C1000RT Inspection Corrections:

1. Remove 6.1. Radio Magnetic indicator and annunciator are NOT installed on our aircraft.

2. Correction to 7.9. There is no antenna directly related to the Pilot Audio Panel (KMA 29) for bonding purposes. I suggest changing wording to reference the Viking EMMA card inspection program EMMA Card NO. 16 (20) (b). Wording would read: ***"Pilot audio panel (KMA 29), inspect bonding of the mating surfaces between the mounting tray and the airframe structure (<2.5 Milliohms).***

3. Correction to 7.11. There is no antenna directly related to the Copilot Audio Panel (KMA 29) for bonding purposes. I suggest changing the working to reference the Viking EMMA Card inspection program, EMMA Card NO. 16 (20) (d). Wording would read: ***"Copilot audio panel (KMA 29), inspect bonding of the mating surfaces between the mounting tray and the airframe structure (<2.5 Milliohms).***

4. Remove 10.33, 10.33.1, 10.33.2, also 10.43, 10.34.1 and 10.34.2. These have been repeated in the Inspection. They can all be found under. 14.25, 14.26, 14.27, and 14.28.

5. Remove 11.10 through 11.11.19. These inspections are all for Wing Fuel Tanks. We do not have Wing fuel Tanks installed on our aircraft.

6. Spelling correction to 14.2, (wiring bundle shield ***braid*** to airframe).

7. Spelling correction to 21.8, (security ***and*** corrosion).

8. Spelling correction to 30.1, (propeller reset ***limit*** switch).

9. I suggest removing C 1000.33, along with 33.1 and 33.2 L/H P3 filter removal and installation of new filter from the 1000 hr inspection. This filter is due for replacement at 1000.0 hrs of operation. I think we could track this better on the CALM. We will be removing the P0100 inspection that requires the P3 to be inspected every 100hrs and that should be going on to the CALM. We could track both inspections on the CALM.

10. I suggest removing C 1000.34, along with 34.1 and 34.2 R/H P3 filter removal and installation of new filter from the 1000 hr inspection. This filter is due for replacement at 1000.0 hrs of operation. I think we could track this better on the CALM. We will be removing the P0100 inspection that requires the P3 to be inspected every 100hrs and that should be going on to the CALM. We could track both inspections on the CALM.

11. Remove 36.2.2. Engine driven air pumps are not installed on our aircraft.

12. Remove 36.2.3. Engine driven air pumps are not installed on our aircraft.