & FASTENERS @ FRAME 46		
61-03	CHECK CONDITION PROP DEICE LEADS L/H		
61-03	CHECK CONDITION PROP DEICE LEADS R/H		
61-04	CHECK CONDITION SPINNER BULKHEAD AND SLIP RINGS L/H		
61-04	CHECK CONDITION SPINNER BULKHEAD AND SLIP RINGS R/H		
61-07	CHECK CONDITION PROP BLADE SHANK L/H		
61-07	CHECK CONDITION PROP BLADE SHANK R/H		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
61-08	CHECK CONDITION RELIEF VALVE AND ADAPTER L/H		
61-08	CHECK CONDITION RELIEF VALVE AND ADAPTER R/H		
61-09	CHECK CONDITION PROP BARREL L/H		
61-09	CHECK CONDITION PROP BARREL R/H		
61-10	CHECK PROP OIL LEVEL L/H		
61-10	CHECK PROP OIL LEVEL R/H		
61-11	OVERSPEED GOVERNOR OPERATIONAL CHECK		
61-16	CHECK PROP BLADE LEADING EDGE		
61-17	CHECK PROP BLADE RETAINER RING		
71-01	CHECK CONDITION ENGINE COWLING HINGES L/H		
71-01	CHECK CONDITION ENGINE COWLING HINGES R/H		
71-02	CHECK CONDITION ENGINE COWLING L/H		
71-02	CHECK CONDITION ENGINE COWLING R/H		
71-03	CHECK CONDITION ENGINE COWLING REAR DOOR LATCH L/H		
71-03	CHECK CONDITION ENGINE COWLING REAR DOOR LATCH R/H		
71-04	CHECK CONDITION ENGINE COWLING COOLING AIR HOSES L/H		
71-04	CHECK CONDITION ENGINE COWLING COOLING AIR HOSES R/H		
71-05	CHECK CONDITION ENGINE FWD AND AFT MOUNTS L/H		
71-05	CHECK CONDITION ENGINE FWD AND AFT MOUNTS R/H		
71-06	CHECK CONDITION ENGINE TORQUE TUBES L/H		
71-06	CHECK CONDITION ENGINE TORQUE TUBES R/H		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
71-07	CHECK CONDITION ENGINE CATCHER MOUNTS AND ATTACHMENTS L/H		
71-07	CHECK CONDITION ENGINE CATCHER MOUNTS AND ATTACHMENTS R/H		
71-08	CHECK INLET AIR DUCT CLAMP CONDITION L/H		
71-08	CHECK INLET AIR DUCT CLAMP CONDITION R/H		
71-09	CHECK CONDITION ENGINE AIR INLET DUCT FLEXIBLE SEALS L/H		
71-09	CHECK CONDITION ENGINE AIR INLET DUCT FLEXIBLE SEALS R/H		
71-12	CHECK EEC Nh OVERSPEED PROTECTIVE FUNCTION		
73-02	INSPECT/CLEAN HIGH PRESSURE FUEL PUMP FILTER ELEMENT		
73-07	CHECK HMU SELENOID WARNING SYSTEM		
73-11	INSPECT HMU FUEL/ENGINE OIL LINES		
74-01	INSPECT ENGINE IGNITER PLUGS		
76-07	CHECK FLIGHT IDLE STOP SYSTEM (L/H)		
711-01Z	LIGHT INSPECTION AND LUBRICATION OF NLG		
721-01Z / 731-01Z	LIGHT INSPECTION AND LUBRICATION OF MLG		
76-07	CHECK FLIGHT IDLE STOP SYSTEM (R/H)		
79-16 EAC	INSPECT CONDITION OF OIL FILLER NECK PISTON “O”-RING PER STC DWG# TSA100SA		
N/A	ROUTE A/C LIBRARY TO PUBLICATIONS DEPARTMENT FOR INSPECTION		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		

12.3 Low Utilization "A2" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
21-17	VISUALLY CHECK EQUALIZER VALVE		
21-22	REPLACE BLOW OUT PANEL TAPE		
22-04	CHECK NAVIGATION SYSTEM TEST INHIBITOR RELAY		
25-25	VISUALLY CHECK SMOKE CURTAIN SEALING FOR SECURITY AND CONDITION		
25-40 EAC	INVENTORY FIRST AID KIT		
26-11	VERIFY PORTABLE FIRE EXTINGUISHER BOTTLE FOR PROPER WEIGHT		
26-12	VERIFY ENGINE/WHEELWELL AND APU FIRE EXTINGUISHER BOTTLES FOR PROPER WEIGHT		
26-14	LAV TEMP IND / FIRE EXTINGUISHER WEIGHT		
26-19	INSPECT BAGGAGE COMPARTMENT FIRE EXTINGUISHING BOTTLES FOR WEIGHT		
27-56	VISUALLY INSPECT THE WASHERS IN THE INBOARD AND OUTBOARD FLAPS (PRE MOD S.B.120-057-0011)		
30-11	CHECK PROP DE-ICE BRUSHES		
32-25	LUBRICATE FREEFALL UPLOCKS RELEASE DEVICE		
34-10	CHECK OVERSPEED WARNING		
34-11	OVERSPEED WARNING		
35-08	CHECK OXYGEN SYSTEM PRESSURE GAUGE		
412-01Z	ZONES 412-ENGINE (L/H)		
422-01Z	ZONES 422-ENGINE (R/H)		
49-04	DISCARD GARRETT APU FUEL FILTER ELEMENT		
49-14	CLEAN AND INSPECT GARRETT APU IGNITER PLUG		

52-20	CHECK PAX/CREW DOOR/LANDING GEAR ACCUMULATOR NITROGEN CHARGE		
5710-143-01E	WING CENTER SECTION		
76-08	FLIGHT IDLE STOP SYSTEM CHECK CONDITION (LH & RH)		
79-60 EAC	REPLACE NON-CLEANABLE AND SCAVENGE CLEANABLE MAIN OIL FILTERS. THIS EAC TASK CARD COMBINES THE REQUIREMENTS OF TC 79-02 & 79-04		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		

12.4 Low Utilization "A3" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
23-02	CVR/MICROPHONE FOR 4 CHANNELS OPERATION		
24-06	VERIFY STARTER/GENERATOR GCU OPERATION		
24-07	VERIFY AUXILIARY GENERATOR GCU OPERATION		
24-13	VERIFY APU STARTER/GENERATOR OPERATION		
24-19	BACKUP BATTERY DISCHARGE TEST		
27-07	CHECK AILERON CONTROL PATH		
27-10	VISUALLY CHECK AILERON TAB DUAL ROD ACTUATOR		
27-28	VISUALLY CHECK ELEVATOR TAB DUAL ROD		
27-53	CHECK AILERON TRIM TAB FOR BACK LASH		
27-54	CHECK ELEVATOR TRIM TAB FOR BACK LASH		
27-55	CHECK RUDDER II FOR BACK LASH		
27-57	INSPECT ROLLERS AND WASHER INBOARD & OUTBOARD FLAPS – POST SB 120-57-001		
30-02	CHECK ANGLE-OF-ATTACK AND SIDE SLIP SENSOR HEATING INDICATION		
30-09	CHECK DEICING SYSTEM MONITOR		
30-13	CLEAN PRESSURE REGULATOR VALVE DRAIN TUBE AND BOWL; WATER SEPARATOR BOWL AND DRAIN		
30-14	CLEAN EJECTOR CONTROL VALVES		
34-06	VERIFY ADI ATT COMPARATOR WARNING OPERATION		
5310-221/ 222-05E	FUSELAGE, FORWARD SECTION II DOME SKIN PANEL		
5310-231/ 232-04E	FUSELAGE, FORWARD SECTION III CROWN SKIN PANEL		

5320-245/ 246-01E	FUSELAGE FORWARD SECTION I CROWN SKIN PANEL		
5320-251/252/ 253/254/-02E	FUSELAGE CENTER SECTION II (PAX CABIN) DOME SKIN PANEL		
5330-263/264/ 267/268-03E	FUSELAGE AFT SECTION I DOME SKIN PANEL		
5750-572/ 672-01E	INBOARD FLAP SKIN PANELS		
5750-582/ 682-01E	OUTBOARD FLAP SKIN PANELS		
74-13EAC	CHECK IGNITION SYSTEM FOR OPERATION L/H		
74-14EAC	CHECK IGNITION SYSTEM FOR OPERATION R/H		
79-10	CHECK CHIP DETECTOR		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		

12.5 Low Utilization "A4" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
21-03	CLEAN AIR FILTER ELECTROPNEUMATIC OUTFLOW VALVE		
21-04	CHECK POSITIVE PRESSURE RELIEF VALVE IN BOTH ELECTRIC AND PNEUMATIC OUTFLOW VALVES (MSI 21-32-01)		
21-07	CLEAN SEAT PNEUMATIC OUTFLOW VALVE		
21-21	CHECK ELECTRONIC BAY OVERTEMPT WARNING OPERATION		
22-02	CHECK RELAYS OF AHRS PITCH DATA TO AP/FD		
22-03	CHECK GLIDE SLOPE XFER RELAYS TP AP/FD		
26-25	VISUALLY CHECK SMOKE DETECTOR MAINTENANCE LIGHT (RED LIGHT)		
27-06	VISUALLY CHECK AILERON CONTROL PATH		
27-08	CHECK TENSION AILERON CONTROL CABLE		
27-17	CHECK RUDDER CABLES AND TRIM CABLES TENSION		
27-25	VISUALLY CHECK ELEVATOR CONTROL PATH		
27-26	CHECK ELEVATOR CABLES AND TRIM CABLES EXTENSION		
27-35	VISUALLY CHECK RUDDER II CONNECTING RODS		
76-01	CHECK ENGINE CONDITION CONTROL CABLES TENSION L&R		
76-02	CHECK ENGINE POWER CONTROL CABLES TENSION L&R		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		

12.6 Low Utilization "A5" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
21-05	CLEAN SEAT ELECTROPNEUMATIC VALVE		
21-11	CHECK DEPRESSURIZATION DUMP		
231-02Z / 232-02Z	INSPECT SEAT TRACKS FOR CONDITION N/A TO FC, QC COMBI		
24-08	TEST MAIN BATTERY LOAD CAPACITY (NICAD ONLY)		
24-14	CHECK EXTERNAL POWER OVER VOLTAGE PROTECTION CIRCUIT		
241-02Z / 242-02Z	INSPECT SEAT TRACKS FOR CONDITION N/A TO FC, QC COMBI		
24-20	VERIFY BACKUP BUS ISOLATION		
25-03	INSPECT COCKPIT SEAT HARNESS AND INERTIA REELS		
25-05	VISUALLY CHECK ATTENDANT SEAT BELTS FOR CONDITION, PROPER ATTACHMENT, AND BUCKLE OPERATION (QC ONLY)		
25-26	VISUALLY CHECK COCKPIT ASH TRAYS		
27-09	CHECK AILERON TRIM CABLE TENSION		
27-18	CHECK RUDDER PCU LINKS AND BEARINGS		
27-32	CHECK FLAP ACTUATOR ROD FOR CONDITION		
27-33	CHECK FLAP ACTUATOR ELECTRICAL CONNECTOR		
27-43	STALL WARNING SYSTEM QUICK DISCONNECT		
29-01	HYDRAULIC PRESSURIZATION SYSTEM		
30-03	TOTAL AIR TEMP (TAT) SENSOR HEATING INDICATION RELAY		
30-04	CHECK OPERATION OF STATIC PORT HEATING ELEMENT		
30-05	CHECK OPERATION WINDSHIELD WIPER		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
30-16	FUNCTIONAL CHECK LOW SPEED AURAL/VISUAL ALARM		
31-04	VERIFY AURAL WARNING SYSTEM OPERATION		
32-01	SERVICE MLG SHOCK STRUT		
32-09	SERVICE NLG SHOCK STRUT		
32-33	LUBRICATE EMERGENCY PARKING BRAKE ACTUATION LEVER		
35-24	VISUALLY CHECK FLIGHT ATTENDANT CONTINUOUS FLOW MASK (QC ONLY)		
52-01	LUBRICATE PAX DOOR BEARING AND LIFT CAM		
52-03	CHECK OPERATION PAX DOOR EMERGENCY VALVE		
52-04	VERIFY PAX DOOR COMPENSATION ACCUMULATOR OPERATION		
52-05	VERIFY PAX DOOR RELIEF VALVE OPERATION		
52-06	LUBRICATE ESCAPE HATCH MECHANISM BEARINGS (FOR FC A/C COCKPIT DIRECT VISION WINDOW ONLY)		
52-10	CHECK PAX/CREW ENTRY DOOR PRESS SWITCH		
52-18	CHECK OPERATION DIRECT VISION WINDOW/ EMERGENCY EXIT		
5310-121/ 122-02E	FUSELAGE FWD SECTION, VISIBLE STRUCTURE AT FWD PRESSURE BULKHEAD		
5310-221/ 222-03E	FUSELAGE FWD SECTION, VISIBLE STRUCTURE AT FWD PRESSURE BULKHEAD		
5410-413/423/ 414/424/415/ 425/416/426/ 417/427/418/ 428/431/441/ 432/434/444/ 435/445/436/ 446-01E	NACELLE VISIBLE STRUCTURE		
5410-432/ 442-02E	NACELLE VISIBLE STRUCTURE BETWEEN FRAMES 5 AND 8		
5410-432/ 442-05I	DYE PEN FRAME/PRE-MOD S/B 120-54-0036 ONLY		
5510-333/ 334-02E	HORIZONTAL STABILIZER, VISIBLE STRUCTURE, UPPER AT FRONT AND REAR SPARS		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
5510-333/ 334-04E	HORIZONTAL STABILIZER, VISIBLE STRUCTURE, LOWER AT FRONT AND REAR SPARS		
5510-333/ 334-05E	HORIZONTAL STABILIZER UPPER SKIN PANEL		
5510-333/ 334-06E	HORIZONTAL STABILIZER LOWER SKIN PANEL		
56-01	WINDSHIELD SEALANT		
5750-582/ 682-03E	INSPECT COMPOSITE OUTBOARD FLAP ACTUATOR SUPPORT (EXTERNAL)		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		

12.7 Low Utilization Structural "A1" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
5210-811-01E	INSPECT PAX/CREW ENTRY DOOR		
5230-813-02E	CARGO DOOR VISIBLE STOPS AND FITTINGS		
5310-221/ 222-01E	FUSELAGE FORWARD SECTION II EXTERNAL SKIN PANELS BELOW COCKPIT AND LATERAL WINDOWS		
5710-144-04I	WING CENTER SECTION INTERNAL ELEMENTS		

12.8 Low Utilization Structural “A2” Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
27-51	ELEVATOR TRIM LONGITUDINAL PROX SWITCHES		
5220-812/821/822-02E	ESCAPE HATCH WINDOW FRAME		
5710-144-01E	WING CENTER SECTION LOWER SKIN PANEL		

12.9 Low Utilization Structural "A4" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
5410-432/ 442-01I	NACELLE INTERNAL ELEMENTS		
5720-531/ 631-01E	WING BOX BEAM EXTERNAL ELEMENTS		
5750-572/ 672-03E	INSPECT COMPOSITE INBOARD FLAP ACTUATOR SUPPORT (EXTERNAL)		

12.10 Low Utilization Structural "A5" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
23-01	REPLACE VOICE RECORDER UNDERWATER LOCATOR BEACON BATTERY AND OPERATIONALLY CHECK UNDERWATER LOCATOR BEACON		
25-28	REPLACE ELT BATTERY		
25-41 EAC	SURVIVAL KIT INVENTORY		
27-51	ELEVATOR TRIM LONGITUDINAL PROX SWITCHES		
31-08	REPLACE DIGITAL FLIGHT DATA RECORDER UNDERWATER LOCATOR BEACON BATTERY AND OPS CHECK UNDERWATER LOCATOR BEACON		
32-18	CHECK NLG STEERING RACK AND SECTION GEAR ADJUSTMENT		
32-30	CHECK BRAKE METERING VALVE		
5310-131-C01E	FUSELAGE FORWARD SECTION III (PAX CABIN EXTERNAL)		
5310-211-C01E	FUSELAGE FORWARD SECTION I (EXTERNAL)		
5310-231-C01E	FUSELAGE FORWARD SECTION II (PAX CABIN) SKIN PANEL		
5310-221/ 222-C02E	FUSELAGE FORWARD SECTION II		
5320-151-C01E	FUSELAGE CENTER SECTION II (PAX CABIN) SKIN PANEL		
5320-252-04E	CENTER FUSELAGE II (PAX CABIN) ESCAPE HATCH CUTOUT		
5510-333/ 334-01E	HORIZONTAL STAB UPPER SKIN PANEL		
5510-333/ 334-03E	HORIZONTAL STAB LOWER SKIN PANEL		
5720-551-C02E	WING BOX BEAM UPPER SKIN		

Intentionally Left Blank

12.11 Low Utilization "C" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	TRANSFER ALL D.M.I. AND CARRY OVER ITEMS TO LOG BOOK		
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
08-02 EAC	WEIGHT AND BALANCE		
21-01	VENTILATION SYSTEM CHECK VALVE		
21-02	VENTILATION SYSTEM VENTILATION VALVE		
21-13	CHECK TRIPLE INDICATOR ALTITUDE WARNING SWITCH		
21-14	VISUALLY CHECK HEAT EXCHANGER		
21-15	CHECK PACK OVERHEAT SWITCH		
21-23	CHECK ALTITUDE WARNING SWITCH		
21-24	OPS CHECK AIR CONDITIONING DIST. SYSTEM		
21-25	INSPECT EXHAUST HOSE OF ELECTRONIC COMPARTMENT		
21-26	FUNCTIONAL CHECK OF ELECTRONIC COMPARTMENT CHECK VALVE		
21-27	CLEAN TEMP CONTROL VALVE FILTER		
23-03	CHECK STATIC DISCHARGER		
24-18	CHECK APU OVERVOLTAGE PROTECTION CIRCUIT		
25-01	LUBRICATE COCKPIT SEATS		
25-11	VISUALLY CHECK CARGO AFT PARTITION ATTACHMENT PINS FOR CONDITION (QC ONLY)		
25-18	CREW SEATS FOR STRUCTURE & ATTACHMENT		
25-27	VISUALLY CHECK PASSENGER SEATS STRUCTURE AND ATTACHMENT, INCLUDING SAFETY BELTS ATTACHMENT FOR CONDITION (QC ONLY)		
26-01	VERIFY ENGINE FIRE EXTINGUISHING SYSTEM FOR CIRCUIT INTEGRITY		
26-02	VERIFY TWO-WAY CHECK VALVE TEE OPERATION		
26-05	VERIFY APU FIRE EXTINGUISHING SYSTEM FOR INTEGRITY		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
26-06	VISUALLY CHECK ENGINE/WHEELWELL AND APU FIRE EXTINGUISHER BOTTLE GAUGES FOR PROPER PRESSURE		
26-13	DISCARD “HALONITE 22” PORTABLE FIRE EXTINGUISHER (QC ONLY)		
26-14	CHECK LAVATORY FIRE EXTINGUISHING TEMPERATURE INDICATOR AND BOTTLE FOR WEIGHT, CORROSION, SCRATCHES, DENTS, DINGS, BENT TUBES OR OTHER EVIDENCE OF PHYSICAL DAMAGE (QC ONLY)		
26-18	PERFORM FUNCTIONAL CHECK OF BAGGAGE COMPARTMENT FIRE EXTINGUISHING SYSTEM (QC ONLY)		
27-01	VERIFY AILERON CONTROL DISCONNECT AND ALARM SYSTEMS OPERATION		
27-02	VISUALLY CHECK AILERON CONTROL DISCONNECT SYSTEM FOR CONDITION		
27-03	LUBE AILERON CONTROL DISCONNECT SYSTEM		
27-04	LUBE AILERON TRIM TAB ACTUATOR		
27-05	VISUAL CHECK AILERON CONTROL PATH TO FWD QUADRANTS		
27-13	LUBE RUDDER TRIMMING SYSTEM CONTROL KNOB		
27-14	LUBE RUDDER TRIMMING ACTUATOR		
27-15	VERIFY RUDDER PEDALS ADJUSTMENT OPS		
27-16	LUBE RUDDER PEDAL ADJUSTMENT MECHANISM		
27-21	VERIFY ELEVATOR CONTROL DISCONNECT AND ALARM SYSTEM OPERATION		
27-22	VISUALLY CHECK ELEVATOR CONTROL DISCONNECT SYSTEM FOR CONDITION		
27-23	LUBRICATE ELEVATOR CONTROL DISCONNECT SYSTEM		
27-24	VISUALLY CHECK ELEVATOR CONTROL PATH		
27-27	LUBRICATE ELEVATOR TAB ACTUATORS (P/N 120-19685-001 AND 120-19685-003)		
27-34	GUST LOCK MECHANISM		
27-36	FUNCTIONAL TEST OF RUDDER HYDRAULIC SYSTEM DIFFERENTIAL PRESSURE		
27-40	STALL WARNING SYSTEM FAST/SLOW INDICATOR		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
27-41	CHECK STALL WARNING SYSTEM ANGLE-OF-ATTACK SENSOR OPERATION		
27-42	CHECK STALL WARNING SYSTEM G-SWITCHES		
27-44	VERIFY STALL WARNING SYSTEM CUT-OUT SWITCH OPERATION		
27-45	STALL WARNING SYSTEM WARNING DIODE		
27-46	VERIFY STALL WARNING SYSTEM APS DISCONNECT OPERATION		
27-47	VERIFY STALL WARNING SYSTEM LANDING GEAR ON-AIR INHIBITING SYSTEM OPERATION		
27-49	CHECK FLAP CONTROL UNIT		
27-52	VISUALLY CHECK RUDDER CONTROL PATH FROM PCU SUMMING LEVER TO RUDDER FOR CONDITION AND INTEGRITY		
27-59	BONDING BETWEEN FLAP TRACK AND FUSELAGE		
27-60	LUBRICATE THE AILERON TRIM ACTUATOR CHAIN		
27-61	LUBRICATE THE ELEVATOR TRIM ACTUATOR CHAIN		
27-62	RUDDER CONTROL PATH		
27-64	CHECK SERVO CLUTCHES FOR LIMITING TORQUE		
27-67	CHECK ELEVATOR TRIM ACTUATORS		
28-01	VENT FLOAT VALVE		
28-04	CHECK APU FUEL SHUTOFF VALVE		
28-08	CHECK FUEL QUANITY INDICATING SYSTEM		
28-10	CHECK ENGINE FUEL FEED RELIEF VALVE OPERATION		
28-11	VISUAL CHECK ENGINE FUEL FEED LINE FOR LEAKS		
29-03	CHECK HYD SYSTEM FOR INTERNAL LEAKS		
29-05	HIGH PRESSURE FILTER ELEMENTS		
29-08	CHECK HIGH PRESSURE RELIEF VALVE		
29-13	VISUAL CHECK HYD PUMP ELECTRICAL MOTOR BRUSHES		
30-15	VUSUAL INSPECT AUX RELAY BOX & L/H CURRENT SENSOR		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
313-01Z	TAILCONE FAIRING (INTERNAL)		
32-18	CHECK NLG AUXILIARY STEERING		
32-24	CHECK FREE-FALL CONTROL CABLE		
32-26	CHECK STEERING SYSTEM		
32-30	CHECK BRAKE METERING VALVE		
32-36	VERIFY IN-FLIGHT BRAKE SYSTEM		
32-39	LANDING GEAR OVERRIDE SWITCH SYSTEM		
32-40	VERIFY LANDING GEAR ON-GROUND RETRACTION PROTECTION SYSTEM		
32-45	CHECK LANDING GEAR SYSTEM AND WARNING SYSTEMS		
32-46	NWS FEEDBACK 9 DEG PROX SWITCH		
32-60	CHECK EMERGENCY & PARKING BRAKE SYSTEM		
32-62	NLG & MLG SPRING CARTRIDGE LUBE		
32-63	INSPECT HUB CAP CLIP (AD 2004-12-12		
34-07	VERIFY EFIS REMOTE UNITS		
34-15 EAC	REPLACE GNS-XLS LCD DISPLAY LAMP		
35-01	HIGH & LOW O_2 PRESSURE LINES		
35-03	CHECK CYLINDER SHUTOFF/REGULATOR VALVE		
35-04	OXYGEN CYLINDER HYDROSTATIC TEST		
35-06	CHECK O_2 LOW PRESSURE SWITCH		
35-07	CHECK OXYGEN SYSTEM PRESSURE SWITCH		
35-09	VERIFY PAX OXYGEN DOOR LATCH		
35-10	CHECK ALTITUDE SENSING SWITCH		
35-14	VISUALLY CHECK PASSENGER MASKS (QC ONLY)		
35-17	CHECK THREE-POSITION VALVE		
35-19	CHECK ALTITUDE COMPENSATING PRESSURE REGULATORS		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
35-20	CHECK CREW MASKS		
36-02	CHECK BLEED AIR LEAKAGE DETECTION SYSTEM		
36-03	CHECK BLEED OVERHEAT SWITCH		
49-02	CHECK APU DRAIN LINES FOR BLOCKAGE DURING HSI		
49-05	GARRETT APU NOZZLES TIMEX		
49-15	GARRETT APU HSI		
49-16	BORESCOPE APU COMPRESSOR		
49-18	CHECK APU MOUNT ELASTOMER CONDITION AND BONDING		
52-08	PASSENGER ENTRY DOOR MICROSWITCHES		
52-09	CHECK CARGO DOOR MICROSWITCHES		
52-11	LUBE CARGO DOOR BEARING AND GEAR		
52-12	LUBE CARGO DOOR LOCKING MECHANISM		
52-13	CHECK CARGO DOOR LOCKING MECHANISM CABLES AND SPRING		
52-14	CHECK PAX/CREW ENTRY DOOR LOCKING MECHANISM, FOLDING FLAP MECHANISM AND SPRINGS		
52-17	DIRECT-VISION WINDOW LOCKING MECHANISM		
52-21	DOORS, DV WINDOW & ESCAPE HATCHES FOR RIGGING		
5310-121/ 122-01E	FUSELAGE FORWARD SECTION II EXTERNAL SKIN PANELS		
5310-231/ 232-02E	FUSELAGE FORWARD SECTION III (PAX CABIN) WINDOW		
5310-231/ 232-05E	FUSELAGE FORWARD SECTION III DUMMY PAX WINDOW IF INSTALLED		
5320-152-02E	TOILET DRAIN VALVE SUPPORT (EXT.) - N/A TO FC		
5320-241/ 242-01E	FUSELAGE CENTER SECTION (PAX CABIN) EXTERIOR SKIN		
5320-241/ 242-03E	FUSELAGE CENTER SECTION I (PAX WINDOW FRAMES)		
5320-251/ 252-03E	FUSELAGE CENTER SECTION II (PAX WINDOW FRAMES)		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
5330-161/ 162-01E	FUSELAGE AFT SECTION I (CARGO COMPARTMENT SKIN PANELS)		
5330-163/ 164-01E	FUSELAGE AFT SECTION I (CARGO COMPARTMENT SKIN PANEL)		
5330-261/262/ 265/266-01E	FUSELAGE AFT SECTION I (CARGO COMPARTMENT SKIN PANELS)		
5330-263/264/ 267/268-01E	FUSELAGE AFT SECTION I (CARGO COMPARTMENT SKIN PANELS)		
5330-263/264/ 267/268-02I	CARGO COMP. INTERNAL ELEMENTS ABOVE FLOOR: SKIN PANEL & SPLICES / FRAME 46 / FIN-FUSELAGE NOTE: PRE-MOD SB 120-51-0006 ONLY		
5330-311/ 312-01I	FUSELAGE AFT SECTION II (TAIL CONE) INTERNAL ELEMENTS		
5720-521/ 621-01E	WING BOX BEAM LOWER SKIN		
5720-521/ 621-02E	WING BOX BEAM UPPER SKIN		
5720-522/ 622-01E	WING BOX BEAM UPPER SKIN		
5720-522/ 622-02E	WING BOX BEAM LOWER SKIN		
5720-541/ 641-01E	WING BOX BEAM LOWER SKIN		
5720-541/ 641-02E	WING BOX BEAM UPPER SKIN		
5720-542/ 642-01E	WING BOX BEAM LOWER SKIN AND ACCESS PANELS		
5720-542/ 642-02E	WING BOX BEAM UPPER SKIN		
5720-551/ 651-01E	WING BOX BEAM LOWER SKIN		
5720-551/ 651-02E	WING BOX BEAM UPPER SKIN		
5720-552/ 652-01E	WING BOX BEAM LOWER SKIN AND ACCESS PANELS		
5720-561/ 661-01E	WING BOX BEAM LOWER SKIN AND ACCESS PANELS		
5720-561/ 661-02E	WING BOX BEAM UPPER SKIN AND FUEL FILLER CAP		
61-01	VISUAL CHECK AUX PUMP (LH)		
61-01	VISUAL CHECK AUX PUMP (RH)		
61-61EAC	DRAIN & REPLENISH PROP HUB OIL (BOTH)		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
71-10L	DRAIN COLLECTOR TANK AND OPS CHECK RETURN LINE CHECK VALVE (LH)		
71-10R	DRAIN COLLECTOR TANK AND OPS CHECK RETURN LINE CHECK VALVE (RH)		
72-10	REPLACE PROPELLOR OVERSPEED GOVERNOR HYDRAULIC PUMP RELIEF VALVE PUMPS INCORPORATING SB 20731 BUT NOT INCORPORATING SB 21570		
73-09	FUEL-LOW PRESSURE WARNING SWITCH		
73-13	DETAILED INSPECTION OF ENGINE FUEL PUMP SHAFT (Pre PW S.B. 21060 and 21079)		
73-14-EAC	FUEL LINE TO FLOW DIVIDER DETAILED INSPECTION (LH & RH)		
76-04	CHECK POWER LEVER MICROSWITCH SETTING		
76-05	CHECK CONDITION LEVER MICROSWITCH SETTING		
76-06	VERIFY ENGINE ISOLATION		
76-09	VISUAL CHECK POWER LEVERS ROLLER FOR WEAR		
77-01EAC	T6 SYSTEM TOTAL RESISTANCE CHECK (LH & RH)		
79-05	ENGINE MAGNETIC CHIP DETECTION WARNING SYSTEM		
79-06	VISUAL CHECK MAGNETIC CHIP DETECTION WARNING SYSTEM		
79-11 EAC	INSPECT & PRESSURE CHECK OIL COOLER CROSSOVER HOSE(LH & RH)		
79-12 EAC	NO. 6 & 7 BEARING PRESSURE, VENT & SCAVENGE OIL LINES (LH & RH)		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		

12.12 Low Utilization "C2" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	TRANSFER ALL D.M.I. AND CARRY OVER ITEMS TO LOG BOOK		
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
21-10	CHECK NEGATIVE PRESSURE RELIEF VALVE		
24-16	CHECK DIODES CR0002, CR0003, CR0087, AND CR0088		
25-12	VISUALLY CHECK CARGO COMPARTMENT FLOOR AND REAR PARTITION SEALING FOR CONDITION AND SECURITY (QC ONLY)		
25-22	INSPECT CARGO ARRESTING NET		
26-24	VISUALLY CHECK THE FIRE EXTINGUISHING SYSTEM DISCHARGE PIPING FOR CRACKS AND LOOSE FITTINGS (QC ONLY)		
27-58	CLEAN FILTER ELEMENT OF FLAP ACTUATORS LINE FILTERS (POST-MOD SB 120-027-0038)		
27-63	LUBRICATE FLAP ACTUATOR END-FITTING BEARING (AIRCRAFT S/N 292/999 ONLY) P/N 5299 & 5299-1 SEE SB 120-27-0083		
28-21	INSPECT THE WING STUB HARNESS		
28-22	INSPECT THE TRAILING EDGE HARNESS		
28-23	INSPECT THE LEADING EDGE HARNESS		
29-06	CHECK PRIMARY RETURN FILTER, CLOGGED FILTER INDICATOR, AND SECONDARY RETURN FILTER BY-PASS VALVE		
29-11	SUCTION LINE FLUID THERMAL SWITCH		
30-01	AOA AND SIDE SLIP INDICATOR		
32-23	LUBE FREE FALL ACTUATION DEVICE		
32-44	TEST ALL HYDRAULIC FUSES		
32-47	ANTI SKID SYSTEM		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
34-16 EAC	REPLACE GNS-XLS ALPHANUMERIC KEYBOARD LAMP		
35-15	VISUALLY CHECK PORTABLE OXYGEN MASK (QC ONLY)		
35-16	FULL-FACE MASK & SMOKE GOGGLES		
38-02	VISUALLY CHECK TOILET MOTOR ELECTRICAL CONNECTOR FOR CONDITION (QC ONLY)		
5310-121/ 122-01I	FUSELAGE FORWARD SECTION II (COCKPIT) INTERNAL ELEMENTS		
531-01Z / 631-01Z	WING AREAS BETWEEN FRONT & REAR SPARS (LH & RH)		
5310-211/ 212-02I	FUSELAGE FORWARD SECTION I INTERNAL ELEMENTS		
5310-221/ 222-05I	FUSELAGE FORWARD SECTION II (COCKPIT) INTERNAL ELEMENTS		
5320-141/ 142-03I	FUSELAGE CENTER SECTION I (CABIN) INTERNAL		
5320-147/ 148-01E	FUSELAGE CENTER SECTION I (CABIN) LOWER EXTERNAL SKIN		
5320-147/ 148-02E	FUSELAGE CENTER SECTION I (CABIN) SKIN & FASTENERS		
5320-152-02I	TOILET DRAIN VALVE SUPPORT (INT.) - N/A TO FC		
5320-241/242/ 243/244/245/ 246-01I	FUSELAGE CENTER SECTION I (CABIN SIDEWALLS)		
5320-243/ 244-01E	FUSELAGE CENTER SECTION I (CABIN) SKIN PANEL		
5320-243/ 244-02E	FUSELAGE CENTER SECTION (CABIN) SKIN PANEL/ FITTINGS/FASTENERS		
5330-311/ 312-01E	FUSELAGE AFT SECTION II(TAIL CONE) SKIN PANELS		
5330-311/ 312-02E	FUSELAGE AFT SECTION II(TAIL CONE)		
5410-432/ 442-03I	NACELLE INTERNAL ELEMENTS		
5410-433/ 443-01I	NACELLE INTERNAL ELEMENTS SKIN AND STRINGERS BTWN FRAMES 10 TO 14		
5520-335/ 336-04E	TAB HINGE FITTING AT ELEVATOR		
5530-324-02I	VERTICAL STAB (INTERNAL)		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
5530-325-01I	VERTICAL STAB (INTERNAL)		
5530-325-02I	FIN-TO-HORIZONTAL STAB CENTER FITTING		
5530-325-03I	VERTICAL STAB REAR SPAR ELEMENTS		
5540-326-01I	RUDDER I SKIN PANELS (INTERNAL)		
5540-327-01I	INTERNAL CHECK OF RUDDER SKIN PANELS		
5710-143-01I	WING CENTER SECTION EXTERNAL ELEMENTS		
5710-143-03I	WING CENTER SECTION INTERNAL ELEMENTS		
5710-144-05I	WING CENTER SECTION SKIN PANELS		
5720-511/ 611-01I	WING AUX SPAR & NACELLE FITTING		
5720-512/ 612-01I	WING AUX SPAR & NACELLE FITTING		
5720-522/ 622-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-541/ 641-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-542/ 642-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-551/ 651-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-552/ 652-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-561/ 661-01I	WING BOX BEAM INTERNAL ELEMENTS		
5720-571/ 671-01I	WING REAR SPAR		
5720-581/ 581-01I	WING REAR SPAR		
5750-572/ 672-02E	INBOARD FLAP (LH)		
5750-572/ 672-04E	EXTERNAL INSPECT COMPOSITE INBD FLAP ACTUATOR LUGS		
5750-572/ 672-05E	SPECIAL DETAILED INSP OF COMPOSITE INBD FLAP SKIN		

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
5750-582/ 682-01I	OUTBD FLAP INTERNAL ELEMENTS		
5750-582/ 682-02E	OUTBD FLAP		
5750-582/ 682-04E	EXTERNAL INSPECT COMPOSITE OUTBD FLAP ACTUATOR LUGS		
5750-582/ 682-05E	SPECIAL DETAILED INSP OF COMPOSITE OUTBD FLAP SKIN		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		

12.13 Low Utilization "C4" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	TRANSFER ALL D.M.I. AND CARRY OVER ITEMS TO LOG BOOK		
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
21-08	CHECK NEGATIVE PRESSURE RELIEF VALVE (ELECTROPNEUMATIC)		
21-09	CHECK CABIN ALTITUDE LIMITING VALVE		
26-10	PERFORM HYDROSTATIC TEST OF PORTABLE FIRE EXTINGUISHER		
28-19	VISUALLY INSPECT THE TANK UNIT		
28-20	VISUALLY INSPECT FUEL PUMP ELECTRICAL HARNESS		
313-02Z	TAILCONE FAIRING (APU NOT INSTALLED) REQUIRES FAIRING REMOVAL		
5320-251/252/ 253/254-01I	FUSELAGE CENTER SECTION II (PAX CABIN INTERNAL)		
5510-333/ 334-02I	HORIZONTAL STAB FRONT SPAR WEB INBD OF RIB 1		
5510-333/ 334-04I	HORIZONTAL STAB REAR SPAR		
5710-143-04I	WING CENTER SECTION UPPER SKIN & CENTER LINE SPLICE		
N/A	ALL ABOVE LISTED FORMS COMPLETED AND ACCOUNTED FOR		
N/A	D.M.I. LOG AND CARRY-OVER LIST COMPLETED AS REQUIRED.		
N/A	AIRCRAFT LOG BOOK MAINTENANCE RELEASE COMPLETED		

12.14 Low Utilization Structural "C" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
28-15	FUNCTIONALLY CHECK CRITICAL BONDING INTEGRITY OF SELECTED CONDUITS INSIDE THE WING TANK, FUEL PUMP AND FQIS CONNECTORS AT TANK WALL, BY CONDUCTIVITY		
28-16	VISUALLY INSPECT FQIS HARNESS FOR CLAMP AND HARNESS ISOLATION INTEGRITY.		
28-17	VISUALLY INSPECT PILOT VALVE HARNESS INSIDE THE CONDUIT.		
28-18	VISUALLY INSPECT VENT VALVE HARNESS INSIDE THE CONDUIT.		
34-02 EAC	REPLACE GNS-XLS LITHIUM BATTERY		
34-14 EAC	INSPECT AIRCRAFT STRUCTURE AT GPS ANTENNA AND COM3 ANTENNA (NDI)		
5230-813-01E	CARGO DOOR VISIBLE STRUCTURE		
5320-151-C01I	FUSELAGE CENTER SECTION II (PAX CABIN) INTERNAL ELEMENTS		
5330-163/164/263/264/267/268-04I	FUSELAGE AFT SECTION I (CARGO COMPARTMENT) PRESSURE BULKHEAD DOME & FORGED RING		
5330-311/312-04I	FUSELAGE AFT SECTION II (TAIL CONE) REAR PRESSURE BULKHEAD DOME & FORGED RING		
5410-432/442Q-02I	NACELLE INTERNAL ELEMENTS RODS AND FITTINGS		
5310-231-03E	FORWARD FUSELAGE SECTION III PAX/CREW ENTRY DOOR		
5310-113-C01I	FUSELAGE FORWARD SECTION I INTERNAL ELEMENTS		
5310-121-C01E	FUSELAGE EXTERNAL ELEMENTS AT ANTENNAS REGION		
5310-121-C01I	FUSELAGE FORWARD SECTION II INTERNAL ELEMENTS		
5310-231-C01I	FUSELAGE INTERNAL ELEMENTS ABOVE FLOOR (PAX CABIN)		
5320-141/142-C01E	FUSELAGE CENTER SECTION I (PAX CABIN) LOWER EXTERNAL SKIN PANEL		
5320-147-C01I	FUSELAGE CENTER SECTION I (PAX CABIN)		

5320-147-C031	FUSELAGE CENTER SECTION I (PAX CABIN) INTERNAL		
5320-241/242-02E	FUSELAGE CENTER SECTION I (PAX CABIN) OVER WING ESCAPE		
5330-161-C01I	FUSELAGE ELEMENT SECTION I (CARGO) INTERNAL ELEMENTS		
5520-335-C01E	ELEVATOR AND TAB UPPER SKIN PANELS		
5530-325-02E	FRONT AND REAR FIN-TO-FUSELAGE FITTINGS		
5520-335-C02E	ELEVATOR AND TAB LOWER SKIN		
5530-324-C01E	VERTICAL STAB SKIN PANELS BETWEEN AUX SPAR AND FRONT SPAR		
5530-324-C01I	VERTICAL STAB, INTERNAL STRUCTURE BETWEEN AUX SPAR AND FRONT SPAR		
5530-325-C01E	VERTICAL STAB SKIN PANELS BETWEEN FRONT AND REAR SPARS		
5540-326-C01E	VISUAL CHECK OF RUDDER I SKIN PANELS		
5540-327-C01E	VISUAL CHECK OF RUDDER II SKIN PANELS		
5720-531/621-01I	WING BOX BEAM INTERNAL ELEMENTS (DRY BAY)		
5750-572/672-C01I	INBOARD FLAP INTERNAL ELEMENTS		
5760-583-C01I	AILERON INTERNAL ELEMENTS		

12.15 Low Utilization Structural "C2" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
5220-812/821/822-01E	ESCAPE HATCH STRUCTURE AND WINDOW FRAME		
5310-221/222-01I	FUSELAGE FORWARD SECTION II (COCKPIT)		
5230-813-01I	CARGO DOOR INTERNAL ELEMENTS		
5310-221/222-06I	FUSELAGE FORWARD SECTION II (COCKPIT)		
5230-813-01I	CARGO DOOR INTERNAL ELEMENTS INCLUDING STOPS AND FITTINGS		
5230-813-02I	SPECIAL DETAILED MAG-PARTICLE NDT CHECK ON THE CARGO DOOR UPPER & LOWER STOPS		
5320-251-C01I	FUSELAGE CENTER SECTION II (CABIN) INTERNAL ELEMENTS		
5330-163/164-C01I	FUSELAGE AFT SECTION I (CARGO) INTERNAL ELEMENTS		
5330-311-C01I	FUSELAGE AFT SECTION II (TAIL CONE) INTERNAL ELEMENTS		
5510-337-C01I	VISUAL CHECK OF HORIZONTAL STAB-TO-FIN CENTER SECTION		
5520-335-C01I	VISUAL CHECK OF ELEVATOR INTERNAL ELEMENTS		
5530-325-05I	FRONT AND REAR FIN-TO-FUSELAGE FITTINGS		
5530-325-06I	FIN-TO-HORIZONTAL STAB ATTACH BOLTS (INSTALLED)		
5710-144-01I	WING CENTER SECTION SKIN PANEL		
5750-572/672-03I	INBOARD FLAP INTERNAL ELEMENTS (SPAR CAPS)		
5750-582/682-03I	OUTBOARD FLAP INTERNAL ELEMENTS (SPAR CAPS)		
5710-144-03I	WING CENTER SECTION INTERNAL ELEMENTS		
5720-521/621-01I	WING BOX BEAM INTERNAL ELEMENTS		

12.16 Low Utilization Structural "C4" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
5210-811-01I	CREW ENTRY DOOR INTERNAL ELEMENTS		
5220-812/821/822-01I	INSPECT ESCAPE HATCH INTERNAL ELEMENTS		
5310-221/222-04I	FUSELAGE FORWARD SECTION II FWD PRESSURE BULKHEAD		
5310-113/114/115/116/211/212-02I	FUSELAGE FORWARD SECTION I FWD PRESSURE BULKHEAD		
5310-221/222-04I	FUSELAGE FORWARD SECTION II FWD PRESSURE BULKHEAD		
5320-252-02I	FUSELAGE CENTER SECTION II (CABIN) ESCAPE HATCH		
5530-325-04I	FIN-TO-HORIZONTAL STAB ATTACH BOLT (NDT)		
5710-143/144-02I	WING TO FUSELAGE FITTING		
5720-531/631-03I	SKIN HIDDEN DETAILS (NDI)		
5720-531/631-03I	WING FRONT SPAR CAP HIDDEN BY MLG SUPPORT (NDT)		
5720-531/631-04I	WING REAR SPAR CAP HIDDEN BY MLG SUPPORT (NDT)		
5720-541/641-02I	SKIN HIDDEN DETAILS (NDT)		
5720-551/651-02I	SKIN HIDDEN DETAILS (NDT)		
5720-521/621-02I	SKIN HIDDEN DETAILS (NDI)		
5720-522/622-02I	WING SKIN HIDDEN BY NACELLE (NDI)		
5750-582/682-02I	EDDY CURRENT UPPER FLAP SPAR CAP BETWEEN RIBS 16A/17A		
5750-572/672-02I	EDDY CURRENT UPPER FLAP SPAR CAP BETWEEN RIBS 5A/7A		

12.17 Low Utilization Zonal "C" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
100-01Z	FUSELAGE LOWER AREA BELOW CABIN FLOOR		
193-01Z / 194-01Z	WING-TO-FUSELAGE CENTER FAIRING (LH/RH)		
195-01Z / 196-01Z	WING-TO-FUSELAGE AFT FAIRING (LH/RH)		
200-01Z	FUSELAGE UPPER AREA ABOVE CABIN FLOOR		
211-01Z / 212-01Z	NOSE UPPER AREA LH/RH INTERNAL		
300-01Z	EMPENNAGE AND FUSELAGE AFT SECTION		
400-01Z	POWERPLANT & NACELLES		
413-01Z / 414-01Z	FORWARD LATERAL COWLING (INTERNAL) (LH & RH)		
415-01Z / 425-01Z	FORWARD/AFT ENGINE UPPER COWLING (LH & RH)		
416-01Z / 426-01Z	ENGINE CENTER COWLING (LH & RH INTERNAL)		
417-01Z / 418-01Z	AFT LATERAL COWLING (LH & RH INTERNAL)		
419-01Z / 429-01Z	EXHAUST DUCT (INTERNAL) (LH & RH)		
423-01Z / 424-01Z	RH FRONT LATERAL COWLING (LH & RH)		
427-01Z / 428-01Z	ENGINE REAR LATERAL COWLING (LH & RH)		
431-01Z / 441-01Z	FORWARD FAIRING (LH & RH INTERNAL)		
432-01Z / 442-01Z	NACELLE FORWARD AREA (LH & RH INTERNAL)		
433-01Z / 442-01Z	FORWARD AREA OF MLG WHEEL WELL (LH & RH)		
434-01Z / 444-01Z	UNDERWING AREA OF MLG WHEELWELL (LH & RH)		
435-01Z / 445-01Z	NACELLE AFT AREA (LH & RH INTERNAL)		

436-01Z / 446-01Z	NACELLE FLAP INTERNAL (LH & RH)		
500-02Z / 600-02Z	HALF WING (LH & RH)		
521-01Z / 621-01Z	AREA BETWEEN FRONT AND AFT SPARS (LH & RH)		
541-01Z / 641-01Z	AREA BETWEEN AUX & FRONT SPAR		
571-01Z / 671-01Z	INBOARD WING TRAILING EDGE AFT OF REAR SPAR (LH & RH)		
581-01Z / 681-01Z	OUTBOARD WING TRAILING EDGE AFT OF REAR SPAR (LH & RH)		
583-01Z / 683-01Z	AILERON (LH & RH INTERNAL)		
713-01Z / 714-01Z	NLG W/W FORWARD DOORS (LH & RH)		
715-01Z / 716-01Z	NLG W/W AFT DOORS (LH & RH)		
723-01Z / 724-01Z	RMLG FRONT DOORS		
725-01Z / 726-01Z	RMLG REAR DOORS		
733-01Z / 734-01Z	LMLG FRONT DOORS		
735-01Z / 736-01Z	LMLG REAR DOORS		
811-01Z	PAX/CREW ENTRY DOOR (EXTERNAL)		
812-01Z / 821-01Z	EMERGENCY EXIT - OVERWING (LH & RH EXTERNAL)		
812-02Z / 821-02Z	EMERGENCY EXIT - OVERWING (LH & RH EXTERNAL)		
813-01Z	CARGO DOOR (EXTERNAL)		
822-01Z	RIGHT REAR ESCAPE HATCH		

12.18 Low Utilization Zonal "C2" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
111-01Z	RADOME (INTERNAL)		
113-01Z / 114-01Z	NLG WHEEL WELL (INTERNAL)		
115-01Z	LOWER NOSE AREA OUTBOARD OF NLG		
116-01Z	LOWER NOSE AREA OUTBOARD OF NLG		
121-01Z / 122-01Z	AREA UNDER COCKPIT FLOOR (INTERNAL) (LH & RH)		
131-01Z / 132-01Z	AREA UNDER FUSELAGE FORWARD SECTION FLOOR (PASSENGER CABIN)		
141-01Z / 142-01Z	AREA FORWARD OF WING CENTER SECT (LH & RH)		
143-01Z	WING BOX BEAM UNDER FUSELAGE (INTERNAL)		
144-01Z	WING BOX BEAM UNDER FUSELAGE (INTERNAL)		
145-01Z / 146-01Z	AREA ABOVE WING CENTER SECT (LH & RH INTERNAL)		
147-01Z / 148-01Z	AREA AFT OF WING CENTER SECT (INTERNAL)		
151-01Z / 152-01Z	AREA UNDER PASSENGER CABIN FLOOR (LH & RH)		
161-01Z / 162-01Z	AREA UNDER CARGO COMP FLOOR (LH & RH)		
163-01Z / 164-01Z	AREA UNDER FUSELAGE AFT SECTION I FLOOR (LH & RH)		
191-01Z / 192-01Z	WING TO FUSELAGE FORWARD FAIRING (LH & RH)		
193-01Z / 194-01Z	CENTER FAIRING WING TO FUSELAGE (LH & RH)		
198-01Z	CENTER FAIRING UNDER FUSELAGE LOWER SURFACE		
199-01Z	APU FAIRING (INTERNAL)		
221-01Z / 222-01Z	COCKPIT (LH & RH INTERNAL)		

231-01Z / 232-01Z	AREA ABOVE FUSELAGE FORWARD SECTION FLOOR (LH & RH)		
241-01Z / 242-01Z	FUSELAGE CENTER SECTION II UPPER LATERAL AREA (LH & (LH & RH)RH)		
243-01Z / 244-01Z	FUSELAGE CENTER SECTION I LATERAL AREA (LH & RH)		
245-01Z / 246-01Z	FUSELAGE CENTER SECTION I CEILING (INTERNAL) (LH & RH)		
261-01Z / 262-01Z	CARGO COMPARTMENT (LH & RH)		
263-01Z / 264-01Z	CARGO COMPARTMENT (LH & RH) NOTE: POST-MOD SB 120-51-0006 ONLY		
265-01Z / 266-01Z	CARGO COMPARTMENT CEILING (LH & RH)		
257-01Z / 268-01Z	CARGO COMPARTMENT CEILING / REQUIRES LINING & THERMO ACOUSTIC INSULATION REMOVAL. SKIN PANEL & SPLICES/UPPER FRAME 46 & FIN-FUSELAGE FITTING FASTENERS NOTE: POST-MOD SB 120-51-0006 ONLY		
311-01Z / 312-01Z	STRUCTURAL AREA AFT OF REAR PRESSURE BULKHEAD (LH & RH)		
313-02Z	TAILCONE FAIRING (APU NOT INSTALLED) REQUIRES FAIRING REMOVAL		
321-01Z	VERTICAL STAB-AFT UPPER & FORWARD FAIRINGS		
322-02Z	DORSAL FIN (INTERNAL)		
323-02Z	VERTICAL STAB LEADING EDGE (INTERNAL)		
324-01Z	AREA BETWEEN AUX AND FRONT SPARS		
325-01Z	AREA BETWEEN FRONT AND REAR SPARS		
326-02Z	PERFORM INTERNAL GENERAL VISUAL INSPECTION OF THE ZONE		
327-01Z	RUDDER II - PERFORM INTERNAL GENERAL VISUAL INSPECTION OF THE ZONE		
331-01Z / 332-01Z	HORIZONTAL STAB LEADING EDGE (LH & RH)		
333-01Z / 334-01Z	HORIZONTAL STABILIZER (LH & RH)		
335-01Z / 336-01Z	ELEVATOR (LH & RH INTERNAL)		
511-01Z / 611-01Z	INBOARD WING LEADING EDGE (INTERNAL (LH & RH)		

512-01Z / 612-01Z	OUTBOARD WING LEADING EDGE (INTERNAL) (LH & RH)		
522-01Z / 622-01Z	FUEL TANK INBOARD CELL AREA BETWEEN FRONT & REAR SPARS		
542-01Z / 642-01Z	AREA BETWEEN AUX & FRONT SPARS & FROM RIB 16 TO 22 (LH & RH)		
551-01Z / 651-01Z	AREA BETWEEN FRONT & REAR SPAR & FROM RIB 14 TO 17 (LH & RH)		
552-01Z / 652-01Z	AREA BETWEEN FRONT & REAR SPAR & FROM RIB 17 TO 22 (LH & RH)		
561-01Z / 661-01Z	AREA BETWEEN AUX & REAR SPAR & FROM RIB 22 TO 27		
562-01Z / 662-01Z	WING TIP FAIRINGS (LH & RH INTERNAL)		
572-01Z / 672-01Z	INBOARD FLAPS (LH & RH)		
582-01Z / 682-01Z	OUTBOARD FLAPS (LH & RH)		
811-02Z	PAX/CREW ENTRY DOOR (INTERNAL)		
813-02Z	CARGO DOOR (INTERNAL)		
822-02Z	RIGHT REAR ESCAPE HATCH (INTERNAL)		

12.19 Low Utilization Zonal "C4" Check Master Control Form

A/C N _____ TAT _____ DATE _____ STATION _____

CARD #	DESCRIPTION	MECHANIC	INSPECTOR
N/A	RECORD ALL LOG BOOK DISCREPANCIES ON NON-ROUTINE FORM M-3		
251-01Z / 252-01Z	FUSELAGE CENTER SECTION II (LH & RH)		
253-01Z / 254-01Z	FUSELAGE CENTER SECTION II CEILING (INTERNAL) (LH & RH)		
313-02Z	TAILCONE FAIRING (APU NOT INSTALLED) REQUIRES FAIRING REMOVAL		
337-01Z / 338-01Z	HORIZONTAL STAB TO VERTICAL STAB		

12.20 Low Utilization Inspection Items by Hourly Intervals (TAT)

LOW UTILIZATION INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
22-06	INSPECT SMT-65() SERVO MOUNT	12000	OR 9 YEARS
23-04	RESTORE COCKPIT VOICE RECORDER (N/A TO SOLID STATE MODELS)	9000 HOURS	
24-01	RESTORE STARTER GENERATOR	1600 HOURS	
24-02	VISUALLY CHECK STARTER-GENERATOR QUICK ATTACH/ DETACH – QAD KIT FOR GENERAL CONDITION	1600 HOURS	OR AT STARTER REMOVAL
24-03	VISUALLY CHECK STARTER-GENERATOR BRUSHES FOR GENERAL CONDITION	800 HOURS OR 1 YEAR	INSPECT EVERY 300 HOURS FOR PRE S.B. 23080-01X-24-02
24-04	RESTORE AUXILLARY GENERATOR	2400 HOURS	1500 HOURS APPLICABLE TO P/N 30081-001
24-05	VISUALLY CHECK AUXILIARY GENERATOR QUICK ATTACH/ DETACH – QAD KIT FOR GENERAL CONDITION	2400 HOURS	ACCOMPLISHED AT TIME OF AUXILIARY GENERATOR RESTORATION
24-08 EAC	LEAD ACID BATTERY CAP TEST	MFG. REC.	HAWKER CMM 24-30-01
24-12	VISUALLY CHECK APU STARTER-GENERATOR BRUSHES FOR GENERAL CONDITION	800 HOURS OR 1 YEAR	INSPECT EVERY 300 HOURS FOR PRE S.B. 23080-01X-24-02
24-15	VERIFY COMPLETE EMERGENCY TRANSFER FUNCTION SYSTEM	400 HOURS	OR 6 MONTHS
27-37	VERIFY RUDDER OVERBOOST PROTECTION AND INDICATING SYSTEM OPERATION	800 HOURS	OR 1 YEAR
27-38	VERIFY STALL WARNING SYSTEM SIDESLIP SENSOR OPERATION	400 HOURS	OR 6 MONTHS
27-39	CHECK STALL WARNING SYSTEM FLAP INTERFACE SIGNAL	800 HOURS	OR 1 YEAR
27-65	INSPECT FAIRLEADS SUPPORT HOLES OF THE AILERON CONTROL PATH IN THE NACELLE REGION	1600 HOURS POST S.B. 120-27-0068	400 HOURS PRE S.B. 120-27-0068
27-66	VISUALLY CHECK AILERON CONTROL CABLE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS, AND BIRD CAGING AT NACELLE REGION	400 HOURS	PRE S.B. 120-27-0068

LOW UTILIZATION INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
28-15	FUNCTIONALLY CHECK CRITICAL BONDING INTEGRITY OF SELECTED CONDUITS INSIDE THE WING TANK, FUEL PUMP AND FQIS CONNECTORS AT TANK WALL, BY CONDUCTIVITY.	4000 HOURS	AFTER INITIAL COMPLIANCE FREQUENCY INTERVAL CHANGES TO 30,000 FLIGHT HOURS.
28-16	VISUALLY INSPECT FQIS HARNESS FOR CLAMP AND HARNESS ISOLATION INTEGRITY.	4000 HOURS	AFTER INITIAL COMPLIANCE FREQUENCY INTERVAL CHANGES TO 20,000 FLIGHT HOURS.
28-17	VISUALLY INSPECT PILOT VALVE HARNESS INSIDE THE CONDUIT.	4000 HOURS	AFTER INITIAL COMPLIANCE FREQUENCY INTERVAL CHANGES TO 20,000 FLIGHT HOURS.
28-18	VISUALLY INSPECT VENT VALVE HARNESS INSIDE THE CONDUIT	4000 HOURS	AFTER INITAIAL COMPLIANCE FREQUENCY INTERVAL CHANGES TO 20,000 FLIGHT HOURS.
32-05	LUBRICATE MLG SPRING CARTRIDGE	400 HOURS	OR 6 MONTHS
32-13	LUBRICATE NLG SPRING CARTRIDGE	400 HOURS	OR 6 MONTHS
32-61	CHECK NWS FEEDBACK 9 DEGREE SWITCH	400 HOURS	OR 6 MONTHS
34-01	PITOT STATIC LEAK CHECK AND CALIBRATION OF ALTIMETERS AND AIR SPEED INDICATORS	3000 HOURS	3000 HOURS
52-15	CHECK GAP BETWEEN PAX/CREW ENTRY DOOR FOLDING FLAP AND DOOR	400 HOURS	OR 6 MONTHS
52-16	CHECK PAX/CREW ENTRY DOOR LOCKING MECHANISM CAMS AND SPRINGS	400 HOURS	OR 6 MONTHS
61-13	CHECK SECONDARY LOW PITCH STOP	400 HOURS	OR 6 MONTHS
61-18	PROPELLOR HUB MAJOR INSPECTION	9000 HOURS	OR 6 YEARS
61-19	OUTER BEARING RACE MAJOR INSPECTION	9000 HOURS	OR 6 YEARS
61-20	BLADE AND PIN ASSEMBLY MAJOR INSPECTION	10000 HOURS	OR 7.5 YEARS
61-21	INNER BEARING RACE (TWO PIECE) INSPECTION	10000 HOURS	OR 7.5 YEARS

LOW UTILIZATION INSPECTION ITEMS BY HOURLY INTERVALS (TAT)			
TASK CARD #	DESCRIPTION	INTERVAL	NOTES
61-22	ACTUATOR ASSEMBLY MAJOR INSPECTION	10000 HOURS	OR 7.5 YEARS
61-61 EAC	DRAIN INSPECT AND SERVICE PROP HUB OIL	250 HOURS	
72-08	ENGINE REDUCTION GEARBOX INPUT PINION BORESCOPE INSPECTION	600 HOURS	PRE S.B. 20331 OR S.B. 20397
72-09	FUEL PUMP VISUAL INSPECTION	600 HOURS	PRE S.B. 20195
72-11	CHECK ENGINE INTERCAVITY CASE P2.5 CAVITY FOR OIL	300 HOURS	PRE S.B. 20914
73-01	REPLACE FUEL/OIL HEATER ELEMENT	600 HOURS	
73-04 EAC	RESTORE ENGINE FUEL NOZZLE	1500 HOURS	

12.21 Low Utilization Inspection Items by APU Hour Intervals

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
24-10	RESTORE APU STARTER-GENERATOR	1600 APU HOURS	
24-11	VISUALLY CHECK APU STARTER-GENERATOR - QAD KIT GENERATOR CONDITION	1600 APU HOURS	
24-12	VISUALLY CHECK APU STARTER-GENERATOR BRUSHES FOR GENERAL CONDITION	800 HOURS	300 HOURS PRE S.B. 23080-01X-24-02
49-06	DISCARD OIL FILTER ELEMENT	750 APU HOURS	750 APU HOURS

12.22 Low Utilization Inspection Items By Flight Cycles

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
28-15	FUNC CHECK WING TANK CONDUITS	30000 CYCLES	
28-16	VISUAL INSPECT FQIS HARNESS	20000 CYCLES	
28-17	VISUAL INSPECT PILOT VALVE HARNESS	20000 CYCLES	
28-18	VISUAL INSPECT VENT VALVE HARNESS	20000 CYCLES	
32-02	RESTORE MLG SHOCK ABSORBER	15000 CYCLES	OR CORROSION INSPECTION DURING C2 CHECK IAW Task Card 32-201EAC
32-03	RESTORE MLG DRAG STRUT	15000 CYCLES	OR CORROSION INSPECTION DURING C2 CHECK IAW Task Card 32-201EAC
32-06	RESTORE MLG SPRING CARTRIDGE	15000 CYCLES	OR CORROSION INSPECTION DURING C2 CHECK IAW Task Card 32-201EAC
32-07	RESTORE MLG AUXILIARY DRAG STRUT	15000 CYCLES	OR CORROSION INSPECTION DURING C2 CHECK IAW Task Card 32-201EAC
32-10	RESTORE NLG SHOCK ABSORBER, STEERING ACTUATORS, RACK, AND SECTION GEAR	15000 CYCLES	OR CORROSION INSPECTION DURING C2 CHECK IAW Task Card 32-200EAC
32-11	RESTORE NLG MAIN DRAG STRUT	15000 CYCLES	OR CORROSION INSPECTION DURING C2 CHECK IAW Task Card 32-200EAC
32-14	RESTORE NLG SPRING CARTRIDGE	15000 CYCLES	OR CORROSION INSPECTION DURING C2 CHECK IAW Task Card 32-200EAC
32-15	RESTORE NLG AUXILIARY DRAG STRUT	15000 CYCLES	OR CORROSION INSPECTION DURING C2 CHECK IAW Task Card 32-200EAC
5310-221/222-02E	FUSELAGE FORWARD SECTION II EXTERNAL SKIN	2750 CYCLES	OR 3 YEARS
5320-252-04E	CENTER FUSELAGE II (PASSENGER CABIN) ESCAPE HATCH CUTOUT VISIBLE STRUCTURE	2750 CYCLES	OR 3 YEARS
5330-163/164/263/264/267/268-04I	FUSELAGE AFT SECTION I (CARGO COMPARTMENT) REAR PRESSURE BULKHEAD AND FORGED DOME	4000 CYCLES	
5510-333/334-01E	HORIZONTAL STABILIZER AT UPPER SKIN PANEL	2750 CYCLES	OR 3 YEARS
5510-333/334-03E	HORIZONTAL STABILIZER AT LOWER SKIN PANEL	2750 CYCLES	OR 3 YEARS

12.23 Low Utilization Inspection Items By Landings

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
32-48	INSPECT MLG SHOCK ABSORBER, DRAG STRUT, SPRING CARTRIDGE, AND AUXILIARY DRAG STRUT	11000 LANDINGS	FROM 9000 TO 11000 LANDINGS (S.B. 120-32-0517)
32-49	INSPECT NLG SHOCK ABSORBER, DRAG STRUT, SPRING CARTRIDGE, AND AUXILIARY DRAG STRUT	11000 LANDINGS	FROM 9000 TO 11000 LANDINGS (S.B. 120-32-0518)

12.24 Low Utilization Inspection Items By Tire Change Intervals

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
32-54	CHECK MAIN B.F. GOODRICH WHEEL HALVES FOR CRACKS AND CORROSION	EVERY 5TH TIRE CHANGE	EVERY 5TH TIRE CHANGE UP TO A TOTAL OF 20 TIRE CHANGES, THEN AT THE 23RD, 26TH, 29TH, AND EVERY TIRE CHANGE THEREAFTER.

12.25 Low Utilization Inspection Items by Date (Month/Year)

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
22-06	INSPECT SMT-65() SERVO MOUNT	108 MONTHS	OR 12000 HOURS
23-01	REPLACE VOICE RECORDER ULB BATTERY AND OPERATIONALLY CHECK ULB	24 MONTHS	
23-05E	VOICE RECORDER ULB SWITCH END CLEANING	3 MONTHS	
24-03	VISUALLY CHECK STARTER-GENERATOR BRUSHES FOR GENERAL CONDITION	12 MONTHS OR 800 HOURS	INSPECT EVERY 300 HOURS FOR PRE S.B. 23080-01X-24-02
24-12	VISUALLY CHECK APU STARTER-GENERATOR BRUSHES FOR GENERAL CONDITION	12 MONTHS OR 800 HOURS	INSPECT EVERY 300 HOURS FOR PRE S.B. 23080-01X-24-02
24-15	VERIFY COMPLETE EMERGENCY TRANSFER SYSTEM	6 MONTHS	OR 400 HOURS
25-15	CHECK ELT CONDITION (14 CFR Part 91.207(D))	12 MONTHS	
25-16 EAC	SURVIVAL ELT OPS CHECK AND BATTERY REPLACEMENT	12 MONTHS	
25-21	BETALIGHT PLACARDS	84 MONTHS	
25-28	REPLACE ELT BATTERY	SEE NOTE	N1105G, N110J, N462CA - 24 MONTHS N463CA - 60 MONTHS
25-41 EAC	SURVIVAL KIT INVENTORY	24 MONTHS	
25-42 EAC	EMERGENCY KIT INVENTORY	12 MONTHS	
26-03	REPLACE ENGINE/WHEELWELL AND APU FIRE EXTINGUISHER BOTTLE CARTRIDGES	120 MONTHS	
26-04	VERIFY ENGINE/WHEELWELL AND APU FIRE EXTINGUISHER BOTTLE PRESSURE SWITCH OPERATION	60 MONTHS	AT TIME OF BOTTLE HYDROSTATIC TEST, TASK CARD 26-09
26-09	PERFORM HYDROSTATIC TEST OF ENGINE/WHEELWELL AND APU FIRE EXTINGUISHER BOTTLES	60 MONTHS	
26-16	INSPECT PORTABLE FIRE EXTINGUISHER FOR WEIGHT	12 MONTHS	REF: EAC GMM CH. 5
26-20	DISCARD BAGGAGE COMPARTMENT FIRE EXTINGUISHING BOTTLE CARTRIDGES	60 MONTHS	QC ONLY
26-21	PERFORM FUNCTIONAL CHECK OF THE TWO WAY CHECK TEE VALVE	60 MONTHS	QC ONLY
26-22	PERFORM BAGGAGE COMP FIRE EXTG BOTTLE HYDROSTATIC CHK	60 MONTHS	APPLIES ONLY TO CLASS C BAGGAGE COMP
27-37	VERIFY RUDDER OVERBOOST PROTECTION AND INDICATING SYSTEM OPERATION	12 MONTHS	OR 800 HOURS
27-38	VERIFY STALL WARNING SYSTEM SIDESLIP SENSOR OPERATION	6 MONTHS	OR 400 HOURS
27-39	CHECK STALL WARNING SYSTEM FLAP INTERFACE SIGNAL	12 MONTHS	OR 800 HOURS

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
31-06	VERIFY DIGITAL FLIGHT DATA RECORDER	12 MONTHS	
31-08	REPLACE DIGITAL FLIGHT DATA RECORDER ULB BATTERY AND OPERATIONALLY CHECK ULB	24 MONTHS	
31-09	REPLACE FLIGHT DATA ACQUISITION UNIT BATTERY	72 MONTHS	FROM MANUFACTURER'S DATE
32-05	LUBRICATE MLG SPRING CARTRIDGE	6 MONTHS	OR 400 HOURS
32-13	LUBRICATE NLG SPRING CARTRIDGE	6 MONTHS	OR 400 HOURS
32-61	CHECK NWS FEEDBACK 9 DEGREE SWITCH	6 MONTHS	OR 400 HOURS
33-01	CHECK EMERGENCY LIGHT BATTERY/ BATTERY PACK	12 MONTHS	
34-01	PITOT STATIC LEAK CHECK AND CALIBRATION OF ALTIMETER AIRSPEED INDICATORS	24 MONTHS	
34-03 EAC	ALTIMETER BIANNUAL INSPECTION	24 MONTHS	
34-08 EAC	CALIBRATE TRANSPONDER SYSTEM BIANNUAL INSPECTION	24 MONTHS	
34-09	COMPENSATE AHRS AND STANDBY COMPASS	24 MONTHS	
34-12	VERIFY ALTITUDE PRE-SELECT SYSTEM	24 MONTHS	
35-05	DISCARD OXYGEN SYSTEM CYLINDER	180 MONTHS	(15 YEARS)
35-11	DISCARD PAX OXYGEN CHEMICAL GENERATOR	144 MONTHS	N/A TO FC
35-12	PORTABLE OXYGEN CYLINDER HYDROSTATIC TEST	36 MONTHS	60 MONTHS IF STEEL CYLINDER
35-13	DISCARD PORTABLE OXYGEN CYLINDER	180 MONTHS	N/A TO FC
35-21 EAC	DISCARD/RESTORE PBE PER ESSEX	120 MONTHS	
35-22	FUNCTIONALLY CHECK PRESSURE REGULATOR OF FLIGHT ATTENDANT OXYGEN CYLINDER	60 MONTHS	
35-25	FUNCTIONALLY CHECK FLIGHT ATTENDANT OXYGEN CYLINDER	60 MONTHS	
49-03	CHECK APU CHIP DETECTOR	12 MONTHS	
49-13	DRAIN AND REFILL APU OIL	12 MONTHS	
52-07	VERIFY OPERATION OF ESCAPE HATCH LOCKING MECHANISM	2 MONTHS	FOR FC AIRCRAFT COCKPIT DIRECT VISION WINDOW ONLY
52-15	CHECK GAP BETWEEN PAX/CREW ENTRY DOOR FOLDING FLAP AND DOOR	6 MONTHS	OR 400 HOURS
52-16	CHECK PAX/CREW ENTRY DOOR LOCKING MECHANISM CAMS AND SPRINGS	6 MONTHS	OR 400 HOURS
5310-131/132-C01I	FUSELAGE FORWARD SECTION UNDER FLOOR	24 MONTHS	48 MONTHS FOR FC ONLY.

TASK CARD #	DESCRIPTION	INTERVAL	NOTES
5520-335/336-C02I	TORQUE TUBE AND FITTINGS DETAILED INSPECTION	96 MONTHS	POST SB 120-55-0015
61-13	CHECK SECONDARY LOW PITCH STOP	6 MONTHS	OR 400 HOURS
61-15	INSPECT PCU P/N 782490-35 AND 782490-46	36 MONTHS	
61-18	PROPELLOR HUB MAJOR INSPECTION	72 MONTHS	OR 9000 HOURS
61-19	OUTER BEARING RACE MAJOR INSPECTION	72 MONTHS	OR 9000 HOURS
61-20	BLADE AND PIN ASSEMBLY MAJOR INSPECTION	90 MONTHS	OR 10000 HOURS
61-21	INNER BEARING RACE (TWO PIECE) INSPECTION	90 MONTHS	OR 10000 HOURS
73-08	CHECK HMU SOLENOID VALVE CONTROL	24 MONTHS	