Maritime Helicopters

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP) DHC – 6 MAINTENANCE MANUAL

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Revision 2
12/30/21

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MANUAL CONTROL

The Director of Maintenance shall initiate the necessary revision(s). Each revision, in its final form, shall be submitted to the FAA. A cover letter and individual copies shall be submitted to the FAA assigned Principal Maintenance Inspector at the FAA District Office having authority. The FAA representative shall signify approval by signing and dating the bottom of the **Log of Effective Pages** and returning one original copy to the Director of Maintenance. Upon approval by the Director of Maintenance, an electronic copy shall be posted on the Maritime web portal and made available to all necessary personnel.

Field Bases Distribution

All field bases will have access to this Maintenance Manual and any subsequent revisions, on the Maritimes web portal.

Corporate Office Distribution

All applicable corporate office personnel will have access to this Maintenance Manual and any subsequent revisions, on the Maritimes web portal.

RECORD OF REVISIONS

Revision Letter	Revision Date
Original	05/01/20
1	08/25/21
2	12/30/21

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This is a STAND-ALONE document with its own numbering and approval system. No attempt will be made to incorporated temporary revision numbering changes on this page to the CAMP Maintenance Manual Table of Contents or List of Effected pages. The Date Approved stamps at bottom of page will reflect dates of approval of most current *temporary revision*.

The Index of Temporary Revisions will list the current Maintenance Manual Revision number – Temporary Item number (TR#), Section, Page, brief Description of the revision and date. The Temporary Revision (TR) shall be inserted before the affected page in the Maintenance Manual and complied with when completing the inspection interval. Temporary Revisions shall be maintained with the completed inspection intervals paperwork until 1) intervals next inspection, or 2) incorporated into CAMP Maintenance Manual.

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APPROVED: _____ APPROVED: _____
DIRECTOR OF MAINTENANCE FAA PRINCIPAL AVIONICS INSPECTOR

DATE

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1 INTRODUCTION

Aircraft operated by Maritime Helicopters Inc., type certificated for a passenger seating capacity, excluding any pilot seat, of ten or more seats are maintained in accordance with a Continuous Airworthiness Maintenance Program (CAMP). Under this program, Maritime Helicopters Inc. is primarily responsible for the airworthiness of its aircraft and the performance of all the inspection, maintenance or alterations.

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

This CAMP Maintenance Manual is based on the manufacturers' recommended maintenance program. All items pertinent to the continued airworthiness of this aircraft make and model are included, though possibly rearranged.

Maritime Helicopters Inc CAMP program is complied with using both the CAMP General Manual and the aircraft specific CAMP Maintenance Manual herby referred to as the Maintenance Manual.

This Maintenance Manual has been developed and broken down into in to two major sections:

1.1 INSPECTIONS

Basic Inspections encompassed in B section work cards;
- R Checks
- A Checks
- B Checks
- C Checks

Special Conditional Inspections (Tracked in CALM Program)
Functional
Component tests
Powerplant
Propeller (Incorporated into Basic Inspections)
Corrosion Control

1.2 MAINTENANCE

Maintenance Includes;
- Scheduled
- Preventative
- Alterations
- Unscheduled

Powerplant – Pratt & Whitney Canada PT6A-34
- Normal
- Preventative
- Unscheduled

Propeller – Hartzell Propeller HC-B3TN-3DY
- Normal
- Preventative
- Unscheduled

All inspection and maintenance series are independent (stand-alone) of one another. They may be performed in conjunction with one another or independently. Because of their individuality, the Maintenance Manual inspection series shall be tracked independently on the aircraft "status sheet." They also provide additional flexibility and availability of Maritime aircraft and provide a schedule suitable to the environment in which the aircraft operates.
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NOTE:
On new aircraft only, the date the entry issuing the airworthiness certificate was made in the aircraft logbook is to be used as the basis for all (calendar related) time limited items.

1.3 REFERENCE DOCUMENTS

The following information shall be used as reference material in conjunction with this CAMP Maintenance Manual:

- MHI Continuous airworthiness Maintenance Program (CAMP)
- Code of Federal Regulations (14 CFR)
- Airworthiness Directives
- Aircraft Specifications or Type Certificate Data Sheets for Aircraft, Engines, Propellers
- Maritime Operations Manual
- Maritime Aircraft “Status Report”
- Aircraft Log Books
- Technical Advisory Bulletins
- DHC-6 Series
  - Maintenance Manual – PSM 1-64-2
  - Mechanical Repair Manual – PSM 1-6-3
  - Structural Repair Manual – PSM 1-6-3
  - Corrosion Prevention and Control Manual – PSM 1-6-5
  - Hartzell Propeller Manual No. 139
  - Airframe Airworthiness Limitations Manual, DHC-6 – PSM 1-6-11
  - Service Bulletins
- Pratt and Whitney PT6A-34 Series
  - Engine Maintenance Manual
  - Service Bulletins
- FAA Form 337’s documenting major alterations to DHC-6 Series aircrafts operated by Maritime Helicopters.
- National Fire Protection Association, NFPA 10
- Concord Battery Corporation Battery Products Instruction Manual.
- Additional references, as required

Any appliance or emergency equipment installed in the aircraft in accordance with the manufacturer's instructions and have maintenance/inspection requirements, which are not contained in the airframe manufactures’ Maintenance Manual, shall be a part of Maritime Helicopters’ Continuous Airworthiness Maintenance Program and tracked on Maritime Helicopters “Status Report”. All appliances or emergency equipment installed on the aircraft having inspection and maintenance requirements not contained in the airframe manufactures’ Maintenance Manual shall cause Maritime Maintenance Manual to be amended to incorporate those items.

2 SCOPE OF INSPECTION

2.1 PROGRAM RESPONSIBILITY AND REVIEW

The Director of Maintenance is responsible for this inspection and maintenance program. The maintenance manual forms will be reviewed by the Director of Maintenance (or designee) for abnormalities. The Director of Maintenance or the mechanic shall insure that special tools, equipment, and parts needed are available.

2.2 MAINTENANCE AND SERVICING

All maintenance and servicing described in the Continuous Airworthiness Maintenance Program Maintenance Manual shall be performed in accordance with the appropriate manufacturer's maintenance manual or other data acceptable to the administrator.

2.3 AIRWORTHINESS LIMITATIONS (LIFE LIMITS)

No airworthiness limitation items may be exceeded. These are mandatory limitations of hours, calendar time, or cycles, as specified by Type Certificate Data Sheet and the manufacturer's retirement schedule. Items with airworthiness limitations are listed in Appendix A.

2.4 OVERHAUL TIME LIMITS

Manufacturer's time limits for overhaul requirements shall be adhered to and may only be altered provided the manufacturer allows an extension to the overhaul time/calendar and, if applicable, local authority (FAA) approval requirements are met. The overhaul time limited items are specified and tracked on the Maritime Helicopters Aircraft “CALM Report” and are not a part of this Maintenance Manual.

2.5 INSPECTION TYPES

The objective of the inspection types is to direct maintenance personnel to components and areas where defect may result from normal usage. The main inspection types are as follows:

2.5.1 BASIC INSPECTIONS

Basic inspection requirements are for normal operations for paved runways under moderate climatic conditions and provide a series of routine visual inspection checks on a 6000 hours cycle.

In addition to the visual inspections, this maintenance manual prescribes the following tests;

- Operational – Can be performed on aircraft
- Functional – May require supplemental ground support or test equipment
- Bench – This requires removal of the item from the aircraft

2.5.2 SPECIAL INSPECTIONS

Special inspection are inspection requirements which supplement the Basic Inspections and provides coverage for special operating and environmental conditions, calendar timed inspections, heavy landing inspection, wing structural integrity check, hot end, and lightning strike.

2.5.3 STRUCTURAL COMPONENTS SERVICE LIFE LIMITS/INSPECTION

PSM 1-6-7 PART 3 contains the manufacturer’s background information on how the service life limits of structural components contained are determined and compliments the approved Service Life limits in Appendix A. A procedure is included for the wing main spar Fail-Safe inspection, with some illustration provided for crack detection on critical fittings which have been subject to abnormal conditions.

2.5.4 CORROSION PREVENTION AND CONTROL

The Corrosion Prevention and Control provides mandatory supplementary inspections that are required to maintain the integrity of an ageing aircraft. Corrosion Prevention compliance intervals are listed in Appendix C.

The relationship between the Inspections Requirements and Corrosion Prevention is the inspections provide overall coverage to the corrosion prevention program considered necessary to maintain the aircraft in a continuous state of airworthiness. The corrosion prevention program provides supplementary structural inspection that may be required to maintain the integrity of structures of the aircraft approaching their originally intended economic design life.

2.6 LUBRICATION

All Lubrication items described in the Continuous Airworthiness Maintenance Program shall be performed in accordance with the PSM 1-64-2 Chapter 12-20 Scheduled Servicing and appropriate Manufacturer's Maintenance Manual or other data acceptable to the administrator.

2.7 UNSCHEDULED AND CONDITIONAL INSPECTIONS/MAINTENANCE

The Special, Unscheduled, and Conditional Inspections/Maintenance are defined, depending on the airframe and engine manufacturer or modifier, as inspections and maintenance required by an unusual event or required at other than the normal time intervals. Both inspections and required maintenance are listed in this Maintenance Manual and shall be accomplished in accordance with the appropriate Manufacturer's Maintenance Manual.

2.8 FAA AIRWORTHINESS DIRECTIVES AND MANDATORY BULLETINS

Maritime Helicopters shall comply with all FAA Airworthiness Directives. The Maritime Helicopters Director of Maintenance shall evaluate all Airframe and Engine Service Bulletins and the mechanics will be notified of the requirements for all Service Bulletins selected for compliance. Recurring bulletins that Maritime Helicopters Director of Maintenance chooses to comply with will be incorporated into the Maintenance Manual at the next major revision. (Ref: CAMP General Manual Page 7)

2.9 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) OF ITEMS INSTALLED UNDER FAA FORM 337

ICA items shall be entered and tracked by Maritime Helicopters CALM system and complied with at the scheduled interval. When Major Alterations are made to the aircraft and the manufacturer does not provide a checklist or inspection procedures and signature sheet one shall be developed by Maritime Helicopters must be used. These check list/signature sheets will be retained as part of the historical records.

NOTE:
Other reference material may be required to maintain aircraft equipment. Approved data acceptable to the administrator and standard aviation practices may be used.

2.10 CONTRACT MAINTENANCE

All inspections performed on aircraft that are being operated under Maritime Helicopters' CAMP by maintenance facilities other than Maritime Helicopters' shall be done in accordance with Maritime Helicopters' CAMP and Maritime Helicopter' Operations Manual. A copy of the CAMP General and Maintenance Manual shall be provided and appropriate training for the particular job to be performed. (Ref: CAMP General Manual Page 19)

2.11 MANUAL REVISIONS

Changes to any portion of Maritime's Maintenance Manual shall not be made unless the responsible FAA district office first approves them. The program shall be amended whenever the following occurs:

- The issuance of changes to FAR's that affect and pertain to this company's manual, operations, equipment, personnel, or facility.
- Major changes to Manufacturer's inspection methods, limits, and procedures.
- Whenever the administrator of the FAA finds that it is necessary.

NOTE:
Inspection requirements associated with the installation of new equipment on an aircraft shall be monitored via the computerized tracking system as a separate inspection until the CAMP Maintenance Manual is revised and FAA approved.

A vertical bar (change bar) in the right margin indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page. Fleetwide changes to the preamble or Maintenance Manual inspections that are common to multiple aircraft may omit the change bars as they may not accurately indicate all changes.

Revisions to paragraphs in the Preamble will not have a change bar in Table of Contents unless the title of the paragraph has changed. Only changes to the Table of Contents *itself* will have a vertical bar. *The Log of Effective Pages will not have any change bars due to changes already indicated by referencing Issue Dates.*

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Once the Maritime Helicopters' Maintenance Manual is approved by the responsible FAA district office, the Maintenance Manual shall be posted, within 5 working day, on the Maintenance Portal, accessible to Maritime Helicopters' personnel through the internet. To allow continuation of work in progress, both revisions, the previous revision and the superseding revision, shall be posted together on the portal for a period of 5 days. Once posted, inspections shall be printed from the newly posted revision.

If the overlap has expired, comply of one of the following steps.

1 If all initialing mechanic(s) is (are) present, print new form and review both forms. Initial all identical items that have been complied with. Perform all additional work added during the revision. Discard the old inspection form.

2 If initialing mechanic(s) is (are) not available, print new inspection form and review both forms. Initial all identical items that have been complied with by mechanics that are available. For identical items complied with by mechanics that are not available, the signing mechanic will initial the block on the new inspection form, with a note to see the item (listed by item number) on the old inspection form and attach that page to the end of the new inspection form. Perform all additional work added during the revision. Discard all other pages of the old inspection form.

When printed from the Portal, a footer comes printed at the bottom of all Maintenance Manual Inspection forms. The footer will include the aircraft model, Maintenance Manual revision number, and Maintenance Manual revision date. It is the responsibility of the signing mechanic to verify that the form used is the current Maintenance Manual inspection form posted on the Portal.

2.12 ABBREVIATIONS:

The following abbreviations may be used in Maritime Helicopters' paperwork procedures:
NOTE: Abbreviations need not be case sensitive as depicted in the listing below. Additional abbreviations may be used if legible and standard to the industry.

A/C - Aircraft
AC - Alternating Current
ACFT - Aircraft
ACTT - Aircraft Total Time
AD - Airworthiness Directive
A/F - Airframe
AFM - Aircraft Flight Manual
AFTT - Airframe Total Time
AFMS - Aircraft Flight Manual Supplement
AHRS - Attitude and Heading Reference System
ALF After Last Flight
MHI - Maritime Helicopters, Inc.
A/P - Auto Pilot
A & P - Airframe & Powerplant Mechanic
ASB Alert Service Bulletin
C1 Compressor Turbine (Speed, Cycle count, etc.)
C2 Power Turbine (Speed, Cycle count, etc.)
CAMP Continuous Airworthiness Maintenance Program
CASS Continuing Analysis and surveillance System
CEB - Commercial Engine Bulletin
CH - Chapter
CL - Calendar
CAN Compliance Action Notice
CFR Code of Federal Regulations
CMM Component Maintenance Manual
CRO Component Overhaul and Repair Manual
CSL - Commercial Service Letter
C/W - Complied With
CYL - Cycle
DC - Direct Current
ELT - Emergency Locator Transmitter
EMER - Emergency
ENG - Engine
ENGTT - Engine Total Time
FAA - Federal Aviation Administration
CFR - Code of Federal Regulations – Title 14
FOD - Foreign Object Damage
GOV - Governor
GMM General Maintenance Manual
ACFT Aircraft
MOC - Maintenance Operational Check
MM - Maintenance Manual
N1 Compressor Turbine (Speed, Cycle count, etc.)
N2 Power Turbine (Speed, Cycle count, etc.)
N/A - Not Applicable
Ng Compressor Turbine (Speed, Cycle count, etc.)
Np Power Turbine (Speed, Cycle count, etc.)
NT No Tolerance
NFPA - National Fire Protection Association
No. Number
NT No Tolerance
OC - On Condition
OH - Overhaul
OPS CK - Operational Check
OPS CK FLT - Operational Check Flight
PARA Paragraph
P&W Pratt & Whitney
P/C/W - Previously Complied With
PMA - Parts Manufacturer Approval
P/N - Part Number
RT Restricted Tolerance
REF - Reference
RIN - Retirement Index Number
R/H - Right Hand
RII Required Inspection Items
RT Restricted Tolerance
SB - Service Bulletin
SLL Service Life Limit
S/N - Serial Number
SRM Structural Repair Manual
STD - Standard
SI - Service Instruction
STC - Supplemental Type Certificate
TB - Technical Bulletin
TCU - Torque Control Unit
TSI - Time Since Inspection
TSO - Time Since Overhaul
TSN - Time Since New
TSR Time Since Repair
TT - Total Time
VFR - Visual Flight Rules
HRS - Hours
IA - Inspection Authorization
I/A/W In Accordance With
ICA Instructions for Continued airworthiness
IFR - Instrument Flight Rules
INSP - Inspection
L/H - Left Hand
MON Months
MEL - Minimum Equipment List
YRS Years
W&B - Weight and Balance

2.13 DEFINITIONS

For definitions not in this paragraph, refer to 14 CFR Part 1.

AIRWORTHY: Two conditions must be met for an aircraft to be considered "airworthy."
1) The aircraft must conform to its type certificate (design) or properly altered state.
2) The aircraft must be in condition for safe operation.
NOTE: IF EITHER OF THESE CONDITIONS ARE NOT MET, THE AIRCRAFT WOULD BE CONSIDERED NOT AIRWORTHY.

CHECK: Examinations in the form of comparisons with stated standards for the purpose of verifying condition, accuracy, and tolerance.

DAILY: A 24-hour period of time beginning at midnight;
(0000 through 2359 military time or 12:00.00 a.m. through 11:59.59 p.m.)

INSPECTION DESIGNATOR: The inspection designator in the Maritime CAMP Inspection shall indicate:
1) NT: No Tolerance allowed in this inspection; no overflight available.
2) RT: Restricted Tolerance, must comply with this inspection within the tolerances allowed.

EXAMINE: Look at the condition of an item for the following:

Chafing	Distortion	Contamination	Fractures	Cracks
Corrosion	Fraying	Leaks	Scoring	Deterioration
Wear	Loose or missing rivets	Insecurity of attachment	Faulty / broken locking devices	
Loose clips or fasteners		Discoloration due to overheating		

FILL: Fill to the correct level, pressure, or quantity. This also includes where necessary the following:
1) Remove caps or covers, 2) Examine caps, covers, gaskets, seals,
3) Install caps, covers, 4) Install locking devices if appropriate.

FUNCTIONAL TEST: This test is used to ascertain that a system or component is functioning properly in all aspects in conformance with minimum acceptable design specifications. This test may require the use of supplemental ground support equipment or bench test equipment.

"HOME BASE" OF OPERATION Is an Maritime maintenance station where:
1) The subject aircraft is normally located, and
2) Maritime maintenance personnel are normally on duty.

INCLUDES: Means "includes but is not limited to."

INSPECTION: Utilizing acceptable methods, techniques, and practices to determine physical condition and detect defects.

INSTALL: Put a component in the correct position and attach it correctly.

LOANER PART: A part (refer to definition) temporarily being utilized as a replacement for some other original part being repaired.

LONG TERM MAINTENANCE: Maintenance that requires the aircraft is taken out of service and relocated to a repair station.

LUBRICATE: Apply lubricant.

MAINTENANCE: Inspections, overhaul, repair, preservation, and the replacement of parts, but excludes preventative maintenance.

MAY: Has been used only when application of a procedure is optional.

REMOVE: Disconnect a component or system and move it from its correct position.

NEED NOT: Has been used only when application of a procedure is optional.

NO TOLERANCE INSPECTION: A CAMP Inspection that has no overfly, the inspection must be performed on or before to the due time.

2.13 DEFINITIONS (Continued)

OPERATIONAL TEST: Operation of aircraft components, appliances, or systems to evaluate functional performance while installed in the aircraft.

PART(s): Is defined as a "Product" which means an aircraft, aircraft engine, or propeller. It includes components and parts of aircraft, of aircraft engines, and of propellers (rotors); also parts, materials, and appliances.

PORTAL: Maritime Helicopters' intranet, accessible by Maritime Helicopters' personnel through the internet.

PREVENTATIVE MAINTENANCE: Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.

RESTRICTED TOLERANCE INSPECTION: A CAMP Inspection that has a tolerance less than 10%, the inspection must be performed prior to the due time plus the allowed overflight.

REPLACE: Remove an item and install a new or serviceable item in its place.

SERVICEABILITY: Documentation that a part: a) has been manufactured or, b) is (or has been maintained) in an airworthy condition, according to the FAR's.

SHALL: Has been used only when application of a procedure is mandatory.

SHOULD: Has been used only when application of a procedure is recommended.

STANDARD PARTS: Parts conforming to established industry or United States specifications (such as bolts and nuts) (refer to 14 CFR Part 21 Subpart K).

TEST: Operation of aircraft components, appliances, or systems to evaluate functional performance.

TRACEABILITY: Historical evidence that shall include the requirements of 14 CFR Part 21, 14 CFR Part 91.417 (Maintenance Records), and 14 CFR Part 43.

WILL: Has been used only to indicate futurity, never to indicate mandatory procedure.

3 IMPLEMENTATION OF THIS INSPECTION PROGRAM

3.1 AIRCRAFT ELIGIBLE FOR CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM

Each additional aircraft and/or engine being placed on or removed from a Continuous Airworthiness Maintenance Program will have a complete record audit to ensure that all required inspections, applicable mandatory service bulletins, Airworthiness Directives and aircraft servicing are current prior to being placed on the CAMP. The time in service calendar or cycles of operation accumulated under the previous program will be applied to determine inspection due time under the new program (14 CFR 91.409). This "phase in" must be approved by the Director of Maintenance.

Except for new aircraft (less than 50 hours total time) being introduced to this CAMP that are not operating on a Part 135 Program or Manufactures Program, a determination shall be made by the Director of Maintenance as to what inspections must be complied with prior to putting the aircraft on to the CAMP program. A bridging document determining which inspections must be complied with before bringing the aircraft onto the program will be created and remain on file for 1 year.

3.2 PROCEDURE FOR ENTERING PROGRAM

The following procedures shall be used when entering an aircraft on Maritime Helicopters' Continuous Airworthiness Maintenance Program (CAMP).

- The aircraft registration number, make, model, and serial number shall be on the Operations Specification List of Approved Aircraft.
- The requirements of paragraph 3.1 (Helicopters Eligible for Continuous Airworthiness Maintenance Program) have been complied with.
- A bridging document will be created and remain on file for 1 year. The document shall determine by outline which inspections must be complied with before bringing the aircraft onto the CAMP. These inspections shall be entered on to the aircraft logbook and signed off before the aircraft entered onto the program.
- Once the bridging requirement inspections have been complied with, the Aircraft and Engine Log Book shall have an entry made stating that the aircraft and engine are now being inspected in accordance with Maritime Helicopters Model DHC- 6 Series Continuous Airworthiness Maintenance Program

3.3 PROCEDURE FOR LEAVING PROGRAM

When an aircraft is removed from the Continuous Airworthiness Maintenance Program, it shall be the responsibility of the new owner/operator to assume the responsibility for the safe operation and airworthiness of said aircraft. Maritime Helicopters shall make a logbook entry stating that the aircraft is no longer being maintained on the Maritime Helicopters' Approved Continuous Airworthiness Maintenance Program.

3.4 PROCEDURE FOR INSTALLATION OF REPLACEMENT PARTS

The following procedure shall be used when replacement parts (not maintained under Maritime Helicopters Continuous Airworthiness Maintenance Program) are installed.

- Inspection of new replacement parts or overhauled parts (TSO 0.0) shall be at the next normally scheduled Maintenance Manual Inspection following installation.
- Inspection of "loaner part(s)" shall be maintained in accordance with Maritime Helicopters Continuous Airworthiness Maintenance Program.

It shall be the installing mechanic's responsibility to determine the "status" of operation accumulated on the part under previous inspection programs prior to installation of the serviceable replacement part. If the "status" of operation accumulated on the part under previous inspection programs cannot be determined, the serviceable part shall be inspected to all previous Maintenance Manual Inspection allowing it to coincide with the next normally scheduled Maintenance Manual Inspection.

3.5 PROCEDURE FOR NEWLY INSTALLED KITS (ACCESSORIES) NOT COVERED BY THIS CAMP

If the manufacturer of a kit (accessory), appliance or product newly installed on the aircraft supplies instructions for continued airworthiness, Maritime Helicopters Continuous Airworthiness Maintenance Program aircraft status sheet (CALM) shall be revised to incorporate the new instructions for continued airworthiness. Maintenance Manual Inspection requirements associated with the installation of new equipment on an aircraft shall be monitored via the computerized tracking system as a separate inspection until the Maintenance Manual is revised and FAA approved.

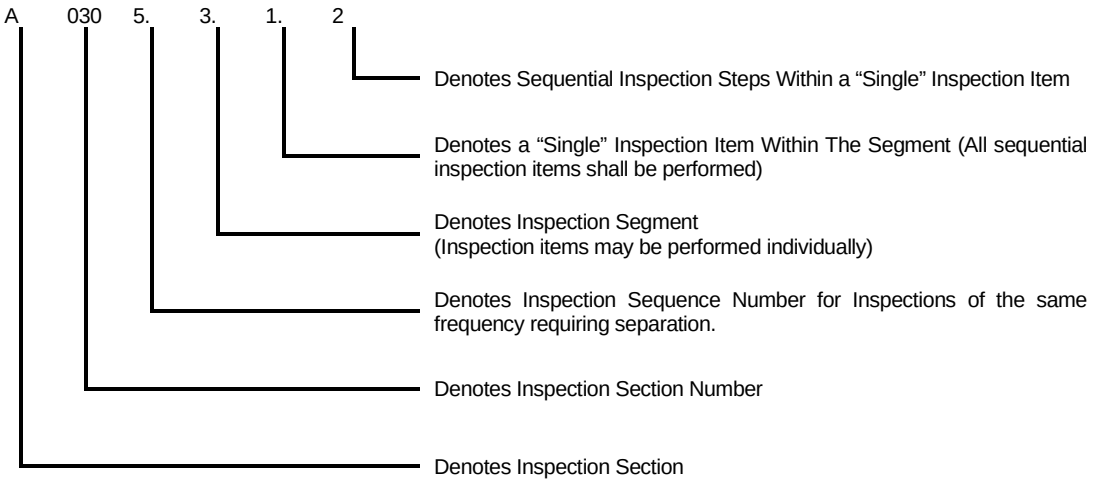
4 PROGRAM OPERATION

4.1 PERFORMANCE INSTRUCTIONS

A Maintenance Manual inspection may be started at any point. Inspection's due times may be exceeded as allowed by the Maintenance Manual inspection's interval. **NOTE: See Paragraph 4.2.1 for limitations of tolerances and calculation of time to next Maintenance Manual inspection due.**

LEGEND

CAMP Inspection Form – Inspection Item Numbering - A 0305.3.1.2



4.2 INSPECTION DUE TIMES

The Maintenance Manual has been developed into inspection series and are independent (stand-alone) of one another. They may be performed in conjunction with one another or independently.

Airframe inspection series shall be tracked on the aircraft "status sheet" based on airframe total time.
Powerplant inspection series applies to engine inspections and shall be tracked on the engine "status sheet" based on engine total time.
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4.2.1 INSPECTION TOLERANCE

Inspection tolerances in this Maintenance Manual are controlled by the manufacture's requirements. If the manufacturer has no tolerance allowed for an inspection item, the inspection item will be found in a No Tolerance (NT) Inspection or placed in a convenient lower frequency inspection. If the manufacturer has a tolerance for an inspection item and the tolerance is less than 10% or restricted to 100 hours and/or 30 days, the inspection item will be found in a restricted Tolerance (RT) Inspection or placed in a convenient lower frequency inspection. If the tolerance is at least 10%, the inspection will be placed in an inspection without designators. A statement of "No Tolerances," or "This Inspection is Restricted to (XX Hours or XX Days)," as required, shall be placed in the note section of the header on the Maintenance Manual Inspection form.

- Use of the Inspection tolerances are to be considered as non-routine maintenance practice, not standard operating procedure.
- Each inspection without a designator may be exceeded by 10% of the Maintenance Manual inspection's most restrictive interval.
- Each inspection with a designated NT or No Tolerance shall not exceed any interval.
- Each inspection with a designated RT or Restricted Tolerance may be exceeded by the stated tolerance in the NOTE section of the work card.
- If the Maintenance Manual inspection was completed prior to the scheduled due time, the time to the next inspection due shall be calculated from the time the inspection was completed.
- If the Maintenance Manual Series A inspection was started after the scheduled due time, the time to the next inspection due shall be calculated from the time it was completed. Series B will also be figured from when the inspection was completed. **Inspections are not to exceed the stated tolerance of the Maintenance Manual inspection's interval (the standard 10% tolerance or stated restriction).**

For aircraft repositioned for long term maintenance; calendar Maintenance Manual inspection intervals performed during the long-term maintenance will start from the date the aircraft is returned to service for all Maintenance Manual inspections completed.

4.3 SCHEDULE OF INSPECTIONS

4.3.1 BASIC INSPECTIONS: Basic Inspections Applicable to DHC-6 *Series* Aircraft

SECTION	TYPE	FREQUENCY
R 0007	Routine	Every 7 Days
B 0125	Basic	Every 125 Hours
B 0250	Basic	Every 250 Hours
C 0500	Basic	Every 500 Hours
C 1000RT	Basic	Every 1000 Hours
C 1500RT	Basic	Every 1500 Hours
C 1700NT	Basic	Every 12 Months
C 3000RT	Basic	Every 3000 Hours

4.3.2 FUNCTIONAL INSPECTIONS: Functional Inspections Applicable to DHC-6 *Series* Aircraft

SECTION	TYPE	FREQUENCY
F 3000NT	Functional	Every 3000 Hours

4.3.3 COMPONENT TESTS: Component Tests Applicable to DHC-6 *Series* Aircraft performed Off Wing

SECTION	TYPE	FREQUENCY
CT 6000NT	Component Test	Every 6000 Hours

4.4 UNSCHEDULED INSPECTIONS

4.4.1 POWERPLANT - Unscheduled inspections are done when the engine is subjected to unusual stress or operating conditions, or exceeds operating limitations or gives unsatisfactory performance/handling. Unscheduled Powerplant inspections are to be performed I/A/W the Pratt & Whitney PT6A-34 MM 72-00-00 ENGINE INSPECTION Chapter 12.

4.4.2 AIRFRAME - Unscheduled inspections are to be completed I/A/W the appropriate section of the Viking PSM 1-6-7 Maintenance Manual as required.

Unscheduled inspection shall be entered into the either the Work Order or Aircraft Log Book. These discrepancies must be rectified prior to release of aircraft for flight.

4.5 SPECIFIC CONDITION INSPECTIONS

Specific Conditional inspections are to be performed I/A/W;

1) Pratt & Whitney PT6T MM 72-00-00 ENGINE - INSPECTION/CHECK
2) Viking PSM 1-6-7 Part 2

4.6 OPERATIONAL CHECKS AND OPERATIONAL CHECK FLIGHTS

See the "Maritime Helicopters Operations Manual," and “General Maintenance Manual” as revised, for complete instructions concerning operational checks and flights.

4.7 INSPECTIONS AWAY FROM HOME BASE

Inspections away from home base shall be conducted in accordance with the Continuous Airworthiness Maintenance Program and the Maritime Helicopters General Maintenance Manual, as revised.

4.8 OVERHAUL SCHEDULE

Overhauls are tracked on Maritime Aircraft’s computer aircraft status CALM sheets.

5 PAPERWORK

The basic guide to record keeping concerning maintenance, preventative maintenance, rebuilding, and alterations is contained in 14 CFR Part 43.

5.1 PAPERWORK DISTRIBUTION

Completed inspection forms along with the aircraft records shall be returned ***WEEKLY*** to the Homer or Fairbanks office, in accordance with the "Maritime Helicopters General Maintenance Manual," as revised.

5.2 DEFERRED DISCREPANCY LOG

See "Section B – Maintenance and Mechanical Discrepancies" of the "Maritime Helicopters General Maintenance Manual," as revised, for complete instructions concerning deferred maintenance.

5.3 DOCUMENTING DISCREPANCIES

All discrepancies discovered during the course of, or in between, scheduled inspections will be entered in the aircraft logbook. When the inspections are being performed by a certified repair station, the Repair Station personnel will enter the discrepancies on the Repair Station Work Order.

All discrepancies affecting airworthiness will be corrected before approving the aircraft for return to service. Repairs will be accomplished using data that is acceptable to the FAA. For major repairs, data that is approved by the FAA will be used. The corrective action taken for each discrepancy will be entered in the aircraft logbook or on the Repair Station Work Order when the inspection is being performed by a certified repair station.

5.4 AIRWORTHINESS RELEASE OR INSPECTION LOG ENTRY

An airworthiness release or an appropriate entry in the Aircraft Logbook shall be made by an authorized mechanic (as defined in paragraph 2.3) after inspections have been performed on an aircraft.

A. Inspections performed by a FAA Repair Station shall have an airworthiness release signed by a certified and authorized mechanic or inspector.
B. A Maritime Helicopters mechanic shall make an appropriate entry in the Aircraft Logbook and Maintenance Discrepancy worksheet as follows:
    1. A description of work performed.
    2. Date of completion of work performed.
    3. Type of Certificate and Certificate Number of person approving work performed.
    4. Signature of person approving work performed.
C. Inspections completed in accordance with Maritime Helicopters' CAMP Maintenance Manual shall be made as described in the individual inspection forms.
D. Completion of C above certifies the following:
    1. The entries required by Paragraph C were prepared in accordance with the procedure in Maritime Helicopters' CAMP.
    2. All work was performed in accordance with the requirements of Maritime Helicopters' Continuous Airworthiness Maintenance Program.
    3. All required items were inspected by an authorized mechanic who determined that the work was satisfactorily completed.
    4. So far as the work performed is concerned, the aircraft is in a condition for safe operation.
    5. The signature of the authorized person constitutes the approval for return to service only for the work performed.
E. All components removed or installed that have a time, cycle, RIN, or calendar life limit shall have the total time, time since inspection, time since overhaul, total cycles, total flights/landings, and calendar date, of both the removed and installed items, as applicable. This information will be entered in the Aircraft Logbook, Engine Logbook (s), and Maintenance Discrepancy worksheet as required.
F. Recurring Airworthiness Directives shall require the time and/or date and when the next action is due, to be entered in the Aircraft Logbook, Engine Logbook (s), and Maintenance Discrepancy worksheet as required.
G. All discrepancies noted during Maintenance Manual inspection(s) shall be recorded and rectified in the aircrafts logbook before approval to return to service.

5.5 AIRCRAFT "STATUS REPORT"

The Aircraft "Status Report" (CALM) is designed to be used as a tracking aid for aircraft inspections, component overhauls, airworthiness limitations, AD's, SB's, FAR requirements, and lubrication intervals. All data is supported by a component record card or a logbook entry.

A. The report breakdown consists of:
    1. Aircraft ID - Registration Number
    2. Model - Of Aircraft
    3. Serial Number - Of Aircraft
    4. Current hours - As of date of last update
    5. Task Code Number – Identification of individual line item
    6. Part Number - Identifies manufacturer's approved part number
    7. Nomenclature - For identification of each line item
    8. Serial Number - Of Component
    9. TSN/TSO at install - Total time of component when installed
    10. Remains - Time before overhaul, retire, or inspection.
    11. Current TSN/TSO - Current time on an item as of last revised status sheet date
    12. Service Life - Manufacturer's assigned service life
    13. The status of all applicable airworthiness directives and recurring manufacturer's alert service bulletins are listed as to next compliance and next due.

B. The Aircraft "Status Report" shall be used as a guide to ensure that time or calendar-controlled components, inspections, airworthiness directives and manufacturer's alert service bulletins shall be removed or inspected by the time or date indicated.
C. The Aircraft "Status Report" shall be updated by using the actual aircraft total time logged in the aircraft Logbook.
D. The Director of Maintenance (or designee) will verify all changes to the Aircraft "Status Report" are true and correct.
E. Changes to the Aircraft "Status Report" involving component changes or maintenance complied with shall be submitted by the mechanic and verified for true and correct updates.
F. The Aircraft "Status Report" also includes the cycle of Maintenance Manual inspections for upcoming and completed inspections

5.6 INSPECTION FORMS

Maritime Helicopters Continuous Airworthiness Maintenance Program Maintenance Manual inspection forms provide the necessary instructions and procedures to conduct aircraft (airframe, engines, rotors, and appliances, including emergency equipment) inspections. Completed Inspection forms will remain on record for each inspection until superseded by the next same inspection.

5.7 INSPECTION ITEMS

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for assuring the inspection form is current with the Maintenance Manual published on the MHI Portal and making the logbook entry shown at the conclusion of this inspection.

NOTE:

If a manufacturer extends (escalates) the recommended inspection interval, Maritime shall request FAA approval for the new manufacturer inspection interval using the Temporary Revision process (2.14) to facilitate compliance until the Maintenance Manual has been revised. The request shall be accompanied by a copy of the manufacturer's recommendation.

5.8 REQUIRED INSPECTION ITEMS (RII)

Maintenance performed, scheduled or unscheduled, to these components or systems require inspection by properly authorized RII inspectors.

- Flight Controls
- Landing Gear (Excludes removals/reinstallations not requiring disassembly i.e., tire assembly)
- Propellers
- Engine Installation
- Engine Controls

Component and system possible inspection items are described in detail in this manual.

5.9 REQUIRED INSPECTION METHODS

RII function shall be performed I/A/W Maritime Helicopters Maintenance Manual using the RII Management Process. RII inspectors are the final authority as to the status of all maintenance, preventive maintenance, and alterations functions performed that require a RII approval. The approved RII Inspector list is maintained by the DOM

The authorized inspector's signature or affixed stamp constitutes the approval for return to service. If the stamp is used it shall be affixed to both copies of the aircraft maintenance logbook sheets.

If an RII inspection is required, it will be entered in the work order or aircraft logbook as a separate entry.

If a pilot operational check is required it shall also be entered in the aircraft logbook as being due, as a separate entry. The pilot's signature at the completion of the maintenance operational check returns the aircraft to service.

The technician performing the work shall have a company authorized inspector perform the inspection of the required inspection item. The technician performing the work may not perform the required inspection.

Required inspection items shall be inspected by designated inspection personnel using manufacturer's manuals. The method of performing these inspections constitutes a visual inspection at critical steps of the work in process and upon completion of the work. The technician performing the work has the responsibility to have his work inspected by an RII inspector at critical stages.

An RII Inspector must:

a. Verify all critical processes
b. Verify all rigging dimensions and adjustments
c. Verify all hidden torques and safeties
d. Ensure the use of:
   i. Proper parts
   ii. Proper materials
   iii. Proper procedures

In all cases, required inspection items will be inspected to ensure said items are in an airworthy and safe condition.

In the event that the inspector does not approve the item of work, he will not sign off the required inspection, and will advise the technician who accomplished the item of work of the discrepancies found. The technician will then remedy the discrepancies and the inspector will repeat his inspection function. This procedure will be referred to as the "Buy-Back" procedure, and will be repeated until the item of work has been satisfactorily accomplished.

Discrepancies found by the RII Inspector must be entered in the aircraft logbook, if that inspector cannot ensure he will see the "Buy-Back" procedure through to completion.

In the event that any required inspection is not completed as a result of work interruptions, the RII Inspector will make an entry on the appropriate form (logbook, etc.), stating the required inspection is incomplete, and a brief description of the reason why it is incomplete.

If any company authorized inspector finds an item which is questionable, the Chief Inspector or Director of Maintenance shall be consulted and shall have final authority to approve the aircraft for return to service or take other necessary action.

Questions concerning any decisions of any required inspection personnel will be made to the Chief Inspector. In the case that the Chief Inspector is not available, the decision of the required inspection personnel will stand until the Chief Inspector is available to make the final decision.

The Required Inspection Items are inspected by a designated RII Inspector at any time a component of one of the items is removed and a like item is installed, or when any part of one of the items is disconnected and reconnected for any reason. This does not include exclusions listed in Para 5.8.

It is the responsibility of the maintenance technician performing the work to have that work inspected prior to approving the aircraft for return to service.

5.9.1 REQUIRED INSPECTION ITEMS STANDARDS

Maritime Helicopters Inc. will utilize the following RII task card whenever perform RII inspections.

Acceptance	Task & JASC 6200 Series Code:
	1. Verify the maintenance manual revision is up to date.
	2. Verify date of calibration of special tools utilized.
	3. Verify the maintenance manual procedure is followed for this installation.
	4. Verify the applicability of Alert Service Bulletins and Technical Bulletins to this installation.
	5. Visually inspect installation for attachment, security, proper installation, and system integrity.
	6. Verify all torques, final closures, and verify all safeties.
	7. Apply torque seal to all safeties.
	8. Review logbook and record entries for accuracy and completion.

6 WEIGHT AND BALANCE CONTROL

6.1 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. Weight and Balance shall be carried out I/A/W Viking PSM 1-64-8 WEIGHT & BALANCE Manual.

6.2 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 Form.

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 Maintenance. 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 Maintenance.

6.3 WEIGHT AND BALANCE FORMS

6.3.1 AIRPLANE WEIGHT AND BALANCE RECORD

This form is intended to serve as a ready reference to show the current empty and/or weighed weight and index for each Maritime Helicopters, Inc. 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 Assistant Chief Pilot-Fixed Wing 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.

6.3.2 PRE-WEIGHING CHECK LIST

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.

6.3.3 AIRCRAFT EQUIPMENT LIST

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.

6.3.4 AIRCRAFT WEIGHT AND BALANCE MANIFEST

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.

6.3.5 BASIC WEIGHT CHANGE RECORD

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 without recomputing the weight and balance. Any of the Accumulative Weight and Change Records 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 Viking PSM 1-64-8 WEIGHT & BALANCE Manual

6.4 WEIGHT AND BALANCE FORMS

6.4.1 MARITIME HELICOPTERS WEIGHT AND BALANCE FORM PRE-WEIGHING CHECK LIST

MARITIME HELICOPTERS PRE-WEIGHING CHECK LIST

STATION_____ DATE_____ A/C NO. N_____ MECH _____

1. Empty all fuel tanks and drain sumps ☐
2. Service both engine oil tanks to full ☐
3. Service 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. _____

6.4.2 MARITIME HELICOPTERS BASIC WEIGHT CHANGE RECORD

BASIC AIRCRAFT WEIGHT CHANGE RECORD													
Aircraft Reg. No.				WEIGHT & MOMENT CHANGE						TOTAL			INITIALS
Aircraft Serial No.				ADDED			REMOVED			BASIC AIRCRAFT			
Date	Added/ Removed	Item	Item Description	Wt lb	Arm In.	Moment In*lb	Wt lb	Arm In.	Moment In*lb	Wt lb	Arm In.	Moment In*lb	
			Basic Aircraft Weight										

7 AIRCRAFT LOG PAGE

AIRCRAFT LOG

Disc #	P/N Off	S/N Off	P/N On	S/N On	Next Inspection Due	Due at A/C Hours/Date
					Fire Extinguisher Monthly	

DISCREPANCY	ATA/MEL	CORRECTIVE ACTION

#1 ENG PWR CHK	Set Alt @ 2992: PA:	TOT/TS/MGT:	OAT C:	TORQUE:	N1 / NG:	N2 100% / NP 96%:	RESULT:
#2 ENG PWR CHK	Set Alt @ 2992 PA:	TOT/TS/MGT:	OAT C:	TORQUE:	N1 / NG:	N2 100% / NP 96%:	RESULT:

Time Record	Hobbs Time	Aircraft Total Time		PIC Name	Total Time Today	# of Starts 1	# of Starts 2	Takeoffs / Landings	Sling Load
Stop:		Time C/F:							
Start:		Time Today:							
Total:		ACTT:							

PREFLIGHT INSPECTION COMPLETED. THIS AIRCRAFT IS DEEMED AIRWORTHY AND SATISFACTORY FOR OPERATIONAL FLIGHT:

SIGNATURE CERTIFICATE NUMBER & CERTIFICATE TYPE

N#	Aircraft Model	Location/Base	DATE: 00/00/00 Format

LOG No. 00001

8 INSPECTIONS

The following airframe inspections shall be performed in conjunction with
Maritime Helicopters CAMP General Manual and applicable Viking Maintenance Manuals as listed.

CHECK: **R 0007 – ROUTINE INSPECTION**
FREQUENCY: **Every 7 Days**
NOTE:

Registration No.: N Start Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: DHC-6 Maintenance Program, Viking PSM 1-64-2 maintenance Manual

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
R 0007.1	**GENERAL**			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.			
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.			
1.3	Replace all life limited components that have completed published operating limits.	DHC-6 MP		
1.4	Open all applicable trim panels, covers, access and inspection doors/covers as necessary.	DHC-6 MP		
R 0007.2	**PLACARDS AND MARKINGS**			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your airframe.			
R 0007.3	**CORROSION CONTROL**			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide PSM 1-6-5, Part 3 on any area's accessed during this CAMP inspection.	Appendix B		
R 0007.4	**INTERNAL**			
4.1	Cargo nets for condition and security, if installed. **Effectivity**: Mod SOO 6274 & Mod 6389			
4.2	Window escape hatches for condition and security.			
4.3	Heated windshields for condition, discoloration, delamination and security.			
4.4	Emergency hand pump handle for security in stowed position			
4.5	Portable fire extinguisher(s) for condition and evidence of leakage, security in stowed position. **Note:** Refer to manufacturer's instructions and local regulatory authority approval.			
4.6	Flight compartment axe and axe stowage for condition and security of axe stowage structure. Condition and security of axe cutting edge and pike to axe handle. **Effectivity**: Mod SOO 6376			

CHECK: R 0007 – ROUTINE INSPECTION
FREQUENCY: Every 7 Days
NOTE:

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
4.7	Crew seats and seat belts for condition and security. Seat belt buckles for proper operations.			
4.8	Utility seats and seat belts for condition and security. Seat belt buckles for proper operations. **Effectivity**: IKHANA STC SA02556LA, I.C.A Doc SU-6-11 Para 8.2			
4.9	Nose baggage compartment verity the HIRF covers are installed. All fasteners must be engaged. Replace if damaged. **Effectivity**: Mod SOO 6/2024			
R 0007.5	**EXTERNAL**			
5.1	Fire extinguisher indicator discs for evidence of extinguisher discharge.			
5.2	Elevator, aileron and all flap skins for condition, drain holes for obstruction and wing tip fairings for condition.			
5.3	Stall warning lift detector vanes for condition, free movement and security.			
5.4	External surfaces of fuselage, nacelles, wings and stabilizers for condition, drains holes for obstruction, wing fences for condition and security, deicing boots for condition.			
5.5	Wing strut skins (where visible) for condition and fasteners for security.			
5.6	Water contamination in fuel system at water drain and fuel strainer drain points.			
5.7	Evidence of fuel leaks on underside of fuselage, drain valves for leakage and security.			
5.8	Fuel vent outlets for obstructions.			
5.9	Fuel for water content, drain valves for condition and security, bent outlets for obstruction, evidence of fuel leaks from wing tank area, filler cap for proper fit and seal condition, filler necks for condition.			
5.10	Depressurize hydraulic system and check gas pressure in accumulators.			
5.11	Hydraulic reservoir for correct fluid level.			
5.12	Pitot heads and static vents for obstructions.			
5.13	Windshield for signs of leakage. Clean as required.			
5.14	Cabin, cabin door and escape hatch windows. Clean as required.			

CHECK: R 0007 – ROUTINE INSPECTION
FREQUENCY: Every 7 Days
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
5.15 Nose and main wheels for cuts, wear, deterioration and inflation.			
5.16 Main and nose wheels for condition.			
5.17 Tail bumper for condition and security.			
R 0007.6 WING - LH			
6.1 Propeller shaft seal for evidence of oil leakage.			
6.2 Propeller deicing boots for condition and security.			
6.3 Engine intake deflector. Clean as required.			
6.4 Compressor inlet screen. Clean as required. **Note:** If dirty screen warrants removal for cleaning, clean inlet as required.			
6.5 Check for correct oil level. Oil filter cap for condition and proper locking. **Note:** If level indication is low when checking oil quantity after engine has been shut down for more than 30 minutes, or after an oil change, then start the engine and run at ground-idle for minimum five minutes, feather the propeller, shutdown the engine, and recheck the oil quantity.			
6.6 Fuel, oil and bleed air pipes leakage.			
6.7 Oil coolers and pressure transmitters for security and leakage.			
6.8 Wing deiced bonded stall bar for condition and proper adhesion.			
R 0007.7 WING - RH			
7.1 Propeller shaft seal for evidence of oil leakage.			
7.2 Propeller deicing boots for condition and security.			
7.3 Engine intake deflector. Clean as required.			

CHECK: **R 0007 – ROUTINE INSPECTION**
FREQUENCY: **Every 7 Days**
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
7.4 Compressor inlet screen. Clean as required. **Note:** If dirty screen warrants removal for cleaning, clean inlet as required.			
7.5 Check for correct oil level. Oil filter cap for condition and proper locking. **Note:** If level indication is low when checking oil quantity after engine has been shut down for more than 30 minutes, or after an oil change, then start the engine and run at ground-idle for minimum five minutes, feather the propeller, shutdown the engine, and recheck the oil quantity.			
7.6 Fuel, oil and bleed air pipes leakage.			
7.7 Oil coolers and pressure transmitters for security and leakage.			
7.8 Wing deiced bonded stall bar for condition and proper adhesion.			
R 0007.8 FUNCTIONAL CHECKS			
8.1 Position, anti-collision, cabin and landing lights.			
8.2 Taxi, wing inspection lights and instrument panel lights. **Note:** Refer also to Special Inspection cards when operating under abnormal environmental conditions.			
8.3 Pitot system head heaters.			
8.4 Flood lights. **Effectivity**: Mod 6/2028			
8.5 Caution lights dimming and dome lights. **Effectivity**: Mod 6/2028			
8.6 ESIS Operational test. **Effectivity**: Mod SOO 6209 & Mod 6/2049			
R 0007.9 FINAL CLOSE UP			
9.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
R 0007.10 POST INSPECTION			
10.1 Perform Functional Check Flight if required per DHC - 6 Maintenance Manual or AFM as appropriate.			
10.2 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: R 0007 – ROUTINE INSPECTION
FREQUENCY: Every 7 Days
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters DHC-6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC - 6 – R 0007 – 7 day Routine Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ Aircraft Ending Total Time: _____

Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: **A 0125 – BASIC INSPECTION**
FREQUENCY: **Every 125 Hours**
NOTE:

Registration No.: N _____ Start Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: Viking PSM 1-64-2 Maintenance Manual, Pratt & Whitney PT6A-34 Maintenance Manual

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
A 0125.1	**GENERAL**			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.			
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.			
1.3	Replace all life limited components that have completed published operating limits.	DHC-6 MP PT6A MM		
1.4	Overhaul all components that have completed published operating limits.	DHC-6 MP PT6A MM		
A 0125.2	**PLACARDS AND MARKINGS**			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your airframe.			
A 0125.3	**CORROSION CONTROL**			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide PSM 1-6-5, Part 3 on any area's accessed during this CAMP inspection.	Appendix B		
A 0125.4	**PREPARATION**			
4.1.	Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			
A 0125.5	**32 - LANDING GEAR NOSE**			
5.1.	Service nose wheel.			
A 0125.6	**61 - PROPELLERS -RH**			
6.1.	Bata backup carbon block retaining pin for free movement. Lubricate.			
6.2.	Overspeed governor for condition, security and leakage.			
6.3.	Constant speed governor for condition, security and leakage.			

CHECK: **A 0125 – BASIC INSPECTION**
FREQUENCY: **Every 125 Hours**
NOTE:

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
6.4.	Propeller blades for condition, nicks, cracks, blades for freedom of movement on hub pitot tubes by rocking slightly using counterweights as levers; grease blade clamps. Blend nicks out from leading edge.			
6.5.	Propeller tachometer generator for condition and security of installation.			
6.6.	Propeller shaft seal for oil leaks.			
A 0125.7	**61 - PROPELLERS -LH**			
7.1.	Bata backup carbon block retaining pin for free movement. Lubricate			
7.2.	Overspeed governor for condition, security and leakage.			
7.3.	Constant speed governor for condition, security and leakage.			
7.4.	Propeller blades for condition, nicks, cracks, blades for freedom of movement on hub pitot tubes by rocking slightly using counterweights as levers; grease blade clamps. Blend nicks out from leading edge.			
7.5.	Propeller tachometer generator for condition and security of installation.			
7.6.	Propeller shaft seal for oil leaks.			
A 0125.8	**71 - POWERPLANT -LH**			
8.1.	Engine cowling fire seals for condition and security, fire seal mount rings for cracks and attachment of brackets and seals.			
8.2.	Engine pipes, insulated air tubes, hose assemblies, leads and controls, pipes for condition, security and leakage, controls for security and operation, clamps and brackets for condition, leads for condition and security. Lockwire and safety cable for security and installation. Clean/replace as required.	SB1687		
A 0125.9	**71 - POWERPLANT -RH**			
9.1.	Engine cowling fire seals for condition and security, fire seal mount rings for cracks and attachment of brackets and seals.			
9.2.	Engine pipes, insulated air tubes, hose assemblies, leads and controls; pipes for condition, security and leakage, controls for security and operation, clamps and brackets for condition, leads for condition and security. Lockwire and safety cable for security and installation. Clean/replace as required.	SB1687		
A 0125.10	**72 - ENGINE - LH**			
10.1.	Engine external tubing for condition, wear, chafing, cracks bulges and evidence of fuel and oil leakage.			
10.2.	Engine gas generator case for condition, cracks, bulges and evidence of hot spots, cleanliness of air inlet screen.	72-20-00		

CHECK: A 0125 – BASIC INSPECTION
FREQUENCY: Every 125 Hours
NOTE:

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
10.3.	Power section and turbine exhaust for duct for condition, cracks and distortion.			
10.4.	Check oil-to-fuel heater installation.	73-10-00		
10.5.	Check scavenge oil pump housing for leaks.			
A 0125.11	**72 - ENGINE - RH**			
11.1.	Engine external tubing for condition, wear, chafing, cracks bulges and evidence of fuel and oil lines for leakage.			
11.2.	Engine gas generator case for condition, cracks, bulges and evidence of hot spots, cleanliness of air inlet screen.	72-20-00		
11.3.	Power section and turbine exhaust for duct for condition, cracks and distortion.			
11.4.	Check oil-to-fuel heater installation.	73-10-00		
11.5.	Check scavenge oil pump housing for leaks.			
A 0125.12	**73 - ENGINE FUEL AND CONTROL - LH**			
12.1.	Fuel pump for security, installation and evidence of leakage. **NOTE:** If airframe fuel boost pump fails or is inadvertently left off for an accumulative time in excess of 10 hours, the engine driven fuel pump must be removed and replaced. The removed pump should be sent to an approved overhaul facility.	72-10-02 Fuel Pump Maint Pract		
12.2.	Fuel pump filter screen (inlet). Remove, inspect and install. Clean or replace as required and leak check (power on). **CAUTION:** Whenever any component upstream of the filter is replaced, check screen after run up or first flight.	73-10-02		
12.3.	Fuel pump filter screen (outlet). Remove, inspect and install. Clean or replace as required and leak check (power on). **Note:** Refer to PWC Service Bulletin No. 1155			
12.4.	Fuel Control Unit for condition, security, linkages, sense lines and heaters for condition, security, and leakage. Examine FCU for bearing washout, shown by blue dye at FCU vent.	73-20-00 FAULT Iso Operating Problems		
12.5.	Discount rod-ends and clean with solvent (PWC11-027/031). Examine rod-ends for corrosion, roughness, side and radial play. Lubricate with MIL-PRF-7870E after engine wash, reinstall rod ends and torque to specific value.	76-10-00		
12.6.	Check drain valves for installation and leaks.	73-10-06		
12.7.	Check starting flow control/flow divider for installation and leaks.	73-10-04		

CHECK: A 0125 – BASIC INSPECTION
FREQUENCY: Every 125 Hours
NOTE:

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
12.8.	Check free movement of linkage.			
12.9.	Inspect pneumatic tubes and lines for cracks and damages especially at the end fittings and joints.			
A 0125.13	**73 - ENGINE FUEL AND CONTROL - RH**			
13.1.	Fuel pump for security and evidence of leakage.			
13.2.	Fuel pump filter screen (inlet). Remove, inspect and install. Clean or replace as required and leak check (power on). **CAUTION:** Whenever any component upstream of the filter is replaced, check screen after run up or first flight			
13.3.	Fuel pump filter screen (outlet). Remove, inspect and install. Clean or replace as required and leak check (power on). **Note:** Refer to PWC Service Bulletin No. 1155			
13.4.	Fuel control unit for condition, security, linkages, sense lines and heaters for condition, security and leakage. Examine FCU for bearing washout, shown by blue dye at FCU vent.			
13.5.	Discount rod-ends and clean with solvent (PWC11-027/031). Examine rod-ends for corrosion, roughness, side and radial play. Lubricate with MIL-PRF-7870E after engine wash, reinstall rod ends and torque to specific value.	76-10-00		
13.6.	Check drain valves for installation and leaks.	73-10-06		
13.7.	Check starting flow control/flow divider for installation and leaks.	73-10-04		
13.8.	Inspect pneumatic tubes and lines for cracks and damages especially at the end fittings and joints.			
13.9.	Check free movement of linkage.			

CHECK: A 0125 – BASIC INSPECTION
FREQUENCY: Every 125 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
A 0125.14 76 – ENGINE CONTROLS - LH			
14.1. Lubricate power control mechanism, cambox and linkage interconnecting rod ball rod-ends. **NOTE**: Pay particular attention to rear linkage cam box, fuel control unit arm, telescopic rod and rod end fittings.			
A 0125.15 76 – ENGINE CONTROLS - RH			
15.1. Lubricate power control mechanism, cambox and linkage interconnecting rod ball rod-ends. **NOTE**: Pay particular attention to rear linkage cam box, fuel control unit arm, telescopic rod and rod end fittings.			
A 0125.16 77 – ENGINE INDICATING - LH			
16.1. Torque pressure transmitter for condition and security.			
16.2. Gas tachometer generator for condition and security of installation.			
A 0125.17 77 – ENGINE INDICATING - RH			
17.1. Torque pressure transmitter for condition and security			
17.2. Gas tachometer generator for condition and security of installation.			
A 0125.18 79 - OIL - LH			
18.1. Engine oil filter remove and check for foreign matter. Install a serviceable filter. **Note:** Clean or renew filter according to instruction in the Engine Maintenance Manual. Change oil I/A/W UACL Service Bulletin No. 1001.			
18.2. Check oil level and condition, security of oil filler cap.	SERVICING 72-60-00		

CHECK: A 0125 – BASIC INSPECTION
FREQUENCY: Every 125 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
A 0125.19 79 - OIL - RH			
19.1. Engine oil filter remove and check for foreign matter. Install a serviceable filter. **Note:** Clean or renew filter according to instruction in the Engine Maintenance Manual. Change oil I/A/W UACL Service Bulletin No. 1001.			
19.2. Check oil level and condition, security of oil filler cap.	SERVICING 72-60-00		
A 0125.20 80 - STARTING - LH			
20.1. Starter generator for security of installation, electrical connectors for security. Clean as required			
19.2. Examine the ignition exciter/current regulator for installation and condition.	74-10-00 Ign/Exciter Maint Pract		
A 0125.21 80 - STARTING - RH			
21.1. Starter generator for security of installation, electrical connectors for security. Clean as required			
21.2. Examine the ignition exciter/current regulator for installation and condition.	74-10-00 Ign/Exciter Maint Pract		

CHECK: **A 0125 – BASIC INSPECTION**
FREQUENCY: **Every 125 Hours**
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
A 0125.22 OPERATIONAL CHECKS			
22.1 Perform the following Operational Checks; **NOTE** Electrical power for the following tests is obtained by connecting a ground power source or by running the engines, whichever is more convenient			
21.1.1 Fuel emergency shutoff valve - Return switches to NORMAL after test. Power on.			
21.1.2 Fuel crossfeed valve and (if installed), position indicator (Pre Mod 6/2009).			
21.1.3 Fuel pump for leaks after inlet filter screen and outlet filter installation. **Note:** Refer to PWC Service Bulletin No. 155			
21.1.4 Oil filters for leaks after installation.			
21.1.5 Fwd avionics compartment cooling fans (Mod 6/2045). (Power on).			
21.1.6 DAU cooling fans (Mod 6/2045). (Power on).			
21.1.7 Reversion control panel (Mod 6/2049) switch.			
21.1.8 ADAHRS #1 and #2 (Mod 6/2049) reversion switches.			
A 0125.23 POST INSPECTION			
23.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
23.2 Clean aircraft and engine once maintenance is completed.			
23.3 Perform functional check flight if required per Pratt & Whitney MM or AFM as appropriate.			
23.4 Check oil levels of hydraulic tank, engine prior to running aircraft.			
23.5 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: **A 0125 – BASIC INSPECTION**
FREQUENCY: **Every 125 Hours**
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters Viking DHC-6 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC-6 – A 0125 – 125 Hour Basic Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: **B 0250 – BASIC INSPECTION**
FREQUENCY: **Every 250 Hours**
NOTE:

Registration No.: N _____ Start Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: Viking PSM 1-64-2 Maintenance Manual, Pratt & Whitney PT6A-34 Maintenance Manual

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
B 0250.1 GENERAL			
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.			
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.			
1.3 Replace all life limited components that have completed published operating limits.	DHC-6-400 MP PT6A MM		
1.4 Overhaul all components that have completed published operating limits.	DHC-6-400 MP PT6A MM		
B 0250.2 PLACARDS AND MARKINGS			
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your airframe.			
B 0250.3 CORROSION CONTROL			
3.1 Perform corrosion inspection in accordance with the Corrosion Guide PSM 1-6-5, Part 3 on any area's accessed during this CAMP inspection.	Appendix B		
B 0250.4 PREPARATION			
4.1 Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			
B 0250.5 23 - COMMUNICATIONS			
5.1 Pilot and Co-pilots head sets for condition and security.			
5.2 Nose cap lightning rod for condition and security.			
B 0250.6 24 – ELECTRICAL POWER			
6.1 Avionics Start Battery for condition and security. **Effectivity:** Mod 6/2315			

CHECK: B 0250 – BASIC INSPECTION
FREQUENCY: Every 250 Hours
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
B 0250.7	**26 – FIRE PROTECTION - LH**			
7.1	Fire detection thermal units and wire loops for condition and security.			
7.2	Engine fire extinguisher bottle for condition and security, correct pressure, pipes for condition and security, electrical wiring for condition and connectors for security.			
B 0250.8	**26 – FIRE PROTECTION - RH**			
8.1	Fire detection thermal units and wire loops for condition and security.			
8.2	Engine fire extinguisher bottle for condition and security, correct pressure, pipes for condition and security, electrical wiring for condition and connectors for security.			
B 0250.9	**27 – FLIGHT CONTROLS**			
9.1	Flap actuator for condition and security of mounting and leakage, selector valve for condition, security of mounting and leakage.			
9.2	Selector pulleys properly secured to spindle.			
9.3	Drip trays for condition, security and fluid content. Remove, dry out and install pads as required.			
B 0250.10	**28 – FUEL - LH**			
10.1	Replace 10-micron filter element as required.			
10.2	Strainer body for condition and security of attachment, and security of drain valve			
10.3	Perform leak check.			
B 0250.11	**28 – FUEL - RH**			
11.1	Replace 10-micron filter element as required.			
11.2	Strainer body for condition and security of attachment, and security of drain valve			
11.3	Perform leak check.			
B 0250.12	**29 – HYDRAULIC POWER**			
12.1	Hydraulic reservoir filler neck for condition and contamination, fluid leakage, end of vent clear of power package tray. Dip stick for seal deterioration.			

CHECK: B 0250 – BASIC INSPECTION
FREQUENCY: Every 250 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
B 0250.13 30 – ICE AND RAIN PROTECTION - LH			
13.1 Propeller deicing boots for cuts, tears, burns, deterioration and proper adhesion.			
13.2 Propeller deicing brush block and back plate slip ring for condition and security.			
B 0250.14 30 – ICE AND RAIN PROTECTION - RH			
14.1 Propeller deicing boots for cuts, tears, burns, deterioration and proper adhesion.			
14.2 Propeller deicing brush block and back plate slip ring for condition and security.			
B 0250.15 32 – LANDING GEAR NOSE			
15.1 Nose gear shock strut for correct extension as given on date plate. Fork retaining nut properly secured.			
15.2 Nosewheel steering actuator for condition and leakage, hydraulic pipes and input swivel lever for condition, connections for security and leakage.			
15.3 Steering cables where visible, for condition, corrosion, kinks, flattening, proper attachment and security; pulleys for condition, freedom of operation and security.			
15.4 Pulleys for condition, freedom of operation and security, turnbuckles for security.			
15.5 Perform a detail visual inspection of cable terminals as follows;			
15.5.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
15.5.2 Do a detailed visual inspection of cable terminals excluding the hexagonal wrench flat area) for signs of corrosion pits.			
15.5.3 Do a detailed visual inspection of cable terminals for signs of cracks in all exposed parts of the terminals.			
15.5.4 If corrosion pits and/or cracks are found on any cable terminal, remove the applicable cable assembly and replace with new cable assembly.			
15.5.5 In a new cable assembly is install or if the rigging was disturbed when the lockwire was removed in step 15.5.1, rig the control system.			
15.5.6 If the lockwire was removed, secure the cable terminals with lockwire. **Note:** Refer to Service bulletin No. 6/453.			
15.6 Steering actuator linkage for condition, corrosion and security, fouling of linkage on shock struct cylinder body.			

CHECK: B 0250 – BASIC INSPECTION
FREQUENCY: Every 250 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
15.7 Remove nose wheel and clean as required.			
15.8 Inspect as follows;			
15.8.1 Wheel for abrasions, cracks, chipped rims.			
15.8.2 Bearings for signs of wear, corrosion, fretting and blueing; lubricate.			
15.8.3 Bushings for signs of wear.			
15.8.4 Seals for distortion, fit, deterioration and security.			
15.9 Install nose wheel assembly.			
B 0250.16 32 – LANDING GEAR MAIN			
16.1 Remove and clean main wheels.			
16.2 Inspect as follows;			
16.2.1 Wheels for abrasions, cracks, chipped rims, brake drive signs of wear.			
16.2.2 Wheel bearings for signs for wear corrosion, fretting and blueing. lubricate.			
16.2.3 Brake housing for evidence of overheating.			
16.2.4 Brake discs for scoring, distortion, evidence of overheating.			
16.2.5 Brake disk guides (when installed) for condition and security.			
16.2.6 Brake linings for wear and within limits.			
16.3 Reinstall main wheels.			
B 0250.17 52 – DOORS			
17.1 Cabin escape hatch door release mechanisms for proper operation, seals for deterioration and security.			

CHECK: **B 0250 – BASIC INSPECTION**
FREQUENCY: **Every 250 Hours**
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
B 0250.18 53 – FUSELAGE			
18.1 Cabin floor panes for condition, delamination, corrosion and security. Clean as required.			
18.2 Cargo tie-down rings for condition and security. **Note**: if cabin floor panes are severely damaged, removed panels and inspect supporting structure for damage, buckling and cracks.			
B 0250.19 55 - STABILIZERS			
19.1 Elevator and rudder including tab hinge arms for condition and security.			
19.2 Hinge arm attachment bolts for safety and security.			
B 0250.20 57 – WING – LH			
20.1 Wing root rib forward aluminum adapter (Pre-Mod 6/1887 and EO69080) for condition, cracks, corrosion and security. **Note:** Refer to Service Bulletin Nos. 6/174 and 6/476 and A.D. 94-04-01 if applicable.			
20.2 Wing exterior upper surfaces for dents, scores, abrasions and corrosion.			
20.3 Inboard trailing flap for condition skins for cracks and fastener for security. **Note:** Refer to Service Bulletin No. 6/174 and 6/345			
20.4 Wing flap, aileron hinge arms and connecting link attachment bolts for safety and security.			
20.5 Main wing hinge arms, bonding wire, bearings for condition and security and attachment bolts for safety and security. **Note:** Includes inboard hinge location mounted to the fuselage side at STA 248.41.			
B 0250.21 57 – WING – RH			
21.1 Wing root rib forward aluminum adapter (Pre-Mod 6/1887 and EO69080) for condition, cracks, corrosion and security. **Note:** Refer to Service Bulletin Nos. 6/174 and 6/476 and A.D. 94-04-01 if applicable.			
21.2 Wing exterior upper surfaces for dents, scores, abrasions and corrosion.			

CHECK: **B 0250 – BASIC INSPECTION**
FREQUENCY: **Every 250 Hours**
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
21.3 Inboard trailing flap for condition skins for cracks and fastener for security. **Note:** Refer to Service Bulletin No. 6/174 and 6/345			
21.4 Wing flap, aileron hinge arms and connecting link attachment bolts for safety and security.			
21.5 Main wing hinge arms, bonding wire, bearings for condition and security and attachment bolts for safety and security. **Note:** Includes inboard hinge location mounted at the fuselage side at STA 248.41.			
B 0250.22 72 – ENGINE - LH			
22.1 Inspect the following;			
22.1.1 Exhaust duct for condition, defector vanes for cracks, erosion and security			
22.1.2 Flow Divider/Dump Valve for installation and leaks.			
22.1.3 Drain valves for installation and leaks.			
22.1.4 Oil-to-fuel heater for installation and leaks.			
22.1.5 Pneumatic tubes and lines for cracks and damage especially at the fittings and joints.			
22.2 Perform a visual inspection with a mirror or a borescope of the first stage compressor rotor. **Note:** If any FOD has caused the engine to become prone to engine surges or causes unusual compressor whining, the large bent airfoil will make the whining sound, remove the engine immediately.			
B 0250.23 72 – ENGINE - RH			
23.1 Inspect the following;			
23.1.1 Exhaust duct for condition, defector vanes for cracks, erosion and security			
23.1.2 Flow Divider/Dump Valve for installation and leaks.			

CHECK: B 0250 – BASIC INSPECTION
FREQUENCY: Every 250 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
23.1.3 Drain valves for installation and leaks.			
23.1.4 Oil-to-fuel heater for installation and leaks.			
23.1.5 Pneumatic tubes and lines for cracks and damage especially at the fittings and joints.			
23.2 Perform a visual inspection with a mirror or a borescope of the first stage compressor rotor. **Note:** If any FOD has caused the engine to become prone to engine surges or causes unusual compressor whining, the large bent airfoil will make the whining sound, remove the engine immediately. Fig 602	Para. 9.D.		
B 0250.24 80 – STARTING - LH			
24.1 Remove spark igniters for operational test.			
24.2 Clean as required and install serviceable spark igniters.			
24.3 Examine the ignition exciter/current regulator for installation and condition.	74-10-00 Ign/Exciter Maint Pract		
24.4 Examine the ignition cables for chafing, wear and installation.			
24.5 Examine the spark igniters for cleanliness and erosion.	74-20-00		
24.5.1 Perform a functional check.	Cables & Spark Ignig Maint Pract		
B 0250.25 80 – STARTING - RH			
25.1 Remove spark igniters for operational test.			
25.2 Clean as required and install serviceable spark igniters.			
25.3 Examine the ignition exciter/current regulator for installation and condition.	74-10-00 Ign/Exciter Maint Pract		
25.4 Examine the ignition cables for chafing, wear and installation.			

CHECK: B 0250 – BASIC INSPECTION
FREQUENCY: Every 250 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
25.5 Examine the spark igniters for cleanliness and erosion.	74-20-00		
25.5.1 Perform a functional check.	Cables & Spark Ignig Maint Pract		
B 0250.26 OPERATIONAL CHECKS			
26.1 Perform the following Operational Checks; **NOTE** Electrical power for the following tests is obtained by connecting a ground power source or by running the engines, whichever is more convenient			
26.2 All communications and navigation systems.			
26.3 Weather radar.			
26.4 Wing flaps in normal and emergency.			
26.5 Fuel booster pumps, check for evidence of rough running.			
26.6 Fuel system strainers for leak check under system pressure after installation.			
26.7 Flight controls, including trim tabs for full and free movement of all controls.			
26.8 Stall warning light and horn system (Pre-Mod and Mod 6/2028) by actuating detecting vane.			
26.9 Master warning and caution indication and control (Mod 6/2028) function test. (Power on).			

CHECK: B 0250 – BASIC INSPECTION
FREQUENCY: Every 250 Hours
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
B 0250.27	**POST INSPECTION**			
27.1	Inspect for operation and leaks.			
27.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary. Insp for FOD.			
27.3	Clean aircraft and engine once maintenance is completed.			
27.4	Perform Functional Check Flight if required per DHC-6 Maintenance Manual or AFM as appropriate.			
27.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: **B 0250 – BASIC INSPECTION**
FREQUENCY: **Every 250 Hours**
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters DHC-6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC-6 – B 0250 – 250 Hour Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: **C 0500 – BASIC INSPECTION**
FREQUENCY: **Every 500 Hours**
NOTE:

Registration No.: N _____ Start Date: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Aircraft Start Total Cycles: _____

Reference: DHC-6 Maintenance Program, Viking PSM 1-64-2 Maintenance Manual

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
C 0500.1	**GENERAL**			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.			
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.			
1.3	Replace all life limited components that have completed published operating limits.	DHC-6 MP		
1.4	Overhaul all components that have completed published operating limits.	DHC-6 MP		
C 0500.2	**PLACARDS AND MARKINGS**			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your airframe.			
C 0500.3	**CORROSION CONTROL**			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide PSM 1-6-5, Part 3 on any area's accessed during this CAMP inspection	Appendix B		
C 0500.4	**PREPARATION**			
4.1	Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			
C 0500.5	**22 – AUTO FLIGHT**			
5.1	Autopilot (all models) for condition and security of mounting, altitude hold or controller for condition, static line for condition and security, attitude heading selector and turn and slip sensor (if installed) for condition and security. Clean as required.			
5.2	Autopilot (all models) aileron servo cable for fraying, kinks, flattening, proper attachment and security, turnbuckles for security. Pulleys and cable drum for condition, freedom of operation and security. Clamps for security and no evidence of movement on main aileron control cable clamp.			
5.3	Autopilot rudder (all models) servo cable for fraying, kinks, flattening, proper attachment and security, turnbuckles for security. Pulleys and cable drum for condition, freedom of operation and security. Clamps for security and no evidence of movement on main aileron control cable clamp.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
5.4 Rudder (all models) autopilot servo for condition and security of mounting.			
5.5 Autopilot elevator (all models) servo cable for fraying, kinks, flattening, proper attachment and security, turnbuckles for security. Pulleys and cable drum for condition, freedom of operation and security. Clamps for security and no evidence of movement on main aileron control cable clamp.			
5.6 Elevator (all models) autopilot servo for condition and security of mounting.			
5.7 Automatic pitch trim (all models) system cables for fraying, kinks, flattening, proper attachment and security, turnbuckles for security. Pulleys and cable drive for condition, security and freedom of operation. Clamps for security and no evidence of movement on elevator flight control cable clamp.			
5.8 Autopilot (all models) electrical wiring for condition and connectors for security, bonding wires for condition and security. Clean as required.			
5.9 AFCS (autopilot) system, inspect as follows; **Effectivity:** Mod 6/2302, SOO 6221			
5.9.1 Pilot and co-pilot Go Around (G/A) and Touch Control Switches for security and clean as required. Function test.			
5.9.2 Pilot and Co-Pilot; AP Disconnect (AP DISC) Switch for security and clean as required			
5.9.3 Perform Ground Function Test			
5.9.4 Autopilot aileron servo for condition and security.			
5.9.5 Autopilot pitch trim servo actuator for condition and security. Clean as required.			
5.9.6 Autopilot pitch trim servo system pitch trim switch. Inspect for condition and security. Clean as required.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
C 0500.6	**23 – COMMUNICATIONS**			
6.1	Audio system control units and power panels for condition and security of mounting. Flight compartment speakers and speaker panel assembly for condition and security.			
6.2	VHF upper aft antenna for condition and security, control and indicators for condition, wiring and connector for security. Clean as required. **Effectivity:** Mod 6/2003			
6.3	VHF forward antenna for condition and security, control and indicators for condition, wiring and connector for security. Clean as required. **Effectivity:** Mod 6/2003			
6.4	VHF lower aft antenna for condition and security, control and indicators for condition, wiring and connector for security. Clean as required. **Effectivity:** Mod 6/2003, SOO 6231			
6.5	VHF-FM antenna for condition and security, control and indicators for condition, wiring and connector for security. Clean as required. **Effectivity:** Mod SOO 6296			
6.6	VHF and VHF standby antennas for loose connections, fiberglass cover for cracks and deterioration, wire whip for bending or misalignment. **Effectivity:** Pre Mod 6/2003			
6.7	Power distribution and generator control box for condition and security; terminals, connectors and relays for condition and security, signs of overheat, arcing, torque of large terminal posts. Clean as required. Current Limiters (Mod 6/1651) for condition and serviceability.			
6.8	Static discharge wicks for condition and security, minimum length of one-inch wick extension from sheath.			
6.9	GPS/IRIDIUM/WiFi antenna for condition, security and corrosion, condition of external fillet seal, condition of coaxial cables and connectors and security of attachment of coaxial cables.			
6.10	Diodes CR 141 thru CR 146 – check diodes. Replace if required.			
6.11	All aircraft accessible wiring and connectors for condition and security.			
6.12	Check condition and security of main battery cables at main battery and power distribution control box.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
C 0500.7	**25 - EQUIPMENT/FURNISHINGS**			
7.1	Inspect pilots and co-pilots seats as follows;			
7.1.1	Seat structure and seat pan for condition and security, freedom of movement.			
7.1.2	Seat rails for condition and security of stops.			
7.1.3	Return spring assembly for condition and security.			
7.1.4	Safety harness for condition and security, quick release for proper operation. Clean as required.			
7.1.5	Inertia reel for condition and security, proper operation.			
7.2	Inspect ELT mounting provision for security, condition, proper operation and retention. Install safety wire as required.			
7.3	Cabin side rail and floor for condition and security.			
C 0500.8	**27 – FLIGHT CONTROLS**			
8.1	Trim cables for condition, fraying, corrosion, flattening, proper attachment and security.			
8.2	Control column boot for condition and security.			
8.3	Nylon cable jacket for condition, cracking and necking down in diameter.			
8.4	Pulleys (bulkhead and elevator torque tube) for condition and freedom of movement, pulley brackets for condition and security.			
8.5	Lubricate pulley bracket bushings at elevator torque tube.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
8.6 Rudder and elevator trim screw jacks for condition of cable drum grooves, freedom of operation and security. Lubricate.			
8.7 Flap selector valve and follow-up cables for condition, corrosion, fraying, flattening and security of attachment, turnbuckles for security, pulleys for condition and freedom of operation.			
8.8 Do a detailed visual inspection of cable terminals as follows;			
8.8.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
8.8.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
8.8.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
8.8.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
8.8.5 If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed in step 9.7.1, rig the control system.			
8.8.6 If the lockwire was removed, secure the cable terminals with lockwire.			
8.9 Flap/elevator interconnect ball screw jack for condition of cable drum grooves, freedom of operation and security. Lubricate			
8.10 Elevator flap interconnect screw jack for condition of cable drum grooves, freedom of operation and security. Lubricate.			
8.11 Aft fuselage elevator quadrant for condition, distortion, loose toque tube bolts, freedom of movement and mounting brackets for condition, cracks and security. **Note:** Refer to Service Bulletins S.B. 6/379 & 6/511 and A.D.'s 79-14-01 & 89-24-06 if applicable. **WARNING:** Inspect within 25 flight hours if parked aircraft subjected to ground winds with a mean velocity of 35 MPH or greater. Mean wind speeds of 35 MPH will generate wind gusts up to 65 MPH.			
8.12 Stall warning horn for condition and security. **Effectivity:** Pre-Mod 6/2028			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
C 0500.9	**28 – FUEL**			
9.1	L/H Wing fuel emergency shutoff valve for leakage and security.			
9.2	R/R Wing fuel emergency shutoff valve for leakage and security.			
9.3	Remove and inspect motive line check valve strainer for contamination. Clean as required and install serviceable unit. Leak check. **Note:** Drain fuel before removing strainers.			
C 0500.10	**29 – HYDRAULIC POWER**			
10.1	Accumulator air charging valves for condition and security. Clean as required.			
10.2	Hydraulic pump (electric motor driven) for security and leakage.			
10.3	Hydraulic pressure switch security and leakage.			
10.4	Drain holes in hydraulic power package tray clear of obstruction. Clean as required.			
10.5	Emergency hydraulic hand pump for security and leakage.			
10.6	Hydraulic pipes and connections for condition, connections for security.			
10.7	Remove hydraulic filter element and replace with new element. Leak check.			
C 0500.11	**30 – ICE AND RAIN PROTECTION**			
11.1	Horizontal stabilizer deicing boots for cuts, tears, deterioration and proper adhesion.			
11.2	L/H Wing deicing boots for cuts, tears, deterioration and proper adhesion.			
11.3	R/H Wing deicing boots for cuts, tears, deterioration and proper adhesion.			
11.4	Horizontal stabilizer deicing system water separator drain holes and lines for obstruction and security. Water separator filter for condition and replace as necessary.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
11.5 L/H Wing deicing system water separator drain holes and lines for obstruction and security. Airframe deicing water separator filter for condition and replace as necessary.			
11.6 R/H Wing deicing system water separator drain holes and lines for obstruction and security. Airframe deicing water separator filter for condition and replace as necessary.			
11.7 Windshield wiper blades for condition and security, drive arms for tension, tie rods for wear, distortion and security.			
C 0500.12 32 – LANDING GEAR			
12.1 Nose Gear			
12.1.1 Thoroughly clean nose gear shock strut and inspect for condition, security and leakage, service as necessary.			
12.1.2 Remove steering actuator external filter, clean and reinstall.			
12.1.3 Lubricate nose gear torque arms. **Effectivity:** Mod 6/1377			
12.1.4 Nose leg taxi light for condition and security, electrical connection for security.			
12.2 Wheel brake pedal linkage, springs, levers and linkage for condition, wear and security.			
C 0500.13 33 - LIGHTS			
13.1 Taxi light for condition and security, electrical connection for security.			
C 0500.14 34 - NAVIGATION			
14.1 Pitot heads for security and corrosion.			
14.2 Drain the pitot static moister traps at the following locations:			
14.2.1 Adjacent to pitot masts.			
14.2.2 Below static valve on center pylon			

CHECK: **C 0500 – BASIC INSPECTION**
FREQUENCY: **Every 500 Hours**
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
14.2.3	Autopilot computer static line.			
14.3	Pitot head heat electrical wiring for condition and connections for security.			
14.4	Lower transponder antenna #1 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6381 and Mod 6/2003			
14.5	Lower transponder antenna #2 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6381 and Mod 6/2003			
14.6	Upper transponder antenna #1 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6381 & 6/2003			
14.7	Upper transponder antenna #2 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6381 & 6/2003			
14.8	GPS antenna #1 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6/2003			
14.9	GPS antenna #2 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6/2003			
14.10	DME center fuselage antenna for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6/2003			
14.11	DME antenna #2 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6/2003			
14.12	Radar altimeter antenna #1 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6/2003			

CHECK: **C 0500 – BASIC INSPECTION**
FREQUENCY: **Every 500 Hours**
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
14.13 Radar altimeter antenna #2 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388, 6/2003			
14.14 TCAS upper antenna #1 for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6382, 6/2003			
14.15 ADF antenna #1 covers for condition, moisture ingress, cracks deterioration and security, connectors and insulators for security, masts for cracks and security. Clean as required. **Effectivity:** Mod SOO 6209, 6/2003			
C 0500.15 36 - PNEUMATIC			
15.1 Cabin exhaust outlet or, if pneumatic package is installed, heat exchange for condition and clear of obstruction.			
15.2 Remove pneumatic system strainer element, clean and install. Leak check.			
C 0500.16 44 – CABIN SYSTEMS			
16.1 Condition and security of mounting, cabin speakers for condition and security. **Effectivity:** Mod SOO 6/2049			
C 0500.17 52 – DOORS			
17.1 Flight compartment door hinges and locks for condition and security, freedom of operation and proper locking. Lubricate and clean as required.			
17.2 Inspect the cabin doors as follows:			
17.2.1 Hinges and lock for condition, security, freedom of operation and proper locking			
17.2.2 Close cabin LH rear cargo door and position both lower and upper latches in the locked condition. Make sure each latch pin makes positive engagement with door frame and holes.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.2.3 Make sure the lower latch pin remains positively engaged when the locked latch is lifted to the top of its vertical play.			
17.2.4 Clean as required.			
17.3 Inspect the IKHANA FWD door as follows:			
17.3.1 Hinge and lock for condition, security, corrosion, freedom of operation and proper locking, witness marks for correct alignment. Lubricate.			
17.3.2 Inward opening cargo door for condition and security, hinges for condition and freedom of operation. Lubricate.			
17.3.3 Retention straps for condition.			
17.3.4 Clean as required.			
17.3.5 Door guard assembly for condition, check spring engagement against inner handle, ensure the guard assembly is in contact with the handle. Replace damaged springs as required. **Effectivity:** Mod 6/2326 & 6/2386			
17.4 Inspect rear baggage compartment door as follows;			
17.4.1 Hinge for condition, freedom of operation.			
17.4.2 Stay bar for condition of fastener and security in stowed position.			
17.4.3 Door handle and lock for condition and proper operation.			
17.4.4 Lubricate.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.5 Inspect nose compartment door as follows			
17.5.1 Hinges for condition and freedom of operation.			
17.5.2 Stay bar for condition of fastener and security in stowed position.			
17.5.3 Latches for proper operation.			
17.5.4 Lubricate.			
C 0500.18 54 – NACELLE - LH			
18.1 Inspect lower longeron for condition, buckling, cracking, corrosion and fasteners for security at the following locations; **CAUTION**: INSPECTION APPLIES TO ALL AIRCRAFT CONFIGURATIONS AND MUST BE CARRIED OUT PRIOR TO NEXT FLIGHT, IF AIRCRAFT HAS ENCOUNTERED HARD LANDING CONDITION.			
18.1.1 Forward engine mount fittings.			
18.1.2 Forward and at intersection with the wing.			
C 0500.19 54 – NACELLE - RH			
19.1 Inspect lower longeron for condition, buckling, cracking, corrosion and fasteners for security at the following locations; **CAUTION**: INSPECTION APPLIES TO ALL AIRCRAFT CONFIGURATIONS AND MUST BE CARRIED OUT PRIOR TO NEXT FLIGHT, IF AIRCRAFT HAS ENCOUNTERED HARD LANDING CONDITION.			
19.1.1 Forward engine mount fittings.			
19.1.2 Forward and at intersection with the wing.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 0500.20 57 – WING – LH			
20.1 Wing exterior upper surfaces for dents, scores, abrasions and corrosion.			
20.2 Wing leading edge and shroud skins for condition, dents, scores, fasteners for security **Note:** Refer to Service Bulletin Nos. 6/517 if applicable.			
20.3 Electrical wiring and where visible, for condition, connectors for security.			
C 0500.21 57 – WING – RH			
21.1 Wing exterior upper surfaces for dents, scores, abrasions and corrosion.			
21.2 Wing leading edge and shroud skins for condition, dents, scores, fasteners for security **Note:** Refer to Service Bulletin Nos. 6/517 if applicable.			
21.3 Electrical wiring and where visible, for condition, connectors for security.			
C 0500.22 61 – PROPELLERS – LH			
22.1 Autofeather limit switches and slide mechanisms for condition and security, wiring for condition and connectors security. Clean as required.			
22.2 Beta range backup system limit switch and mechanism for condition and security, wiring for condition and connectors for security. Clean as required.			
22.3 Propeller spinner for dents and security, hub for grease or oil leakage and attach bolts for condition and security.			
C 0500.23 61 – PROPELLERS – RH			
23.1 Autofeather limit switches and slide mechanisms for condition and security, wiring for condition and connectors security. Clean as required.			
23.2 Beta range backup system limit switch and mechanism for condition and security, wiring for condition and connectors for security. Clean as required.			
23.3 Propeller spinner for dents and security, hub for grease or oil leakage and attach bolts for condition and security.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 0500.24 71 – POWERPLANT - LH			
24.1 Inspect intake deflector system as follows;			
24.1.1 Exit door for condition and security.			
24.1.2 Actuators for condition security and leakage.			
24.1.3 Locking and release levers for condition, security and leakage, pipes for condition and leakage.			
24.1.4 Air control valves for condition, security and leakage, pipes for condition and leakage.			
24.1.5 Cables for fraying, kinks and wear, connectors for security, rod ends and bearings for condition and security, linkage for condition. Brackets for condition.			
24.2 Perform a detailed visual inspection of cable terminals as follows; **Note:** If corrosion pits and/or cracks are found on any cable terminal, remove the applicable cable assembly and replace with a new cable assembly.			
24.2.1 Remove and discard the lockwire from cable terminals. If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed, rig the control system. **Note:** If safety clip is installed, do not remove the safety clip. If the lockwire was removed, secure the cable terminals with lockwire.			
24.2.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
24.2.3 Cable terminals for signs of cracks in all expose parts of the terminals.			
C 0500.25 71 – POWERPLANT - RH			
25.1 Inspect intake deflector system as follows;			
25.1.1 Exit door for condition and security.			
25.1.2 Actuators for condition security and leakage.			
25.1.3 Locking and release levers for condition, security and leakage, pipes for condition and leakage.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
25.1.4 Air control valves for condition, security and leakage, pipes for condition and leakage.			
25.1.5 Cables for fraying, kinks and wear, connectors for security, rod ends and bearings for condition and security, linkage for condition. Brackets for condition.			
25.2 Perform a detailed visual inspection of cable terminals as follows; **Note:** If corrosion pits and/or cracks are found on any cable terminal, remove the applicable cable assembly and replace with a new cable assembly.			
25.2.1 Remove and discard the lockwire from cable terminals. If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed, rig the control system. **Note:** If safety clip is installed, do not remove the safety clip. If the lockwire was removed, secure the cable terminals with lockwire.			
25.2.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
25.2.3 Cable terminals for signs of cracks in all expose parts of the terminals.			
C 0500.26 76 – ENGINE CONTROLS			
CAUTION With engine stopped - 1) **DO NOT** move power lever in either direction if blades latches are engaged. 2) **DO NOT** select reverse power if power if propeller is at feather.			
26.1 Power control mechanisms and linkages, including beta backup for condition, chafing, fouling and security.			
26.2 Inspect overhead console power controls follows; .			
26.2.1 Mechanism and linkages for condition and freedom of movement.			
26.2.2 Power and propeller levers for smooth operation and propeller/power lever interlock mechanism for operation.			
26.2.3 Fuel shutoff control lever for smooth operation and proper detent action.			
26.2.4 Friction damper for operation, power lever Beta arming switch condition.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 0500.27 77 – ENGINE INDICATING - LH			
27.1 Engine indicating instrument wiring for condition, connectors for security. Clean as required.			
C 0500.28 79 – ENGINE INDICATING - RH			
28.1 Engine indicating instrument wiring for condition, connectors for security. Clean as required.			
C 0500.29 79 – OIL - LH			
29.1 Oil temperature bulb for leakage and security, Connection for security.			
C 0500.30 79 – OIL - RH			
30.1 Oil temperature bulb for leakage and security, Connection for security.			
C 0500.31 80 – STARTING – LH			
31.1 Starter generator brushes for condition and wear.			
31.2 Drive splines for wear. Lubricate			
31.3 Starter generator electrical wiring for condition, insulation for deterioration and connectors for security. Clean as required.			
C 0500.32 80 – STARTING – LH			
32.1 Starter generator brushes for condition and wear.			
32.2 Drive splines for wear. Lubricate			
32.3 Starter generator electrical wiring for condition, insulation for deterioration and connectors for security. Clean as required.			
C 0500.33 OPERATIONAL CHECKS			
33.1 Perform the following Operational Checks; **NOTE** Electrical power for the following tests is obtained by connecting a ground power source or by running the engines, whichever is more convenient			
33.1.1 Oil pressure indicator, oil temperature indicator (Pre Mod 6/2012)			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
33.1.2	Autopilot system			
33.1.3	Doors unlocked warning lights, including limit switch operation			
33.1.4	Fuel leak check after installation of motive line check valve strainers			
33.1.5	Run engine(s) and check the following;			
33.1.5.1	Autofeather system			
33.1.5.2	Beta backup system			
33.1.5.3	Propeller/power interlock			
33.1.6	Emergency cabin lights (Mod SOO 6098, 6179 and 6208).			
33.1.7	Windshield wipers **CAUTION**: DO NOT OPERATE WIPERS ON DRY WINDSHIELD SURFACE			
33.1.8	The following items, as applicable, for leaks after installation.			
33.1.8.1	Hydraulic filter unit			
33.1.8.2	Pneumatic package strainer			
33.1.8.3	Steering actuator filter			
33.1.9	Heated windscreen			
33.1.10	Aileron trim tab position indicator (Pre Mod 6/2047).			
33.1.11	Position indication (Mod 6/2047), do a display indication function test, neutral and full range of travel.			
33.1.12	Alignment of mechanical rudder trim pointer and EFIS rudder trim display (Mod 6/2047).			
33.1.13	Alignment of mechanical pitch trim pointer and EFIS pitch trim display (Mod 6/2047).			
33.1.14	AFCS (Autopilot) (Mod SOO 6221) - KS 272A Pitch trim servo system.			

CHECK: C 0500 – BASIC INSPECTION
FREQUENCY: Every 500 Hours
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
C 0500.34	**POST INSPECTION**			
34.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
34.2	Clean aircraft and engine once maintenance is completed.			
34.3	Perform Functional Check Flight if required per DHC-6 Maintenance Manual or AFM as appropriate.			
34.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: **C 0500 – BASIC INSPECTION**
FREQUENCY: **Every 500 Hours**
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters DHC-6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC-6 – C 0500 – 500 Hour Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

Registration No.: N _____ Start Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: DHC-6 Maintenance Program, Viking PSM 1-64-2 Maintenance Manual

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1000.1 GENERAL			
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.			
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.			
1.3 Replace all life limited components that have completed published operating limits.	DHC-6-400 MP		
1.4 Overhaul all components that have completed published operating limits.	DHC-6-400 MP		
C 1000.2 PLACARDS AND MARKINGS			
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your airframe.			
C 1000.3 CORROSION CONTROL			
3.1 Perform corrosion inspection in accordance with the Corrosion Guide PSM 1-6-5, Part 3 on any area's accessed during this CAMP inspection.	Appendix B		
C 1000.4 PREPARATION			
4.1 Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			
C 1000.5 21 – AIR CONDITIONING			
5.1 Forward avionics compartment air filter for condition, security and free of obstruction. Clean as required. **Effectivity**: Mod C10-06/2014			
5.2 DAU cooling fan for condition and security, bonding wires for condition, security and security of attachment. **Effectivity**: Mod 6/2049			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1000.6 22 – AUTO FLIGHT			
6.1 SM3000 Aileron servo for grounding of unit wiring bundle shield braid to airframe structure (<7.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6221			
6.2 SM3000 Aileron servo for bonding of the mating surfaces between servo mount and airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6221			
6.3 AFCS (Autopilot) SM3000 aileron system servo. Check bridle cable tensions and verify no slippage of clamps has occurred.			
6.4 AFCS (Autopilot) SM3000 elevator system servo. Check bridle cable tensions and verify no slippage of clamps has occurred.			
6.5 AFCS (Autopilot) SM3000 rudder system servo. Check bridle cable tensions and verify no slippage of clamps has occurred.			
6.6 SM3000 rudder servo for grounding of unit wiring bundle shield braid to airframe structure (<7.5 milliohms) . **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6221			
6.7 SM3000 Aileron servo for bonding of the mating surfaces between servo mount and airframe structure (<2.5 milliohms) . **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6221			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
6.8	KS 272A pitch trim servo for grounding of unit wiring bundle shield braid to airframe structure (<7.5 milliohms) . **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6221			
6.9	KS 272A pitch trim servo for bonding of the mating surfaces between servo mount and airframe structure (<2.5 milliohms) . **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6221			
6.10	KS 272A pitch trim system servo. Check bridle cable tensions and verify no slippage of clamps has occurred.			
C 1000.7	**23 – COMMUNICATIONS**			
7.1	VHF upper antenna for bonding of the mating surfaces between antenna and airframe (<3 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003			
7.2	VHF upper aft antenna for condition and security, control and indicators for condition, wiring and connector for security. Clean as required. **Effectivity:** Mod 6/2003			
7.3	VHF forward antenna for bonding of the mating surfaces between antenna and airframe (<3 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003			
7.4	VHF lower aft antenna for bonding of the mating surfaces between antenna and airframe (<3 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003 & Mod 6231			
7.5	VHF lower aft antenna for condition and security, control and indicators for condition, wiring and connector for security. Clean as required. **Effectivity:** Mod 6/2003, SOO 6231			
7.6	VHF-FM antenna for condition and security, control and indicators for condition, wiring and connector for security. Clean as required. **Effectivity:** Mod SOO 6296			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
7.7	VHF-FM antenna for bonding of the mating surfaces between antenna and airframe (<3 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6296			
7.8	Pilots audio panel (KMA 29), for condition and security, bonding wires for condition and security. **Effectivity:** SOO 6209 & Mod 6/2049			
7.9	Pilots audio panel (KMA 29), for bonding of the mating surfaces between mounting tray and airframe (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6209, Mod 6/2049			
7.10	Co-Pilots audio panel (KMA 29), for condition and security, bonding wires for condition and security. **Effectivity:** SOO 6209 & Mod 6/2049			
7.11	Co-Pilots audio panel (KMA 29), for bonding of the mating surfaces between mounting tray and airframe (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6209, Mod 6/2049			
7.12	Pilot audio panel (KMA 29), emergency switch operational test. **Effectivity:** SOO 6209 & Mod 6/2049			
7.13	Co-Pilot audio panel (KMA 29), emergency switch operational test. **Effectivity:** SOO 6209 & Mod 6/2049			
7.14	Audio system (NAT 247) isolation amplifier for bonding of the mating surfaces between antenna and airframe (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
7.15	Audio system (NAT 247) isolation amplifier for condition and security, bonding wires for condition and security. **Effectivity:** Mod 6/2049			
7.16	MMDR #1 for bonding of the mating surfaces between antenna and airframe (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
7.17	MMDR #2 for condition and security, bonding wires for condition and security. **Effectivity:** Mod SOO 6209, Mod 6/2049			
7.18	MMDR #2 for bonding of the mating surfaces between antenna and airframe (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6209, Mod 6/2049			
7.19	MMDR #1 for condition and security, bonding wires for condition and security. **Effectivity:** Mod 6/2049			
7.20	Emergency frequency com tuning switch operational test.			
7.21	GPS/IRIDIUM/WiFi Antenna for condition, security and corrosion, condition of external fillet seal, condition of coaxial cables and connectors and security of attachment of coaxial cables.			
7.22	GPS/IRIDIUM/WiFi Antenna for bonding of the mating surfaces between antenna baseplate and airframe (<3 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** SOO 6288 or 6298			
7.23	SkyNode SAT COM Panel/Dialer (RC6000/A), for condition, security and corrosion; electrical wires and connectors for condition and security of attachment. **Effectivity:** SOO 6298			
C 1000.8	**24 – ELECTRICAL POWER**			
8.1	External power receptacle for condition and security. Clean as required.			
8.2	Grounding and bonding wires for condition and security. Clean as required.			
8.3	Voltage regulators for condition and security. Clean as required.			
C 1000.9	**25 - EQUIPMENT/FURNISHINGS**			
9.1	ELT for bonding of the mating surfaces between the backshell and airframe (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
9.2 ELT Antenna bonding of the mating surfaces between the antenna and airframe (<3 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
9.3 Flight compartment axe and axe storage;			
9.3.1 Axe handle retention strap and elastic webbing for damage or deterioration (loss of elastic properties). Replace on condition.			
9.3.2 Condition and security of axe stowage structure. Condition and security of axe cutting edge and pike to axe handle.			
C 1000.10 27 – FLIGHT CONTROLS			
10.1 Inspect control column (Mod 6/1433) as follows;			
10.1.1 Condition, security and full and free movement.			
10.1.2 Brackets for condition and security, centering strut for condition, proper operation and security.			
10.1.3 Remove covers.			
10.1.4 Check for evidence of binding, chain alignment with control wheel sprockets, sprockets for condition, security and teeth wear, turnbuckles for safety.			
10.1.5 Control column floor boot for condition and security.			
10.1.6 Lubricate.			
10.1.7 Reinstall covers.			
10.2 Rudder torque tube and quadrats for condition and security, linkage and push rod installation for security.			
10.3 Gust lock control for condition and proper operation, brackets and connecting rods for cracks, buckling and security. **Note 1:** Refer to Service Bulletin N. 6/508, if applicable.			
10.4 Rudder pedal support assembly, push rods, levers and linkage for condition and security; pedals for full and free movement; condition and security; peda 10.5 ls for cracking as shown in PSM 1-6-7, Part 1 Figure 2. Replace if cracked.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
10.6 Inspect rudder, elevator and aileron primary control cables as follows; **Note 1:** Refer to Service Bulletin N. 6/523, if applicable. **Note 2:** Ensure adequate clearance with adjacent electrical conduits, structure and other systems, making allowance for vibratory motion of cable under tension. **Note 3:** In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).			
10.6.1 Cables (from beneath flight compartment) floor to wings and empennage) for fraying corrosion, flattening, proper attachment and security.			
10.6.2 Pulleys for condition and freedom of movement, pulley brackets and guides for condition and security, turnbuckles for security.			
10.6.3 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.7 Inspect rudder flight control cables as follows			
10.7.1 Control and tab cables, flap/elevator interconnect and elevator trim cables for fraying kinks, flattening, corrosion and security of attachments.			
10.7.2 Cable ends with nylon sheathing, (where applicable) for condition.			
10.7.3 Turnbuckles for security. Replace cable where evidence of damage is found.			
10.7.4 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.8 Inspect aileron L/H wing flight control cables as follows			
10.8.1 Fraying, flattening, corrosion, proper attachment and security.			
10.8.2 Pulleys for condition and freedom of movement, pulley brackets and guides for condition and security, turnbuckles for security.			
10.8.3 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.9 Inspect aileron R/H wing flight control cables as follows			
10.9.1 Fraying, flattening, corrosion, proper attachment and security.			
10.9.2 Pulleys for condition and freedom of movement, pulley brackets and guides for condition and security, turnbuckles for security.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
10.9.3 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.10 Inspect rudder and elevator trim tab controls as follows;			
10.10.1 Full and freedom of movement, cables for fraying, kinks, flattening, proper attachment and security.			
10.10.2 Pulleys for freedom of operation and pulley brackets for condition and security.			
10.11 Do a detailed visual inspection of cable terminals as follows;			
10.11.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
10.11.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
10.11.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
10.11.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
10.11.5 If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed in step 10.1.15.1, rig the control system.			
10.11.6 If the lockwire was removed, secure the cable terminals with lockwire.			
10.12 Inspect rudder gear tab mechanism as follows;			
10.12.1 Gearbox for condition and security of mounting plate installation and cover, tab pushrod for security and evidence of irregular operation during rudder movement.			
10.12.2 Gearbox to rudder linkage for condition and security, pushrod for security of attachments.			
10.13 Inspect L/H aileron trim tab actuator as follows;			
10.13.1 Smooth operation and security.			
10.13.2 Electrical wiring and connections for security.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
10.13.3 Linkages for damage, safety and security.			
10.13.4 Position transmitter for cleanliness, loose connections and security of mounting.			
10.14 Inspect R/H aileron trim tab actuator as follows;			
10.14.1 Smooth operation and security.			
10.14.2 Electrical wiring and connections for security.			
10.14.3 Linkages for damage, safety and security.			
10.14.4 Position transmitter for cleanliness, loose connections and security of mounting.			
10.15 Aileron trim tab position indicator for condition and security, wiring and connectors for condition and security. **Effectivity:** Mod 6/2047			
10.16 Rubber, elevator and aileron position voltage check. **Effectivity:** Mod 6/2047			
10.17 Position transmitter, inspect for security of mounting and brackets, wiring and connections for security. Clean as required. **Effectivity:** Mod 6/2047			
10.18 Flap position cable for fraying, flattening, corrosion and security of attachment, spring for condition, tension and security.			
10.19 Flap position indicator for smooth operation. **Effectivity:** Mod 6/2048			
10.20 Flap position dracon cable cord at window frame small pulley locations for condition.			
10.21 Flap/elevator interconnect, elevator trim cables and flap indicator cables for condition, fraying, corrosion, flattening and security of attachment, turnbuckles for security, pulleys for condition, security and freedom of operation.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
10.22 Do a detailed visual inspection as follows;			
10.22.1 Fuselage aileron, elevator and rudder flight control cables.			
10.22.2 Flap to elevator interconnect tab cables			
10.22.3 Flap selector valve and follow up cables.			
10.23 Do a detailed visual inspection of cable terminals as follows;			
10.23.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
10.23.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
10.23.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
10.23.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
10.23.5 If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed in step 10.18.1, rig the control system.			
10.23.6 If the lockwire was removed, secure the cable terminals with lockwire.			
10.24 Inspect rudder flight control cables as follows; **Note 1:** Refer to Service Bulletin N. 6/523, if applicable. **Note 2:** Ensure adequate clearance with adjacent electrical conduits, structure and other systems, making allowance for vibratory motion of cable under tension. **Note 3:** In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).			
10.24.1 Cables and tab cables, flap/interconnect and elevator trim cables for fraying corrosion, kinks, flattening, proper attachment and security.			
10.24.2 Cable ends with nylon sheathing, (where applicable), for condition.			

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
10.24.3 Turnbuckles for security. Replace cable where evidence of damage is found.			
10.24.4 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.25 Overhead console flight control and flap selector (Mod 6/1895) aluminum quadrants for condition and security, freedom of movement, cable attachment for security, pulley for smooth and freedom of operation.			
10.26 Aileron flight control cable quadrants in cabin roof for condition and security, bearings for condition, cable guides for security. Clean as required.			
10.27 Elevator control quadrants for cleanliness, damage, corrosion and security; bearings for corrosion, cleanliness and security; stops for damage.			
10.28 Elevator control lever and connecting rod for full and free movement, attaching brackets for cracks and distortion.			
10.29 L/H wing root rib/flap pushrod support rollers for condition, wear and security, proper clearance between rod surface and roller and freedom of operation. Lubricate inside of spacer and bolt. **Effectivity:** Post Mod 6/1707			
10.30 R/H wing root rib/flap pushrod support rollers for condition, wear and security, proper clearance between rod surface and roller and freedom of operation. Lubricate inside of spacer and bolt. **Effectivity:** Post Mod 6/1707			
10.31 Stall warning cam limit microswitch mechanism and propeller reset limit switch for condition and security, connector for security. **Effectivity:** Post Mod 6/1701			
10.32 Rudder position transmitter, inspect for security of mounting and brackets, wiring and connections for security. Clean as required. **Effectivity:** Mod 6/2047			
10.33 Elevator position transmitter, inspect for security of mounting and brackets, wiring and connections for security. Clean as required. **Effectivity:** Mod 6/2047			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1000.11 28 – FUEL			
11.1 Fuel system pipes for condition, connections and hoses for security and leakage, sump plates for corrosion and leakage. Clean as required **Note:** Refer to Service Bulletin No. 6/269 and A.D. 71-16-01, if applicable.			
11.2 Do a detailed visual inspection of the fuel manifold as follows; **Effectivity:** Mod 6/2389			
11.2.1 Bonding clamp sealant and terminal lug sealant for condition and integrity, peeling, cracking or evidence of corrosion.			
11.2.2 Inspect bonding jumpers for condition, security, integrity and corrosion.			
11.2.3 If damaged, replace component, re-apply sealant.			
11.3 Do a detailed visual inspection of the booster pumps as follows;			
11.3.1 Condition, security, corrosion and cleanliness.			
11.3.2 Wiring for condition, corrosion, signs of overheat or arcing.			
11.3.3 Radio noise filters for security, condition and corrosion. **Effectivity:** Pre Mod 6/2267			
11.3.4 Electrical terminals for condition and deterioration of sealant.			
11.3.5 Electronic EMI noise filters for condition, security, sign of overheat. Resistance check and condition of electrical termination. **Effectivity:** Pre Mod 6/2267			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
11.3.6 Bleed resistors for condition, security, sign of overheat. Resistance checks and condition of electrical termination. **Effectivity:** Pre Mod 6/2267			
11.4 Fuel ejectors for condition and security.			
11.5 Crossfeed valve for corrosion, security and evidence of leakage.			
11.6 Fuel system pipes for condition, connections and hoses for security and leakage, sump plates for corrosion and leakage. Clean as required. **Note:** Refer to Service Bulletin No. 6/269 and A.D. 71-16-01, if applicable.			
11.7 Fuel low pressure switches for condition, leakage and security, electrical connector for security.			
11.8 Coaxial electrical wiring in fuel gallery for condition, connectors for condition and security. Clean as required. For Mod 6/2390, do a detailed visual inspection of the environmental wrap for condition, integrity (split, tear or removal etc.). If deterioration is evident, remove the environmental wrap and inspect underlying components for general condition, corrosion, wiring, terminations, shield terminations. Replace damaged components and install new environmental wrap (refer to PSM1-64-2, Chapter 20-50-03). For Mod 6/2395, do a detailed visual inspection of the backshell and backshell sealant for deterioration in the seal cavities. If deterioration is evident, clean and reseal backshell. Replace if deterioration is severe.			
11.9 Grounding and bounding leads for fraying, broken wires, loose connections, cleanliness. For Mod 6/2390, do a detailed visual inspection of the environmental wrap for condition, integrity (split, tear or removal etc.). If deterioration is evident, remove the environmental wrap and inspect underlying components for general condition, corrosion, wiring, terminations, shield terminations. Replace damaged components and install new environmental wrap (refer to PSM1-64-2, Chapter 20-50-03). For Mod 6/2395, do a detailed visual inspection of the backshell and backshell sealant for deterioration in the seal cavities. If deterioration is evident, clean and reseal backshell. Replace if deterioration is severe.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1000.12 29 – HYDRAULIC POWER			
12.1 Hydraulic accumulators for leakage and security.			
12.2 Hydraulic brake system pressure relief valve for leakage and security.			
12.3 Hydraulic system pressure relief valve for leakage and security.			
12.4 Flap system thermal relief valves for leakage and security.			
12.5 Main leg hydraulic lines for condition, leakage, loose clamps and connections for security.			
12.6 Main leg flexible hoses for condition, leakage and connections for security.			
C 1000.13 30 – ICE AND RAIN PROTECTION			
13.1 Heated windshield elements and wiring for condition and security.			
13.2 Airframe deicing timer and connectors for condition and security.			
13.3 Do a detailed visual inspection of the horizontal stabilizer deicing system as follows;			
13.3.1 Ejector for condition and security, clear of obstruction. Clean as required.			
13.3.2 Distributor valve for condition, security and leakage.			
13.3.3 Distributor valve heating jacket for security, electrical connections for corrosion and security.			
13.3.4 Horizontal stabilizer pressure system indicating switches for security, electrical connections for security.			
13.3.5 Pipe for condition, chafing, loose clamps and connections, flexible hoses for deterioration, chafing and security.			

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
13.4 Do a detailed visual inspection of the L/H wing deicing system as follows;			
13.4.1 Distributor valves for leaks and security.			
13.4.2 Distributor valves heater jackets for security, electrical connections for corrosion and security.			
13.4.3 Pipes for condition, chafing, loose clamps and connections, flexible hoses for deterioration, chafing and security.			
13.5 Do a detailed visual inspection of the R/H wing deicing system as follows;			
13.5.1 Distributor valves for leaks and security.			
13.5.2 Distributor valves heater jackets for security, electrical connections for corrosion and security.			
13.5.3 Pipes for condition, chafing, loose clamps and connections, flexible hoses for deterioration, chafing and security.			
13.6 Do a detailed visual inspection of the horizontal stabilizer deicing system as follows;			
13.6.1 Ejector for condition and security, clear of obstructions. Clean s required.			
13.6.2 Distributor valves for leaks and security.			
13.6.3 Distributor valves heater jackets for security, electrical connections for corrosion and security.			
13.6.4 Pressure system indicating switches for security, electrical connections for security.			
13.6.5 Pipes for condition, chafing, loose clamps and connections, flexible hoses for deterioration, chafing and security.			
13.6.6 Caution light panel and cockpit dome light for condition and security.			
13.6.7 Deicing boot pressure warning lights for condition and security. **Effectivity:** Pre Mod 6/2028			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
13.7 Do a detailed visual inspection of the airframe deicing system as follows;			
13.7.1 Timer and connectors for condition and security			
13.7.2 Distributor valves for leaks and security.			
13.7.3 Distributor valves heater jackets for security, electrical connections for corrosion and security.			
13.7.4 Pipes for condition, chafing, loose clamps and connections, flexible hoses for deterioration, chafing and security.			
13.7.5 Pressure system indicating switches for security, electrical connections for security.			
13.7.6 Ejector for condition and security, clear of obstructions. Clean s required.			
13.7.7 Deicing pressure and suction indicator for condition, leakage and security.			
C 1000.14 31 – INSTRUMENTS			
14.1 Primary flight display unit KDU 1080 or KDU 1080-2 for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049			
14.2 Primary flight display unit KDU 1080 or KDU 1080-2, inspect grounding of unit wiring bundle shield braid to airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
14.3 Primary flight display controller KMC2210 for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049			
14.4 Primary flight controller KMC2210, inspect grounding of unit wiring bundle shield braid to airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
14.5 Multi-function display unit KDU 1080 or KDU 1080-2 for condition and security, bonding wires for condition and security of attachment **Effectivity:** Mod 6/2049			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
14.6	Multi-function display controller KMC2220, inspect grounding of unit wiring bundle shield braid to airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
14.7	Multi-function display controller KMC2220 for condition and security, bonding wires for condition and security of attachment **Effectivity:** Mod 6/2049			
14.8	Flight controller KMC9200 for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049			
14.9	Flight controller KMC9200, inspect grounding of unit wiring bundle shield braid to airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
14.10	Reversion control panel for displays, inspect grounding of unit wiring bundle shield braid to airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
14.11	Reversion control panel for displays for condition and security, bonding wires for condition and security of attachment.			
14.12	ESIS display for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049, Pre Mod 6/2170, Post Mod 6/2170, Mod SOO 6209			
14.13	ESIS display, inspect grounding of unit wiring bundle shield braid to airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Pre Mod 6/2170, Post Mod 6/2170, Mod SOO 6209			
14.14	ESIS battery for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049, Pre Mod 6/2170, Post Mod 6/2170, Mod SOO 6209			

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
14.15	ESIS battery, inspect grounding of unit wiring bundle shield braid to airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Pre Mod 6/2170, Post Mod 6/2170, Mod SOO 6209			
14.16	ESIS magnetometer for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049 & Mod SOO 6209			
14.17	ESIS magnetometer, inspect bonding of mating surfaces between mounting feet and airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Pre Mod 6/2170, Post Mod 6/2170, Mod SOO 6209			
14.18	ESIS magnetometer, inspect bonding of mating surfaces between mounting feet and airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Pre Mod 6/2170, Post Mod 6/2170, Mod SOO 6209			
14.19	MAU for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049			
14.20	MAU, inspect bonding of mating surfaces between mounting feet and airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
14.21	MAU, verify ferrite beads are installed on the LAN wires inside the backshells of all the NIC's (bead P/N is a Ferronics 21-727-B). **Effectivity:** Mod 6/2049			
14.22	MAU, visually inspect the mesh covering the air intake for dust and debris. Clean as required. **Effectivity:** Mod 6/2049			
14.23	MAU power supplies, inspect bonding of mating surfaces between mounting feet and airframe structure (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Pre Mod 6/2170, Post Mod 6/2170, Mod SOO 6209			
14.24	MAU power supplies for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049			

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
14.25 CVR for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049 & Mod SOO 6384			
14.26 CVR, inspect bonding of mating surfaces between unit and airframe. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Pre Mod 6/2170, Post Mod 6/2170, Mod SOO 6209			
14.27 FDR for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod SOO 6385 Mod 6/2049 & Mod SOO 6385			
14.28 FDR, inspect bonding of mating surfaces between unit and airframe. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6385 Mod 6/2049 & Mod SOO 6385			
14.29 DAU #1 & #2 for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2049			
14.30 DAU #1 & #2, inspect bonding of mating surfaces between unit and airframe. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
14.31 Master warning and caution indication and control inspect for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2028			
14.32 ECTM/FOQA (IONode 100) (SOO 6288) for condition, security and corrosion; electrical wires and connectors for security of attachment.			
14.33 Inspect FDR (Mod SOO 6385) (Mod 6/2049) (Post Mod 6/2332) for;			
14.33.1 Condition and security; bonding wires for condition and security of attachment.			
14.33.2 Bonding of the mating surfaces between the unit and airframe (< 2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1000.15 32 – LANDING GEAR			
15.1 Inspect the nosewheel steering cables forward of Sta. 60 and beneath cockpit floor as follows; **Effectivity:** Mod 6/1800			
15.1.1 Condition, kinks, flattening, proper attachment and security.			
15.1.2 Pulleys for condition, freedom of operation and security.			
15.1.3 Turnbuckles for security.			
15.1.4 Do a detailed visual inspection of nosewheel cable terminals as follows;			
15.1.5 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
15.1.6 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
15.1.7 Cable terminals for signs of cracks in all exposed parts of the terminals.			
15.1.8 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
15.1.9 If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed in step 10.1.15.1, rig the control system.			
15.1.10 If the lockwire was removed, secure the cable terminals with lockwire.			
15.2 Inspect the nosewheel steering lever as follows; **Effectivity:** Mod 6/1800			
15.2.1 Remove control column cover.			
15.2.2 Cables for condition, kinks, flattening, proper attachment and security.			
15.2.3 Pulleys for condition, freedom of operation and security.			
15.2.4 Turnbuckles for security.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
15.2.5 Do a detailed visual inspection of nosewheel cable terminals as follows;			
15.2.5.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
15.2.5.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
15.2.5.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
15.2.5.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
15.2.5.5 If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed in step 10.1.15.1, rig the control system.			
15.2.5.6 If the lockwire was removed, secure the cable terminals with lockwire.			
15.2.5.7 Steering cables for tension.			
15.2.5.8 Install control column cover.			
15.3 Remove nose wheel. **Note:** Refer also to Special Inspection Card SP1 if applicable.			
15.3.1 Remove tire from wheel and examine for visible cracks or chipping on rims.			
15.3.2 Lubricate bearings as required.			
15.3.3 Install serviceable tire on wheel.			
15.3.4 Install serviceable nose wheel.			
15.4 Remove L/H main wheel. **Note:** Refer also to Special Inspection Card SP1 if applicable.			
15.4.1 Remove tire from wheel and examine for visible cracks or chipping on rims.			
15.4.2 Lubricate bearings as required.			
15.4.3 Install serviceable tire on wheel.			
15.4.4 Install serviceable L/H main wheel.			
15.5 Remove R/H main wheel. **Note:** Refer also to Special Inspection Card SP if applicable.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
15.5.1 Remove tire from wheel and examine for visible cracks or chipping on rims.			
15.5.2 Lubricate bearings as required.			
15.5.3 Install serviceable tire on wheel.			
15.5.4 Install serviceable R/H main wheel.			
15.6 Do a detailed visual inspection of L/H brake system as follows;			
15.6.1 Remove console cover.			
15.6.2 Parking brake rods and linkage for signs of wear and security.			
15.6.3 Lubricate cams.			
15.6.4 Wheel brake valve for leakage and security.			
15.6.5 Clean as required.			
15.6.6 Reinstall console cover.			
15.7 Do a detailed visual inspection of R/H brake system as follows;			
15.7.1 Remove console cover.			
15.7.2 Parking brake rods and linkage for signs of wear and security.			
15.7.3 Lubricate cams.			
15.7.4 Wheel brake valve for leakage and security.			
15.7.5 Clean as required.			
15.7.6 Reinstall console cover.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
15.8 Do a detailed visual inspection of main gear fairings as follows;			
15.8.1 Remove center fairings.			
15.8.2 Cracks, delamination and security.			
15.8.3 Seals for tears, deterioration and security.			
15.8.4 Fairing supporting structure for cracks, corrosion, buckling and loose anchor nuts.			
15.8.5 Roller blind assembly for adequate spring tension, blind for fraying, tears and security.			
15.8.6 Roller for free running and security.			
15.8.7 Welds for cracks at tubes, lugs, pivot fittings and brake flange ale housing. **Note:** Refer to PSM1-6-7 Part 3, Figure 8 for leg weld locations.			
15.8.8 Reinstall center fairings.			
15.9 Inspect shock absorber blocks for condition, free from oil, grease, deterioration, splitting on surface adjacent to bolt holes and displacement of blocks. Discard blocks that have sustained permanent set due to displacement beyond edge of scuff plate. Clean as required. **Note:** Displacement within boundaries of scuff plate edge is allowable and not detrimental to aircraft safety. Inspect for bubbles close to vertical surface of block by smearing surface with water and using a strong light viewed from opposite side of block. For bubble criteria, refer to Maintenance Manual.			
15.10 Main landing gear upper and lower fuselage attachment fittings for condition and security.			
C 1000.16 33 – LIGHTS			
16.1 Caution light panel and cockpit dome light for condition and security.			
16.2 Horizontal stabilizer deicing boot pressure warning lights for condition and security. **Effectivity:** Pre Mod 6/2028			
16.3 Co-pilot dimming control rheostat for condition and clear from cable routing **Effectivity:** Pre Mod 6/2028 **Note:** Refer to Service Bulletin No. 6/401, if applicable.			

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
16.4 Do a visual inspection of the following lights for condition and security, bonding wires for condition and security of attachment; **Effectivity:** Mod 6/2028			
16.4.1 Instrument panel, panel overlay and compass			
16.4.2 Flight compartment flood lights, aisle, eye reference, avionics CB post, instrument panel and visor lights.			
16.4.3 Flight compartment instrument panel, trim panel static valve post and selector lights.			
16.4.4 Flight compartment dome			
16.4.5 Map lights			
16.4.6 Caution dimming lights			
16.5 Do a visual inspection of the following exterior lights for condition and security, bonding wires for condition and security of attachment; **Effectivity:** Mod 6/2028			
16.5.1 Position and strobe			
16.5.2 Aircraft exterior position and strobe			
16.5.3 Aircraft exterior beacons			
16.5.4 Aircraft exterior landing **Effectivity:** Mod 6/2028, 6/2285, 6/2407			
16.5.5 Aircraft exterior wing inspection lights			
16.5.6 Position, anti-collision and strobe for condition and security. **Effectivity:** Pre Mod 6/1513 AND 6/2028 **Note:** Refer to Service Bulletin No. 6/57 and A.D 67-33-01 (Pre Mod 6/116), if applicable (Pre Mod 6/2028)			
16.6 Passenger Warning and passenger lights for condition and security. **Effectivity:** Pre Mod 6/2028			
16.7 Cabin interior boarding lights **Effectivity:** Mod 6/2028			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
16.8 Cabin interior lighting **Effectivity:** Mod 6/2028, 6/2427			
C 1000.17 34 - NAVIGATION			
17.1 #1 VOR antenna inspect bonding of mating surfaces between unit and airframe. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003			
17.2 #2 VOR antenna inspect bonding of mating surfaces between unit and airframe. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003			
17.3 #1 Glide Slope antenna inspect bonding of mating surfaces between unit and airframe. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003			
17.4 #2 Glide Slope antenna inspect bonding of mating surfaces between unit and airframe. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003			
17.5 Marker beacon antenna for condition, loose connections, entry of moisture and security.			
17.6 Marker beacon antenna inspect bonding of mating surfaces between unit and airframe. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003			
17.7 Weather radar transmitter and receiver (RDR2000) inspect bonding of mating surfaces between unit and airframe. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2049			
17.8 Nav systems grounding and bonding wires for condition and security. Clean as required.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.9 Transponders; KXP 2290 or 2290A;			
17.9.1 Condition and security, bonding wires for condition and security of attachment.			
17.9.2 Perform a power on operational test (Power On).			
17.9.3 Inspect bonding of mating surfaces between mounting tray and the nearest airframe ground. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.9.4 Inspect grounding of unit wiring bundle shield brain to airframe structure. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.9.5 #1 lower antenna inspect bonding of mating surfaces between unit and airframe. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003, Mod SOO 6388 & 6381			
17.9.6 #2 lower antenna inspect bonding of mating surfaces between unit and airframe. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003, Mod SOO 6388 & 6381			
17.9.7 #1 upper antenna inspect bonding of mating surfaces between unit and airframe. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003, Mod SOO 6388 & 6381			
17.9.8 #2 upper antenna inspect bonding of mating surfaces between unit and airframe. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003, Mod SOO 6388 & 6381			
17.10 #1 GPS (KGS 200) **Effectivity:** Mod 6/2049, Post Mod 6/2304 & Mod SOO 6388			
17.10.1 Inspect for condition and security, bonding wires for condition and security of attachment.			
17.10.2 Perform a power on operational test (Power On).			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.10.3 Inspect bonding of mating surfaces between unit and airframe. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.10.4 Inspect antenna bonding of mating surfaces between mounting tray and the nearest airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.10.5 Antenna for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388 and Mod 6/2003			
17.11 #2 GPS (KGS 200) **Effectivity:** Mod 6/2049, Post Mod 6/2304 & Mod SOO 6388			
17.11.1 Inspect for condition and security, bonding wires for condition and security of attachment.			
17.11.2 Perform a power on operational test.			
17.11.3 Inspect antenna bonding of mating surfaces between mounting tray and the nearest airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.11.4 Inspect bonding of mating surfaces between unit and airframe. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.11.5 Antenna for condition and security, control and indicators for condition, bonding wires for condition and security of attachment. Clean as required. **Effectivity:** Mod SOO 6388 and Mod 6/2003			
17.12 #1 DME (KN63) **Effectivity:** Mod 6/2049 & Mod SOO 6388			
17.12.1 Inspect transceiver unit for condition and security, bonding wires for condition and security of attachment.			
17.12.2 Perform power on operational test of transceiver unit.			
17.12.3 Inspect transceiver unit bonding of mating surfaces between mounting tray and the nearest airframe ground. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.12.4 Inspect center fuselage antenna bonding of mating surfaces between mounting tray and the nearest airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.13 #2 DME (KN63) **Effectivity:** Mod 6/2049 & Mod SOO 6388			
17.13.1 Inspect transceiver unit for condition and security, bonding wires for condition and security of attachment.			
17.13.2 Perform power on operational test of transceiver unit.			
17.13.3 Inspect transceiver unit bonding of mating surfaces between mounting tray and the nearest airframe ground. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.13.4 Inspect antenna bonding of mating surfaces between antennas and airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.14 Inspect center fuselage antenna bonding of mating surfaces between antenna and airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.15 #1 Radar Altimeter Unit **Effectivity:** Mod 6/2049 & Mod SOO 6388			
17.15.1 Inspect transceiver unit for condition and security, bonding wires for condition and security of attachment.			
17.15.2 Perform power on operational test of radar altimeter unit.			
17.15.3 Inspect bonding of mating surfaces between mounting tray airframe ground. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.15.4 Inspect antenna bonding of mating surfaces between antennas and airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003 & Mod SOO 6388			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.16 #2 Radar Altimeter Unit **Effectivity:** Mod 6/2049 & Mod SOO 6218			
17.16.1 Inspect transceiver unit for condition and security, bonding wires for condition and security of attachment.			
17.16.2 Perform power on operational test of radar altimeter unit.			
17.16.3 Inspect bonding of mating surfaces between mounting tray and airframe ground. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.16.4 Inspect antenna bonding of mating surfaces between antennas and airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003 & Mod SOO 6388			
17.17 Inspect Radar Altimeter unit antenna's #3 & #4 bonding of mating surfaces between antennas and airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003 & Mod SOO 6388			
17.18 #1 TCAS I Processor Unit (KTA 970) **Effectivity:** Mod 6/2049 & Mod SOO 6382			
17.18.1 Inspect unit for condition and security, bonding wires for condition and security of attachment.			
17.18.2 Perform power on operational test of processor unit (Power On).			
17.18.3 Inspect bonding of mating surfaces between mounting tray airframe ground. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.18.4 Inspect upper antenna bonding of mating surfaces between antennas and airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003 & Mod SOO 6382			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.18.5 Inspect lower antenna bonding of mating surfaces between antennas and airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003 & Mod SOO 6382			
17.19 #2 TCAS II Processor Unit (KTA 970) **Effectivity:** Mod 6/2049 & Mod SOO 6219			
17.19.1 Inspect unit for condition and security, bonding wires for condition and security of attachment.			
17.19.2 Perform power on operational test of processor unit.			
17.19.3 Inspect bonding of mating surfaces between mounting tray and airframe ground. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.19.4 Inspect upper antenna bonding of mating surfaces between antennas and airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2003 & Mod SOO 6219			
17.20 EGPWS (MK VI) **Effectivity:** Mod 6/2049 & Mod SOO 6387			
17.20.1 Inspect unit for condition and security, bonding wires for condition and security of attachment.			
17.20.2 Perform power on operational test of EGPWS unit.			
17.20.3 Inspect bonding of mating surfaces between mounting tray and airframe ground. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.21 #1 ADAHRS (KSG 7200) **Effectivity:** Mod 6/2049			
17.21.1 Inspect unit for condition and security, bonding wires for condition and security of attachment.			
17.21.2 Perform power on operational test of EGPWS unit.			

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.21.3 Inspect bonding of mating surfaces between mounting tray and airframe ground. (<1.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.22 #2 ADAHRS (KSG 7200) **Effectivity:** Mod 6/2049 & Mod SOO 6209			
17.22.1 Inspect unit for condition and security, bonding wires for condition and security of attachment.			
17.22.2 Perform power on operational test of EGPWS unit.			
17.22.3 Inspect bonding of mating surfaces between mounting tray and airframe ground. (<1.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.23 ADAHRS - Magnetometer (KSG 7210) **Effectivity:** Mod 6/2049 & Mod SOO 6209 and Pre Mod 6/2171			
17.23.1 Inspect unit for condition and security, bonding wires for condition and security of attachment.			
17.23.2 Inspect bonding of mating surfaces between mounting feet and airframe structure. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.24 ADAHRS - Magnetometer (KSG 7210) **Effectivity:** Mod 6/2049 & Mod SOO 6209 and Post Mod 6/2171			
17.24.1 Inspect unit for condition and security, bonding wires for condition and security of attachment.			
17.24.2 Inspect bonding of mating surfaces between mounting feet and airframe structure. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.25 #1 ADF Antenna **Effectivity:** Mod 6/2003 & Mod SOO 6209			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.25.1 Inspect bonding of mating surfaces between the antenna and the airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.26 #2 ADF Antenna **Effectivity:** Mod 6/2003 & Mod SOO 6209			
17.26.1 Inspect bonding of mating surfaces between the antenna and the airframe ground. (<3.0 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
17.27 XM antenna - Inspect bonding of mating surfaces between the antenna and the airframe ground. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity**: Mod 6/2003			
C 1000.18 36 - PNEUMATIC			
18.1 Instrument pneumatic system filter for long nose aircraft with (Mod 6/1046) bleed air or (Mod 6/1166) engine driven pump systems.			
18.2 Remove and install new filters and leak check.			
C 1000.19 44 – CABIN SYSTEMS			
19.1.1 Inspect grounding of cabin speakers and airframe structure. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod SOO 6/221 & Mod 6/2049			
19.2 NAT 245 PA Amplifier **Effectivity:** Mod SOO 6/2010 & Mod 6/2049			
19.2.1 Inspect unit for condition and security, bonding wires for condition and security of attachment.			
19.2.2 Inspect grounding of unit wire bundle shield braid to airframe structure. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1000.20 52 – DOORS			
20.1 Flight compartment LH and RH doors to airframe for bonding. (<10 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2024			
20.2 Cabin LH and RH doors to airframe for bonding. (<10 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2024			
20.3 Airstair door to airframe for bonding. (<10 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2024			
20.4 Aft baggage compartment door to airframe for bonding. (<10 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2024			
20.5 Fwd baggage compartment door to airframe for bonding. (<10 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2020 & Mod 6/2161			
C 1000.21 53 – FUSELAGE			
21.1 External structure for dents, scores, fretting and cracks, fasteners for security.			
21.2 Radome for condition, cracks, delamination and security.			
21.3 Nose baggage compartment to radome joint diverter strip (qty 4) for electrical bonding. (<10 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
21.4 Radio equipment racks for cracks, buckling and corrosion. Vibration isolators for deterioration. Clean as required.			
21.5 Rear baggage compartment for condition. Equipment shelves for cracks, buckling and corrosion. Clean as required. **Note:** In addition, when Mod 6/2020 or Mod 6/2160 is installed at STA 44.0 nose attachment, pay particular attention for the corrosion to the exterior aluminum joint straps and fasteners common to the carbon nose.			

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
21.6	Fuel gallery structure for corrosion.			
21.7	Inspect fuel gallery access panels and seals for damage. Repair or replace as required. **Effectivity:** Mod 6/2408			
21.8	Nose baggage bulkhead at STA 15.45 for condition, security and corrosion between aluminum brackets and fasteners attached to the carbon nose.			
21.9	Cargo tie-downs located on STA 15.45 bulkhead for condition and security.			
21.10	Inspect the nose baggage compartment weather radar wiring metal conduit to airframe for electrical bonding. (<10 milliohms). **Effectivity:** Mod 6/2020 & 6/2160			
21.11	Inspect the nose baggage compartment fuselage circumferential aluminum strap joint for electrical bonding. (<10 milliohms). **Effectivity:** Mod 6/2020 & 6/2160			
21.12	Ensure bonding jumpers in nose baggage compartment have no sign of corrosion, braid damage such as kinks, fretting or fraying, cracked or broken terminal ends.			
21.13	Inspect forward avionics compartment shelves to airframe for bonding. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2005			
21.14	Inspect forward avionics compartment shelves bonding jumpers have no sign of corrosion, braid damage such as kinks, fretting or fraying, cracked or broken terminal ends. **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2005			
21.15	Inspect aft avionics compartment shelves to airframe for bonding. (<2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2028			
21.16	Ensure aft avionics equipment shelves bonding jumpers have no sign of corrosion, braid damage such as kinks, fretting or fraying, cracked or broken terminal ends. **Effectivity:** Mod 6/2028			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1000.22 54 – NACELLE - LH			
22.1 Nacelle fairing to airframe for bonding. (<10 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2021			
C 1000.23 54 – NACELLE - RH			
23.1 Nacelle fairing to airframe for bonding. (<10 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6/2021			
C 1000.24 55 – STABILIZER - LH			
24.1 Mid hinge arm adapter place for condition, corrosion, fasteners for security and bearings for condition **Effectivity:** Pre Mod 6/1341			
C 1000.25 55 – STABILIZER - RH			
25.1 Mid hinge arm adapter place for condition, corrosion, fasteners for security and bearings for condition **Effectivity:** Pre Mod 6/1341			
C 1000.26 56 – WINDOWS			
26.1 Flight compartment windshield and door windows for condition, crazing and security, retaining strips for condition and security of attachment. For SOO 6320 or 6321, if installed, inspect vent for condition and security of attachment. Replace as required.			
26.2 Flight compartment LH and RH doors to airframe for bonding. (<10 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details. **Effectivity:** Mod 6024			
26.3 Cabin windows for condition, crazing and security. Inspect vents (SOO 6368) for condition and security of attachment. Replace if required.			
26.4 Cabin side escape hatch windows for condition, crazing and security. Replace if required.			
26.5 Cabin door windows for condition, crazing and security. Replace if required.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1000.27 57 – WING – LH			
27.1 All accessible electrical wiring for deterioration, chafing, bonding wire for fraying, corrosion and security of attachment, connector for cleanliness and security.			
27.2 Outboard foreflaps for condition, drain holes for obstruction, skins for dents, scores, corrosion, cracks and fasteners for security.			
27.3 Inboard foreflaps for condition, drain holes for obstruction, skins for dents, scores, corrosion, cracks and fasteners for security.			
27.4 Outboard foreflap pushrod fork attachment for corrosion and security of attachment.			
27.5 Inboard foreflap pushrod fork attachment for corrosion and security of attachment.			
27.6 Do a detailed visual inspection of the ailerons as follows;			
27.6.1 Nose and tail skins for condition, dents, scores, abrasions and fasteners for security.			
27.6.2 Trim and gear tab hinge adapter for corrosion, wear, security and freedom of movement. Lubricate.			
27.6.3 Bellcrank structure channels for condition, fasteners for security, bearings for freedom of operation and security.			
27.6.4 Aileron trim and gear tab skins for condition, buckling and fasteners for security.			
27.6.5 Hing arms for condition, corrosion and security.			
27.6.6 Trim tab hinge for condition, corrosion, wear and freedom of movement. Lubricate.			
C 1000.28 57 – WING – RH			
28.1 All accessible electrical wiring for deterioration, chafing, bonding wire for fraying, corrosion and security of attachment, connector for cleanliness and security.			
28.2 Outboard foreflaps for condition, drain holes for obstruction, skins for dents, scores, corrosion, cracks and fasteners for security.			
28.3 Inboard foreflaps for condition, drain holes for obstruction, skins for dents, scores, corrosion, cracks and fasteners for security.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
28.4 Outboard foreflap pushrod fork attachment for corrosion and security of attachment.			
28.5 Inboard foreflap pushrod fork attachment for corrosion and security of attachment.			
28.6 Do a detailed visual inspection of the aileron as follows;			
28.6.1 Nose and tail skins for condition, dents, scores, abrasions and fasteners for security.			
28.6.2 Trim and gear tab hinge adapter for corrosion, wear, security and freedom of movement. Lubricate.			
28.6.3 Bellcrank structure channels for condition, fasteners for security, bearings for freedom of operation and security.			
28.6.4 Aileron trim and gear tab skins for condition, buckling and fasteners for security.			
28.6.5 Hing arms for condition, corrosion and security.			
28.6.6 Trim tab hinge for condition, corrosion, wear and freedom of movement. Lubricate.			
C 1000.29 61 – PROPELLERS – LH			
29.1 Stall warning cam limit microswitch mechanism and propeller reset limit switch for condition and security, connect for security.			
C 1000.30 61 – PROPELLERS – RH			
30.1 Stall warning cam limit microswitch mechanism and propeller reset limit switch for condition and security, connect for security.			
C 1000.31 71 – POWERPLANT - LH			
31.1 Remove intake deflector air line filters at inlet and return ports of air control valves.			
31.2 Inspect intake deflector air line filters at inlet and return ports of air control valves.			
31.3 Install intake deflector air line filters at inlet and return ports of air control valves.			

CHECK: C 1000RT – BASIC INSPECTION
FREQUENCY: Every 1000 Hours
NOTE: This inspection is restricted to 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1000.32 71 – POWERPLANT - RH			
32.1 Remove intake deflector air line filters at inlet and return ports of air control valves.			
32.2 Inspect intake deflector air line filters at inlet and return ports of air control valves.			
32.3 Install intake deflector air line filters at inlet and return ports of air control valves.			
C 1000.33 76 – ENGINE CONTROLS			
33.1 Overhead console flight control and flap selector aluminum quadrants for condition and security, freedom of movement, cable attachment for security.			
33.2 Overhead console flight control and flap selector pulleys for smoothness and freedom of operation.			
C 1000.34 OPERATIONAL CHECKS			
34.1 Perform the following Operational Checks;			
34.1.1 Instrument pneumatic system for correct vacuum and/or pressure, as applicable.			
34.1.2 Bleed air shutoff valves.			
34.1.3 Wing tank fuel system (SOO 6095 and 6247). Power On.			
34.1.4 ECTM/FOQA (IONode) (SOO 6288) Data Capture System. Power on.			
34.1.5 QAR (SOO 6356). Power on.			
34.1.6 STA 111 Cabin Fans (SOO 6378). Power on.			
34.1.7 STA 332 Blower (SOO 6379). Power on.			
34.2 Leak check the following items, as applicable, after installation;			
34.2.1 Instrument pneumatic system (bleed air) filters.			

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
C 1000.35	**POST INSPECTION**			
35.1	Inspect for operation and leaks.			
35.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
35.3	Clean aircraft and engine once maintenance is completed.			
35.4	Perform Functional Check Flight if required per DHC-6 Maintenance Manual or AFM as appropriate.			
35.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: **C 1000RT – BASIC INSPECTION**
FREQUENCY: **Every 1000 Hours**
NOTE: **This inspection is restricted to 50 hours**

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters DHC-6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC-6 – C 1000RT – 1000 Hour Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: C 1500RT – BASIC INSPECTION
FREQUENCY: Every 1500 Hours
NOTE: This inspection is restricted 50 hours

Registration No.: N _____ Start Date: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Aircraft Start Total Cycles: _____

Reference: DHC-6 Maintenance Program, Viking PSM Maintenance Manual

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1500.1	**GENERAL**			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.			
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.			
1.3	Replace all life limited components that have completed published operating limits.	DHC-6 MP		
1.4	Overhaul all components that have completed published operating limits.	DHC-6 MP		
C 1500.2	**PLACARDS AND MARKINGS**			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your airframe.			
C 1500.3	**CORROSION CONTROL**			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide PSM 1-6-5, Part 3 on any area's accessed during this CAMP inspection.	Appendix B		
C 1500.4	**PREPARATION**			
4.1	Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			
C 1500.5	**21 – AIR CONDITIONING**			
5.1	Heater ejector for condition and security.			
5.2	Heater silencer for condition and security, insulation for condition and security.			
5.3	Ram air and cabin air control valves operating mechanism for ease of operation and security; flexible cable, clamps and brackets for condition and security.			
5.4	Duct temperature sensor and duct overheat switch for security.			
5.5	Outside air temperature sensor for security.			
5.6	Cabin temperature sensor for condition and security.			

CHECK: C 1500RT – BASIC INSPECTION
FREQUENCY: Every 1500 Hours
NOTE: This inspection is restricted 50 hours

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
5.7	Heating system hot air valve for security.			
5.8	Ram air screens scoop and duct for condition. **Effectivity:** Pre Mod 6/1070			
5.9	Main ram air duct ground operable fan for security.			
5.10	Flight compartment and cabin heater ducts for condition and evidence of overheat, connections for security. Ducts for condition and delamination, supporting structure for condition and security.			
5.11	L/H nacelle bleed air shut off valve for condition and security.			
5.12	R/H nacelle bleed air shut off valve for condition and security.			
5.13	Electrical wiring and connectors forward of instrument panel for condition and security, bonding wires for condition.			
C 1500.6	**23 – COMMUNICATIONS**			
6.1	VHF/FM unit for condition and security of mounting, electrical cables for condition and connector for security. Clean as required.			
6.2	Radio navigation equipment shock mounts for condition, cracks, corrosion and security, vibration isolators for condition, bonding wire for condition and security.			
C 1500.7	**24 – ELECTRICAL POWER**			
7.1	Circuit breaker panels for condition and security **Note**: Refer to A.D. 70-22-04, if applicable.			
7.2	Nose electrical wiring and connectors forward of instrument panel for condition and security, bonding wires for condition.			
7.3	Electrical wiring and connectors under flight compartment floor for condition and security, bonding wires for condition.			
7.4	Electrical wiring in flight compartment for condition and connectors for security.			
7.5	Electrical wiring and connectors in empennage for condition and security, bonding wires for condition.			
7.6	External power for condition and security, bus bars for condition.			
7.7	Battery relays for condition and security, bus bars for condition. **Effectivity:** SOO 6371			

CHECK: C 1500RT – BASIC INSPECTION
FREQUENCY: Every 1500 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
C 1500.8	**25 - EQUIPMENT/FURNISHINGS**			
8.1	First aid kit for required content, proper stowage and security.			
8.2	14-volt outlet for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2028			
8.3	28-volt outlet for condition and security, bonding wires for condition and security of attachment. **Effectivity:** Mod 6/2028			
8.4	Flight compartment axe and axe stowage for condition and security of axe stowage structure. Condition and security of axe cutting edge and pie to axe handle. **Effectivity:** SOO 6376			
C 1500.9	**26 – FIRE PROTECTION**			
9.1	L/H engine fire protection wiring and connectors for condition and security, clips for security. Clean as required.			
9.2	R/H engine fire protection wiring and connectors for condition and security, clips for security. Clean as required.			
C 1500.10	**27 – FLIGHT CONTROLS**			
10.1	Flap selector lever for condition, proper detent action of movement and security. Lubricate.			
C 1500.11	**28 – FUEL**			
11.1	Fuel system position indicator for condition and security. **Effectivity:** SOO 6235 Pre Mod 6/2009			
11.2	Capacitance tank units for corrosion, security and leakage.			
11.3	Fuel quantity signal conditioner for corrosion, security of wiring and connectors. **Effectivity:** Mod 6/2046			
11.4	Fuel cells for security and leakage, cell vent necks and vent lines for condition and leakage.			

CHECK: C 1500RT – BASIC INSPECTION
FREQUENCY: Every 1500 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1500.12 29 – HYDRAULIC POWER			
12.1 Hydraulic and brake system pressure indicators for condition, security and leakage. **Effectivity:** Pre Mod 6/2002			
12.2 Hydraulic and brake system pressure sensors for condition, security and leakage. **Effectivity:** Pre Mod 6/2002			
C 1500.13 30 – ICE AND RAIN PROTECTION			
13.1 Heated windscreen temperature controllers for condition and security, connectors for security.			
13.2 Windshield heat relay box for damage and security, connectors for security.			
13.3 L/H propeller blade deicing electrical harness for security of connections.			
13.4 R/H propeller blade deicing electrical harness for security of connections.			
13.5 Inspect the windshield wiper system as follows;			
13.5.1 Wiper motor for security of attachment.			
13.5.2 Converters for condition and freedom of movement			
13.5.3 Flexible drives for condition, security and freedom of operation, evidence of water ingress.			
13.5.4 Wiring and connectors for condition and security.			
C 1500.14 31 – INSTRUMENTS			
14.1 Instrument panels for condition and security, bonding wires for condition and security.			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1500.15 32 – LANDING GEAR			
15.1 Nose landing gear torque arms, bushing and pip-pin for wear, condition, corrosion and security, pip-pin chain for security.			
15.2 Nose gear attachment fittings for corrosion and cracks, pre-load bolt torque marks for proper alignment.			
15.3 Inspect the main landing gear shock absorbing blocks as follows. **Note**: Refer to Maintenance Manual.			
15.3.1 Permanent set and gaps between compression blocks and separator plates.			
15.3.2 Upper to lower platen and preload bolt dimension. **Effectivity:** Pre-Mod and Mod 6/1469 standard compression blocks			
15.3.3 Rebound block and plate for condition, corrosion and separation.			
15.4 Landing gear stay struts for cracks, corrosion and security.			
C 1500.16 33 – LIGHTS			
16.1 Anti-collision (Beacon) light for condition and operation. **Effectivity:** Pre Mod 6/2028 A.D 67-33-01, if applicable			
16.2 Strobe light flasher unit (if installed) for condition, connector for security. **Effectivity: Pre** Mod 6/2028			
16.3 R/H wing position light power supply (if installed) for condition and security. **Effectivity:** Pre Mod 6/2447 and Mod 6/2028			
16.4 Cabin interior passenger warning lights for condition and security. **Effectivity:** Pre Mod 6/2028			
16.5 Cabin interior passenger lights for condition and security. **Effectivity:** Pre Mod 6/2028			
16.6 Nose baggage compartment lights for condition and security.			
16.7 Aft baggage compartment lights for condition and security.			
16.8 Door unlocked warning system for condition and security, limit switches and actuator mechanisms for condition and security. Operate each door separately.			
16.9 Flight and cabin electrical wiring in ceiling area for condition, connectors and security. Clean and required.			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1500.17 34 – NAVIGATION			
17.1 Pitot static systems selector valve for security and smooth operation, pipes for condition and connections for security.			
C 1500.18 36 – PNEUMATIC			
18.1 Inspect the instrument pneumatic system nose baggage compartment bleed air, vacuum or engine driven pump installation as follows; **Effectivity:** Mods 6/1077, 6/1166			
18.1.1 L/H engine pressure regulators for damage and security.			
18.1.2 L/H engine pressure relief valves for damage and security.			
18.1.3 L/H engine mounting plates for cracks, damage and security.			
18.1.4 L/H Automatic water drain for security			
18.1.5 R/H Automatic water drain for security			
18.1.6 R/H engine pressure regulators for damage and security.			
18.1.7 R/H engine pressure relief valves for damage and security.			
18.1.8 R/H engine mounting plates for cracks, damage and security.			
18.1.9 All pipes for condition, connections for security, flexible hoses for condition.			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1500.19 52 – DOORS			
19.1 L/H flight compartment door for condition, corrosion and security, seals for condition and security.			
19.2 R/H flight compartment door for condition, corrosion and security, seals for condition and security			
19.3 L/H cabin doors for condition, corrosion and security, seals for condition and security			
19.4 R/H cabin doors for condition, corrosion and security, seals for condition and security			
19.5 Inspect the airstair door as follows (If installed):			
19.5.1 Condition and security, seals for condition and security.			
19.5.2 Handrail and springs for condition and security including proper stowage.			
19.5.3 Springs for security and operation.			
19.5.4 Cables for condition and security of attachment, protective cable covers for tears and deterioration.			
19.5.5 Restraint unit, if installed, for corrosion, security of attachment and smooth movement of operation. **Effectivity:** Mod 6/2326 & 6/2386			
19.6 Rear baggage compartment doors for condition and security, seals for condition, door handle and lock for condition and proper operation. Clean as required.			
19.7 Nose baggage compartment doors latches for condition, security, and proper operation.			
19.8 L/H cabin doors for condition, corrosion and security, seals for condition and security			
19.9 R/H cabin doors for condition, corrosion and security, seals for condition and security			

CHECK: C 1500RT – BASIC INSPECTION
FREQUENCY: Every 1500 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1500.20 53 – FUSELAGE			
20.1 L/H fuselage frame wing attach lugs @ Sta. 239.88 for condition, cracking, corrosion and fasteners for security. **Note:** Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required.			
20.2 R/H fuselage frame wing attach lugs @ Sta. 239.88 for condition, cracking, corrosion and fasteners for security. **Note:** Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required.			
20.3 Elevator Bellcrank and Hyd. Hand pump attaching structure for condition, cracking and security of fasteners. **Note:** Refer to Service Bulletin N. 6/348 and AD 77-03-07 & 93-09-04 if applicable.			
C 1500.21 54 – LH NACELLE			
21.1 Internal structure of wing and nacelle, where accessible, for condition, cracks, buckling and corrosion. Waste fuel return pipes (if installed for condition, connections for leakage and security.			
C 1500.22 54 – RH NACELLE			
22.1 Internal structure of wing and nacelle, where accessible, for condition, cracks, buckling and corrosion. Waste fuel return pipes (if installed for condition, connections for leakage and security.			
C 1500.23 55 – STABILIZERS			
23.1 Inspect the horizontal stabilizer as follows;			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
23.1.1 Accessible internal structure of for corrosion, cracks, buckling and security. **Note:** Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. Corrosion around bonding jumpers where fitted, will necessitate cleaning and re-priming of effected areas, as applicable.			
23.1.2 Top upper skin, skin doubler beneath center pickup fitting for cracking.			
23.1.3 Lower skin between Stations 30.00 and 35.00 for condition, cracks, distortion and fasteners for security.			
23.1.4 Leading edge skins for condition, dents, scores and fastener security. Aft of deicing boots for surface corrosion. **Effectivity:** SOO 6004			
23.1.5 Fwd and Aft spar webs between attachment brackets and center line for condition, cracks and fasteners for security. **Note:** Refer to Service Bulletin No. 6/310 and A.D. 74-22-06, if applicable.			
23.1.6 External skin structure for dents, scores, abrasions corrosion, cracks and buckling and fasteners for security. .			
23.1.7 Fwd and Aft spar webs between attachment brackets and center line for condition, cracks and fasteners for security. **Note:** Refer to Service Bulletin No. 6/310 and A.D. 74-22-06, if applicable.			
23.1.8 External skin structure for dents, scores, abrasions corrosion, cracks and buckling and fasteners for security. .			
23.2 Inspect the vertical stabilizer as follows; **Effectivity:** Mod 6/2417			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
23.2.1 Accessible internal structure for corrosion, cracks, buckling and security. **Note:** Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. Corrosion around bonding jumpers where fitted, will necessitate cleaning and re-priming of effected areas, as applicable.			
23.2.2 Top hinge arm adapter fitting for condition, corrosion and security. **Effectivity:** Pre Mod 6/1339			
23.2.3 Mid hinge arm adapter fitting for condition, fretting, corrosion and security. **Effectivity:** Pre Mod 6/1340			
23.2.4 External skin structure for dents, scores, abrasions corrosion, cracks and buckling and fasteners for security. .			
23.3 Inspect the rudder as follows;			
23.3.1 Skins for condition, dents, scores, buckles, leading edge silicon aerodynamic seal for adhesion and security, fasteners for security.			
23.3.2 Lower hinge arm for condition, corrosion, fasteners for security and bearing for condition. **Note:** As bearing deterioration results in rudder drop this bearing should be replaced when wear is noted. A gap dimension between the lower hinge arm housing and the rudder hinge arm bearing support plate of 0.058 inch (1.47 mm) will indicate that the bearing manufacture's axial service limit has been reached. A smaller gap dimension requires the bearing to be replaced at the earliest opportunity available. **Effectivity:** Pre Mod and Post Mod 6/1340			
23.3.3 Mid and upper hinge arm adapter fitting for condition corrosion and fasteners for security. **Effectivity:** Pre Mod 6/1339			
23.3.4 Mid and upper hinge arms for condition corrosion and fasteners for security. **Effectivity:** Pre Mod 6/1339			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
23.3.5 Mass balance weight for condition and security. Move rudder vigorously to detect movement of internal weights.			
23.3.6 Rudder trim and gear tabs skins for condition, dents, scores, buckles and fasteners for security, hinge arms for condition, hinges for condition, corrosion, security and freedom of movement. Lubricate.			
23.3.7 Rear spar tab hinge for condition, corrosion and freedom of movement. Lubricate.			
23.4 Inspect the elevator as follows;			
23.4.1 Skins for condition, dents, scores, buckles, leading edge silicon aerodynamic seal for adhesion and security, fasteners for security.			
23.4.2 Mid and upper hinge arm adapter fitting for condition corrosion and fasteners for security. **Effectivity:** Pre Mod 6/1342			
23.4.3 Mid hinge arm adapter fitting for condition, fretting, corrosion and security. **Effectivity:** Pre Mod 6/1342			
23.4.4 Trim and interconnect tab skins for condition, dents, scores, buckles. Fasteners for security, hinge arms for condition, hinges for condition, corrosion, security and freedom of movement. Lubricate			
23.4.5 Torque tube for condition, corrosion, security and freedom of movement.			
23.4.6 Trim and interconnect tab hinge adapter for condition, corrosion, security and freedom of movement. Lubricate			
23.4.7 Mass balance weights for condition, carrion and security.			
23.5 Electrical wiring and connectors in empennage for condition and security, bonding wires for condition and security.			
C 1500.24 57 – LH WING			
24.1 Wing lower skin between station 97.00 and 235.00 (wing pick-up fitting) for cracks, buckling and fasteners for security.			
24.2 Wing upper skin between station 147.00 and 210.00 (wing pick-up fitting) for cracks, buckling and fasteners for security.			
24.3 Wing main spar (strut link) lug for condition, corrosion and bush for security.			

CHECK: C 1500RT – BASIC INSPECTION
FREQUENCY: Every 1500 Hours
NOTE: This inspection is restricted 50 hours

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
24.4	Nose spar adapter D nose section for condition, corrosion and fasteners for security, leading edge skin for condition, corrosion and security, hinges for condition and smooth operation of D nose leading edge cover, stay bar for condition and security of stowage.			
24.5	Wing tip fairing for cracks, delamination and security.			
24.6	Wing strut skins condition, dents, scores and fasteners for security. **Note:** Refer to Service Bulletin N. 6/342 and A.D. 97-07-10, if applicable.			
24.7	Wing strut link for condition, corrosion and bush for security. **Effectivity:** Pre Mod 6/1174			
24.8	Internal structure of wing, where accessible, for condition, cracks, buckling and corrosion. Waste fuel return pipes (if installed) for condition, connections for leakage and security.			
24.9	Internal structure of nacelle, where accessible, for condition, cracks, buckling and corrosion.			
24.10	Aileron bellcranks for corrosion and security, bearings for condition. Clean as required.			
24.11	Flap bellcranks for corrosion and security, bearings for condition. Clean as required.			
C 1500.25	**57 – RH WING**			
25.1	Wing lower skin between station 97.00 and 235.00 (wing pick-up fitting) for cracks, buckling and fasteners for security.			
25.2	Wing upper skin between station 147.00 and 210.00 (wing pick-up fitting) for cracks, buckling and fasteners for security.			
25.3	Wing main spar (strut link) lug for condition, corrosion and bush for security.			
25.4	Nose spar adapter D nose section for condition, corrosion and fasteners for security, leading edge skin for condition, corrosion and security, hinges for condition and smooth operation of D nose leading edge cover, stay bar for condition and security of stowage.			
25.5	Wing tip fairing for cracks, delamination and security.			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
25.6	Wing strut skins condition, dents, scores and fasteners for security. **Note:** Refer to Service Bulletin N. 6/342 and A.D. 97-07-10, if applicable.			
25.7	Wing strut link for condition, corrosion and bush for security. **Effectivity:** Pre Mod 6/1174			
25.8	Internal structure of wing, where accessible, for condition, cracks, buckling and corrosion. Waste fuel return pipes (if installed) for condition, connections for leakage and security.			
25.9	Internal structure of nacelle, where accessible, for condition, cracks, buckling and corrosion.			
25.10	Wing main hinge arms for corrosion, cracks and wear. **Effectivity:** Pre Mod 6/1334			
25.11	Flap hinge arm attachments for condition, cracking, corrosion and jo-bolts for security. **Effectivity:** Pre Mod 6/1335			
25.12	Inboard and outboard foreflap hinge arms for condition, corrosion, security and bearings for security. **Effectivity:** Pre Mod 6/1336 and 6/1349			
25.13	Wing inboard trailing flap hinge arms for condition, corrosion, security and bearings for security. **Effectivity:** Pre Mod 6/1337			
25.14	Aileron hinge arms for condition, corrosion, security and bearings for security. **Effectivity:** Pre Mod 6/1338			
25.15	Aileron bellcranks for corrosion and security, bearings for condition. Clean as required.			
25.16	Flap bellcranks for corrosion and security, bearings for condition. Clean as required.			
C 1500.26	**61 – L/H PROPELLER**			
26.1	Inspect the propeller controls as follows;			
26.1.1	Pulleys for condition, freedom of operation and security.			
26.1.2	Levers, pushrods and reversing linkage for security, springs for condition and security, stops for security.			
26.1.3	Teleflex control to reverse valve for condition, kinks, smooth operation and security.			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
26.1.4 Constant speed governor, speed adjusting lever proper attachment to shaft. **Note:** Refer to TAB 635/4			
26.1.5 Linkages for condition and security.			
26.2 Do a detailed visual inspection of cable terminals as follows;			
26.2.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
26.2.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
26.2.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
26.2.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
26.2.5 If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed in step 26.2.1, rig the control system.			
26.2.6 If the lockwire was removed, secure the cable terminals with lockwire.			
26.3 Tachometer for condition and security of installation.			
C 1500.27 61 – R/H PROPELLER			
27.1 Inspect the propeller controls as follows;			
27.1.1 Pulleys for condition, freedom of operation and security.			
27.1.2 Levers, pushrods and reversing linkage for security, springs for condition and security, stops for security.			
27.1.3 Teleflex control to reverse valve for condition, kinks, smooth operation and security.			
27.1.4 Constant speed governor, speed adjusting lever proper attachment to shaft. **Note:** Refer to TAB 635/4			
27.1.5 Linkages for condition and security.			

CHECK: C 1500RT – BASIC INSPECTION
FREQUENCY: Every 1500 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
27.2 Do a detailed visual inspection of cable terminals as follows;			
27.2.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
27.2.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
27.2.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
27.2.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
27.2.5 If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed in step 26.2.1, rig the control system.			
27.2.6 If the lockwire was removed, secure the cable terminals with lockwire.			
27.3 Tachometer for condition and security of installation.			
C 1500.28 71 – L/H POWERPLANT			
28.1 Intake deflector plate and exit door hinges for condition, corrosion, cracks and security. Clean as required.			
28.2 Intake deflector for condition and security, electrical wiring for condition, connectors for security. Clean as required.			
28.3 Air intake duct for condition and security.			
28.4 Upper engine cowling for condition, lower cowling hinge for condition and latch mechanism for condition and proper operation.			
28.5 Engine compressor wash spray ring for condition and security.			
28.6 Engine nacelle fuel drain lines for condition, security and leakage. **Effectivity:** Pre Mod 6/1583			
28.7 Engine nacelle mounts for condition, corrosion, cracking and security.			
28.8 Engine vibration isolators for condition, separation, corrosion, cracking and security. Conduct inspection for separations between metal plate and elastomer; must not exceed 1-inch length or 1/16th inch in depth. Pay particular attention to corrosion and cracks at the base of the housing (P/N 7351256-2) right next to the edge of the cores (pucks).			

CHECK: C 1500RT – BASIC INSPECTION
FREQUENCY: Every 1500 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
28.9 Bonding wires for condition and security.			
C 1500.29 71 – R/H POWERPLANT			
29.1 Intake deflector plate and exit door hinges for condition, corrosion, cracks and security. Clean as required.			
29.2 Intake deflector for condition and security, electrical wiring for condition, connectors for security. Clean as required.			
29.3 Air intake duct for condition and security.			
29.4 Upper engine cowling for condition, lower cowling hinge for condition and latch mechanism for condition and proper operation.			
29.5 Engine compressor wash spray ring for condition and security.			
29.6 Engine nacelle fuel drain lines for condition, security and leakage. **Effectivity:** Pre Mod 6/1583			
29.7 Engine nacelle mounts for condition, corrosion, cracking and security.			
29.8 Engine vibration isolators for condition, separation, corrosion, cracking and security. Conduct inspection for separations between metal plate and elastomer; must not exceed 1-inch length or 1/16th inch in depth. Pay particular attention to corrosion and cracks at the base of the housing (P/N 7351256-2) right next to the edge of the cores (pucks).			
29.9 Bonding wires for condition and security.			
C 1500.30 73 – L/H ENGINE FUEL AND CONTROL			
30.1 Fuel heater for condition, security and leakage.			
30.2 Fuel flow transmitters for condition, leakage and security.			
C 1500.31 73 – R/H ENGINE FUEL AND CONTROL			
31.1 Fuel heater for condition, security and leakage.			
31.2 Fuel flow transmitter for condition, leakage and security.			

CHECK: C 1500RT – BASIC INSPECTION
FREQUENCY: Every 1500 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1500.32 76 – L/H ENGINE CONTROLS			
32.1 Cable pulleys for condition, freedom of operation and security.			
32.2 Do a detailed visual inspection of engine cable terminals as follows; **Note:** Refer to A.D. 68-05-03, if applicable.			
32.2.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
32.2.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
32.2.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
32.2.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
32.2.5 If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed in step 32.2.1, rig the control system.			
32.2.6 If the lockwire was removed, secure the cable terminals with lockwire.			
C 1500.33 76 – R/H ENGINE CONTROLS			
33.1 Cable pulleys for condition, freedom of operation and security.			
33.2 Do a detailed visual inspection of engine cable terminals as follows; **Note:** Refer to A.D. 68-05-03, if applicable.			
33.2.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
33.2.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
33.2.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
33.2.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
33.2.5 If a new cable assembly is installed or if the rigging was disturbed when the lockwire was removed in step 33.2.1, rig the control system.			
33.2.6 If the lockwire was removed, secure the cable terminals with lockwire.			
C 1500.34 79 – L/H OIL			
34.1 Power plant oil pipes, hoses and connections for condition and security.			
34.2 Oil cooler mounting for condition and security.			
C 1500.35 79 – R/H OIL			
35.1 Power plant oil pipes, hoses and connections for condition and security.			
35.2 Oil cooler mounting for condition and security.			
C 1500.36 80 – OPERATIONAL CHECKS			
36.1 Perform the following Operational Checks;			
36.1.1 Cabin temperature sensor blower. Power On			
36.1.2 Hot air valve (travel time from open to closed position). Power on.			
36.1.3 Airframe deicing system. Power on.			
36.1.4 Engine intake anti-icing system. Power on.			
36.1.5 Propeller deicing system. Power on.			
36.1.6 Ram air valve.			
36.1.7 Cabin air control valve.			
36.1.8 Brake system.			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
C 1500.37	**POST INSPECTION**			
37.1	Inspect for operation and leaks.			
37.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
37.3	Clean aircraft and engine once maintenance is completed.			
37.4	Perform Functional Check Flight if required per DHC-6-400 Maintenance Manual or AFM as appropriate.			
37.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: **C 1500RT – BASIC INSPECTION**
FREQUENCY: **Every 1500 Hours**
NOTE: **This inspection is restricted 50 hours**

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters DHC-6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC-6 – C 1500RT – 1500 Hour Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End Date: _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: C 1700NT – BASIC INSPECTION
FREQUENCY: Every 12 Months
NOTE: No Tolerance

Registration No.: N _____ Start Date: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Aircraft Start Total Cycles: _____

Reference: DHC-6 Maintenance Program, Viking PSM Maintenance Manual

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1700.1 GENERAL			
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.			
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.			
1.3 Replace all life limited components that have completed published operating limits.	DHC-6 MP		
1.4 Overhaul all components that have completed published operating limits.	DHC-6 MP		
C 1700.2 PLACARDS AND MARKINGS			
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your airframe.			
C 1700.3 CORROSION CONTROL			
3.1 Perform corrosion inspection in accordance with the Corrosion Guide PSM 1-6-5, Part 3 on any area's accessed during this CAMP inspection	Appendix B		
C 1700.4 PREPARATION			
4.1 Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			
C 1700.5 22 – AUTO FLIGHT			
5.1 Perform the following inspections on the SM3000 aileron servo cables;			
5.1.1 No fraying, kinks, flattening, proper attachment and security.			
5.1.2 Turnbuckles for security, freedom of operation.			
5.1.3 Clamps for security and no evidence of movement on main flight control cable.			
5.1.4 Bridle cable tensions; 15 lbs +2 lbs – 0 lbs	22-10-12 Table 1		

CHECK: C 1700NT – BASIC INSPECTION
FREQUENCY: Every 12 Months
NOTE: No Tolerance

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
5.2	Perform the following inspections on the SM3000 elevator servo cables;			
5.2.1	No fraying, kinks, flattening, proper attachment and security.			
5.2.2	Turnbuckles for security, freedom of operation.			
5.2.3	Clamps for security and no evidence of movement on main flight control cable.			
5.2.4	Bridle cable tensions; 25 lbs +5 lbs – 0 lbs	22-10-12 Table 1		
5.3	Perform the following inspections on the SM3000 rudder servo cables;			
5.3.1	No fraying, kinks, flattening, proper attachment and security.			
5.3.2	Turnbuckles for security, freedom of operation.			
5.3.3	Clamps for security and no evidence of movement on main flight control cable.			
5.3.4	Bridle cable tensions; 25 lbs + 5 lbs – 0 lbs	22-10-12 Table 1		
5.4	Perform the following inspections on the KS 272A pitch trim servo cables;			
5.4.1	No fraying, kinks, flattening, proper attachment and security.			
5.4.2	Turnbuckles for security, freedom of operation.			
5.4.3	Clamps for security and no evidence of movement on main flight control cable.			
5.4.4	Bridle cable tensions; 15 lbs + 2 lbs – 0 lbs	22-20-00 Table 2		

CHECK: C 1700NT – BASIC INSPECTION
FREQUENCY: Every 12 Months
NOTE: No Tolerance

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1700.6 24 – ELECTRICAL POWER			
6.1 Perform the following inspections on the power distribution box;			
6.1.1 Condition and security			
6.1.2 Terminals, connectors and relays for condition and security			
6.1.3 Signs of overheat, arching			
6.1.4 Torque on large terminal posts			
6.1.5 Clean as required			
6.1.6 Current limiters (Mod 6/1651) for condition and serviceability.			
6.2 Perform the following inspections on generator control box;			
6.2.1 Condition and security			
6.2.2 Terminals, connectors and relays for condition and security			
6.2.3 Signs of overheat, arching			
6.2.4 Torque on large terminal posts			
6.2.5 Clean as required			
6.2.6 Current limiters (Mod 6/1651) for condition and serviceability.			
C 1700.7 27 – FLIGHT CONTROLS			
7.1 Elevator control quadrants for cleanliness, damage, corrosion and security, bearings for corrosion, cleanliness and security, stops for damage.			
7.2 Rudder trim tab controls for full and free movement, security of attachment at rudder and elevator trim control console.			
7.3 Elevator trim tab controls for full and free movement, security of attachment at rudder and elevator trim control console.			
7.4 Perform the following inspections on flap position cable;			
7.4.1 Corrosion fraying, kinks, flattening, proper attachment and security.			
7.4.2 Spring for condition, tension and security.			
7.4.3 Indicator for smooth operation.			
7.4.4 Dracon cable cord at window frame.			

CHECK: C 1700NT – BASIC INSPECTION
FREQUENCY: Every 12 Months
NOTE: No Tolerance

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
7.4.5	Small pulley locations for condition.			
7.5	Perform the following inspections on flap/elevator interconnect trim tab and flap indicator cables;			
7.5.1	No fraying, condition, corrosion, flattening and security of attachment.			
7.5.2	Pulleys for condition, security and freedom of operation.			
7.5.3	Turnbuckles for security.			
7.6	Perform the following inspections on rudder flight control cables (flight compartment to empennage); **NOTE:** In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).			
7.6.1	No fraying, corrosion, flattening, proper attachment and security.			
7.6.2	Pulleys for condition and freedom of movement.			
7.6.3	Pulley brackets and guides for condition and security.			
7.6.4	Turnbuckles for security.			
7.7	Perform the following inspections on elevator flight control cables (flight compartment to empennage); **NOTE:** In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).			
7.7.1	No fraying, corrosion, flattening, proper attachment and security.			
7.7.2	Pulleys for condition and freedom of movement.			
7.7.3	Pulley brackets and guides for condition and security.			
7.7.4	Turnbuckles for security.			
7.8	Perform the following inspections on aileron flight control cables (flight compartment to empennage); **NOTE:** In the event of early or abnormal cable wear at pulley(s), replace the worn cable(s) and the corresponding pulley(s).			

CHECK: C 1700NT – BASIC INSPECTION
FREQUENCY: Every 12 Months
NOTE: No Tolerance

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
7.8.1	No fraying, corrosion, flattening, proper attachment and security.			
7.8.2	Pulleys for condition and freedom of movement.			
7.8.3	Pulley brackets and guides for condition and security.			
7.8.4	Turnbuckles for security.			
7.9	Perform the following inspections on rudder trim tab controls (flight compartment to empennage);			
7.9.1	Full and free movement.			
7.9.2	Cables for fraying, kinks, corrosion, flattening, proper attachment and security.			
7.9.3	Pulleys for condition and freedom of movement.			
7.9.4	Pulley brackets and guides for condition and security.			
7.9.5	Turnbuckles for security.			
7.10	Perform the following inspections on elevator trim tab controls (flight compartment to empennage);			
7.10.1	Full and free movement.			
7.10.2	Cables for fraying, kinks, corrosion, flattening, proper attachment and security.			
7.10.3	Pulleys for condition and freedom of movement.			
7.10.4	Pulley brackets and guides for condition and security.			
7.10.5	Turnbuckles for security.			
7.11	Fuselage aileron, elevator and rudder flight control cables.			
7.12	Flap to elevator interconnect tab cables.			
7.13	Flap selector valve and follow up cables			

CHECK: C 1700NT – BASIC INSPECTION
FREQUENCY: Every 12 Months
NOTE: No Tolerance

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
7.14	All trim tab cables for tensions.			
7.15	Wing root rib/flap pushrod support rollers, lubricate inside of space and bolt.			
C 1700.8	**28 – FUEL**			
8.1	Fuel manifold bonding clamp and terminal lug sealant for condition and integrity, peeling, cracking or evidence of corrosion. Inspect bonding jumpers for condition, security, integrity and corrosion. If damaged, replace component, re-apply sealant. **Effectivity:** Mod 6/2389			
C 1700.9	**32 – LANDING GEAR**			
9.1	Main gear fairings for cracks, delamination and security, seals for tears, deterioration and security.			
9.2	Nose gear attachment fittings for corrosion and cracks. **Note**: Preload bolt torque marks for proper alignment.			
9.3	Landing gear stay struts for cracks, corrosion and security.			
9.4	Main landing gear upper and lower fuselage attachment fittings for condition and security.			
C 1700.10	**54 – RH NACELLE**			
10.1	Internal structure of wing and nacelle, where accessible, condition, cracks, buckling and corrosion.			
C 1700.11	**54 – LH NACELLE**			
11.1	Internal structure of wing and nacelle, where accessible, condition, cracks, buckling and corrosion.			
C 1700.12	**55 – LH STABILIZER**			
12.1	Accessible internal structure of horizontal and vertical stabilizer for corrosion, cracks, buckling and security.			
12.2	Horizontal stabilizer outboard hinge arm adapter plate for condition, if applicable. **Effectivity:** Pre and Post Mod 6/1799			

CHECK: C 1700NT – BASIC INSPECTION
FREQUENCY: Every 12 Months
NOTE: No Tolerance

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
12.3 Horizontal stabilizer leading edge skin for condition; dents scores and fasteners for security; and aft of deicing boots, if installed, for surface corrosion.			
12.4 Rudder skin for condition, dents, scores, buckling; leading edge silicon aerodynamic seal for adhesion and security.			
12.5 Rudder lower hinge arm for condition; corrosion and bearing for wear. **Note:** As bearing deterioration results in rudder drop this bearing should be replaced when wear is noted. A gap dimension between the lower hinge arm housing and the rudder hinge arm bearing support plate of 0.058 inch (1.47 mm) will indicate that the bearing manufacture's axial service limit has been reached. A smaller gap dimension requires the bearing to be replaced at the earliest opportunity available. **Effectivity:** Pre Mod and Mod 6/1340			
12.6 Elevator skin for condition, dents, scores, buckling; leading edge silicon aerodynamic seal for adhesion and security.			
12.7 Elevator torque tube for condition, corrosion and security of fasteners.			
C 1700.13 57 – WING – LH			
13.1 Nose spar adapter D nose section for condition; corrosion and fasteners for security; leading edge skin for condition, corrosion and security; hinges for condition and smooth operation of D nose leading edge cover; stay bar for condition and security of stowage.			
13.2 Aileron and flap bellcranks for corrosion and security; bearings for condition. Clean as required.			
C 1700.14 57 – WING – RH			
14.1 Nose spar adapter D nose section for condition; corrosion and fasteners for security; leading edge skin for condition, corrosion and security; hinges for condition and smooth operation of D nose leading edge cover; stay bar for condition and security of stowage.			
14.2 Aileron and flap bellcranks for corrosion and security; bearings for condition. Clean as required.			

CHECK: C 1700NT – BASIC INSPECTION
FREQUENCY: Every 12 Months
NOTE: No Tolerance

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
C 1700.15	**POST INSPECTION**			
15.1	Inspect for operation and leaks.			
15.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
15.3	Clean aircraft and engine once maintenance is completed.			
15.4	Perform Functional Check Flight if required per DHC-6 Maintenance Manual or AFM as appropriate.			
15.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: **C 1700NT – BASIC INSPECTION**
FREQUENCY: **Every 12 Months**
NOTE: **No Tolerance**

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters DHC-6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC- 6 – C 1700NT – 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: **C 3000RT – BASIC INSPECTION**
FREQUENCY: **Every 3000 Hours**
NOTE: **This inspection is restricted 50 hours**

Registration No.: N _____ Start Date: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Aircraft Start Total Cycles: _____

Reference: DHC-6 Maintenance Program, Viking PSM 1-64-2 Maintenance Manual

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
C 3000.1	**GENERAL**			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.			
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.			
1.3	Replace all life limited components that have completed published operating limits.	DHC-6 MP		
1.4	Overhaul all components that have completed published operating limits.	DHC-6 MP		
C 3000.2	**PLACARDS AND MARKINGS**			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your airframe.			
C 3000.3	**CORROSION CONTROL**			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide PSM 1-6-5, Part 3 on any area's accessed during this CAMP inspection.	Appendix B		
C 3000.4	**PREPARATION**			
4.1	Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			
C 3000.5	**21 – AIR CONDITIONING**			
5.1	Cabin exhaust outlet scoop (on fuselage roof) for condition and security. Clean as required.			
5.2	Heater system outlets for condition and security. Clean as required.			
5.3	Cabin ventilating ducts for condition and security, louvers for proper operation.			
5.4	Flight compartment ventilating ducts for condition and security, louvers for proper operation.			
5.5	Recirculated air flap mechanism for condition and security.			

CHECK: C 3000RT – BASIC INSPECTION
FREQUENCY: Every 3000 Hours
NOTE: This inspection is restricted 50 hours

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
5.6	Outside air temperature sensor for security.			
5.7	Bleed air pipes below cockpit floor for condition and security; clamps and brackets for condition, insulation for condition.			
5.8	Bleed air pipes for condition and security; clamps and brackets for condition, insulation for condition.			
5.9	Duct temperature sensor and duct overhead switch for security.			
5.10	Automatic temperature controller for condition and security; mounting brackets for security.			
C 3000.6	**22 – AUTO FLIGHT**			
6.1	Autopilot mounting and brackets for condition and security. Clean as required.			
6.2	Pipes for condition and connections for security from solenoid valve to rudder, elevator and pitch trim servo units.			
6.3	HF and VHF transceivers and control units for condition and security of mounting			
6.4	Aileron autopilot servo mounting brackets for condition and security.			
6.5	Autopilot pitch trim servo mounting brackets for condition and security.			
6.6	Elevator servo actuator mounting bracket for condition and security.			
C 3000.7	**23 – COMMUNICATIONS**			
7.1	Communication unit cables for condition, connections for security, bonding wire for condition and security. Clean as required.			
C 3000.8	**24 – ELECTRICAL POWER**			
8.1	Circuit breaker panel assembly condition and security. Pull out panels and check wiring connection for security. Clean as required. **Note:** Refer to A.D. 70-22-04, if applicable.			
8.2	Main distribution box for condition and security, terminals, connectors and relays for condition and security. Clean as required.			
8.3	Overvoltage relay for condition and security. Clean as required. **Effectivity:** Pre Mod 6/1590 or 6/1636			

CHECK: C 3000RT – BASIC INSPECTION
FREQUENCY: Every 3000 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
8.4 Generator field control relay for condition and security. Clean as required. **Effectivity:** Pre Mod 6/1590 or 6/1636			
C 3000.9 27 – FLIGHT CONTROLS			
9.1 Remove clevis pin and upper bolts from rudder pedal push rod ends and wheel brake rod ends.			
9.2 Inspect pins, bearings and rod ends for wear.			
9.3 Reinstall clevis pin and upper bolts from rudder pedal push rod ends and wheel brake rod ends.			
C 3000.10 28 – L/H FUEL			
10.1 Capacitance tank unit inspect for condition and security, wiring connections and leakage.			
C 3000.11 28 – R/H FUEL			
11.1 Capacitance tank unit inspect for condition and security, wiring connections and leakage.			
C 3000.12 30 – ICE AND RAIN PROTECTION			
12.1 Propeller deicing timer and for condition and security, connectors for security.			
12.2 Control box for condition and security, connectors for security.			
C 3000.13 31 – INSTRUMENTS			
13.1 Instrument panel vibration isolators for security.			
C 3000.14 32 – LANDING GEAR			
14.1 Tail bumper axle and attachments for security, shock absorber pad for deterioration and security of bonding.			
C 3000.15 36 - PNEUMATIC			
15.1 Inspect the following pneumatic system components for condition and security;			
15.1.1 Heat Exchanger			

CHECK: **C 3000RT – BASIC INSPECTION**
FREQUENCY: **Every 3000 Hours**
NOTE: **This inspection is restricted 50 hours**

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
15.1.2	Pressure Regulator			
15.1.3	Service strainer	MM 36-10-00		
15.1.4	Low pressure warning switch			
C 3000.16	**53 - FUSELAGE**			
16.1	Access and inspection panels for condition and security; fasteners for condition and proper operation. Fiberglass panels for cracks and delamination. **NOTE**: Does not include MLG leg fairings			
16.2	Hockey stick frames Station 239.88 at cabin floor level for condition, corrosion and fasteners for condition and security. Clean area as required.			
16.3	Cabin and flight compartment bulkheads for condition, equipment stowage and brackets for condition and security.			
16.4	Nose leg lower attachment fittings for condition, corrosion and cracks, fasteners for security. **Note:** Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required.			
16.5	Nose cap back-up structure for condition, corrosion and cracks, fasteners for security. **Effectivity:** Pre Mod 6/2020			
16.6	Where accessible, examine aft fuselage horizontal and vertical stabilizer attach frame adapter plates and adjacent structure in the upper frame area for condition and corrosion. **Effectivity:** Pre Mods 6/1843, 6/1844, 6/1845 and 6/1846			
16.7	Where accessible, examine aft fuselage horizontal and vertical stabilizer adapter plates and adjacent structure in the upper frame area for condition and corrosion.			

CHECK: **C 3000RT – BASIC INSPECTION**
FREQUENCY: **Every 3000 Hours**
NOTE: **This inspection is restricted 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
16.8 Inspect the following for cracks, corrosion and security; **Note:** Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. Corrosion around bonding wires, where fitted, will necessitate cleaning and priming of effected area. **NOTE**: Also see figures in PSM 1-6-7, Part 3			
16.8.1 Fuselage frame lug Station 219 at wing strut lower attachment area. **NOTE**: Also see figures in PSM 1-6-7, Part 3, Figure 9			
16.8.2 Wing strut upper and lower beam area and strut link. **NOTE**: Also see figures in PSM 1-6-7, Part 3, Figure 10			
16.8.3 Fuselage forward spar beam Station 200.00 and box structure, fasteners for security.			
16.8.4 Fuselage forward spar Station 200.00 adapters.			
16.9 Remove cabin floor panels			
16.10 Inspect sub floors (Fuel Cells) for condition and security.			
16.11 Reinstall cabin floor panels (OK to close)			
C 3000.17 54 – L/H NACELLE			
17.1 Firewall for condition, buckling and cracks and fasteners for security.			
C 3000.18 54 – R/H NACELLE			
18.1 Firewall for condition, buckling and cracks and fasteners for security.			

CHECK: C 3000RT – BASIC INSPECTION
FREQUENCY: Every 3000 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 3000.19 55 – STABILIZERS			
19.1 Inspect the vertical stabilizer as follows;			
19.2 Mid hinge arm adapter fitting for condition, corrosion and security. **Effectivity:** Mod 6/1339			
19.3 Top hinge arm adapter fitting for condition, corrosion and security. **Effectivity:** Mod 6/1339			
19.4 Where accessible, examine the vertical stabilizer forward and aft spar lower adapter plates (Mods 6/1841 and 6/1842) and adjacent structure for condition, corrosion, and fasteners for security. Check bolt torque. **Effectivity:** Mod 6/1840 and 6/1842			
19.5 Inspect the rudder as follows for condition, corrosion and security;			
19.5.1 Mid hinge arm **Effectivity:** Mod 6/1340			
19.5.2 Upper hinge arm			
19.5.3 Mid hinge arm adapter fitting			
19.5.4 Upper hinge arm adapter fitting			
19.6 Inspect the elevator as follows for condition, corrosion and security, bearings for condition;			
19.6.1 Mid hinge arm adapter fitting **Effectivity:** Mod 6/1342			
19.6.2 Outer hinge arm adapter fitting **Effectivity:** Mod 6/1342			
19.6.3 Root rib **Effectivity:** Mod 6/1769			
19.6.4 Mid hinge arm **Effectivity:** Mod 6/1342			
19.6.5 Outer hinge arm **NOTE:** All hinge arms for evidence of corrosion around bolt holes requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. **Effectivity:** Mod 6/1342 and 6/1799			

CHECK: C 3000RT – BASIC INSPECTION
FREQUENCY: Every 3000 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
19.7 Fairings, access covers, inspection panels for proper fit, damage and security, fasteners for damage and proper operation and security, fiberglass panes for cracks and delamination.			
C 3000.20 57 – L/H WING			
20.1 Wing fairings and access panels for proper fit, damage and security, fasteners for damage and proper operation and security, fiberglass panes for cracks and delamination.			
20.2 Wing rear spar cap for condition, cracking, corrosion, bushing and fasteners for security. **Effectivity:** Mod 6/1301			
20.3 Wing to fuselage forward steel adapters for condition and security. **Effectivity:** Mod 6/1887 AMD EO69080-1/2 **NOTE:** Refer to TAB 678/6			
20.4 Wing main hinge arms for cracks, wear and corrosion. **Effectivity:** Mod 6/1334 **Note:** Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. Corrosion around bonding wires, where fitted, will necessitate cleaning and priming of effected area.			
20.5 Flap hinge arm attachment for condition, corrosion and security. **Effectivity:** Mod 6/1335			
20.6 Inboard and outboard foreflap hinge arms for condition, corrosion and security and bearing for security. **Effectivity:** Mod 6/1336 and 6/1349			
20.7 Inboard trailing flap hinge arms for condition, corrosion and security and bearing for security. **Effectivity:** Mod 6/1337			
20.8 Wing strut link for condition, corrosion, bush for security. **Effectivity:** Mod 6/1174			
C 3000.21 57 – R/H WING			
21.1 Wing fairings and access panels for proper fit, damage and security, fasteners for damage and proper operation and security, fiberglass panes for cracks and delamination.			

CHECK: C 3000RT – BASIC INSPECTION
FREQUENCY: Every 3000 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
21.2 Wing rear spar cap for condition, cracking, corrosion, bushing and fasteners for security. **Effectivity:** Mod 6/1301			
21.3 Wing to fuselage forward steel adapters for condition and security. **Effectivity:** Mod 6/1887 AMD EO69080-1/2 **NOTE:** Refer to TAB 678/6			
21.4 Wing main hinge arms for cracks, wear and corrosion. **Effectivity:** Mod 6/1334 **Note:** Pay particular attention to immediate area around bolt holes and bearings, where visible, and along attachment and pickup fittings mating edges. Evidence of corrosion at areas indicated above requires removal of bolts for internal examination of holes and condition of bolts. Evidence of internal corrosion will necessitate disengaging fitting for further inspection and treatment as required. Corrosion around bonding wires, where fitted, will necessitate cleaning and priming of effected area.			
21.5 Flap hinge arm attachment for condition, corrosion and security. **Effectivity:** Mod 6/1335			
21.6 Inboard and outboard foreflap hinge arms for condition, corrosion and security and bearing for security. **Effectivity:** Mod 6/1336 and 6/1349			
21.7 Inboard trailing flap hinge arms for condition, corrosion and security and bearing for security. **Effectivity:** Mod 6/1337			
C 3000.22 61 -L/H PROPELLERS			
22.1 Propeller auto feather system relay box for security of mounting, bonding wire for security. Clean as required. **NOTE:** Refer to Service Bulletin No. 6/297 and A.D. 73-19-01, if applicable			
C 3000.23 61 -R/H PROPELLERS			
23.1 Propeller auto feather system relay box for security of mounting, bonding wire for security. Clean as required. **NOTE:** Refer to Service Bulletin No. 6/297 and A.D. 73-19-01, if applicable			
C 3000.24 71 – L/H POWER PLANT			
24.1 Generator cooling duct for condition and security.			

CHECK: C 3000RT – BASIC INSPECTION
FREQUENCY: Every 3000 Hours
NOTE: This inspection is restricted 50 hours

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 3000.25 76 – R/H POWER PLANT			
25.1 Generator cooling duct for condition and security.			
C 3000.26 76 – L/H ENGINE CONTROLS			
26.1 Engine control pulley brackets for condition and security.			
C 3000.27 76 – R/H ENGINE CONTROLS			
27.1 Engine control pulley brackets for condition and security.			
C 3000.28 79 – L/H OIL			
28.1 Remove oil cooler			
28.2 Pressure test.			
28.3 Reinstalled oil cooler			
C 3000.29 79 – R/H OIL			
29.1 Remove oil cooler			
29.2 Pressure test.			
29.3 Reinstalled oil cooler			
C 3000.30 OPERATIONAL CHECKS			
30.1 Bleed air heating system. Power on.			
30.2 Pitot system.			
30.3 Flight control surfaces for alignment with external rigging marks; for rudder check dimension ‘L’.			
30.4 All trim and gear tabs for free play.			
30.5 Fuel forward and aft low level warning system. Adjust tank levels to obtain indication. Power on.			
30.6 Rudder gear box for play.			

CHECK: **C 3000RT – BASIC INSPECTION**
FREQUENCY: **Every 3000 Hours**
NOTE: **This inspection is restricted 50 hours**

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
30.7	Intake deflector system. Power on.			
30.8	Main fuel quantity indicating system (calibration).			
30.9	Propeller deicing timer.			
30.10	Pneumatic system pressure test.			
C 3000.31	**POST INSPECTION**			
31.1	Inspect for operation and leaks.			
31.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
31.3	Clean aircraft and engine once maintenance is completed.			
31.4	Perform Functional Check Flight if required per DHC-6-400 Maintenance Manual or AFM as appropriate.			
31.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: **C 3000RT – BASIC INSPECTION**
FREQUENCY: **Every 3000 Hours**
NOTE: **This inspection is restricted 50 hours**

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters DHC-6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC-6 – C 3000RT – 3000 Hour Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: **CT 6000NT – COMPONENT TEST**
FREQUENCY: **Every 6000 Hours**
NOTE: **Bench Test – Component removed from aircraft. No Tolerance**

Registration No.: N _____ Start Date: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Aircraft Start Total Cycles: _____

Reference: DHC-6 Controlled Inspection Program, Viking PSM 1-64-2 Maintenance Manual

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
CT 6000.1 26 – FIRE PROTECTION			
1.1 Fire detecting thermal units.			
CT 6000.2 27 – FLIGHT CONTROLS			
2.1 Flap actuator (pressure test).			
2.2 Flap selector valve (pressure test).			
CT 6000.3 29 – HYDRAULIC POWER			
3.1 Hydraulic system accumulators.			
3.2 Hydraulic (electric-driven) pump.			

CHECK: CT 6000NT – COMPONENT TEST
FREQUENCY: Every 6000 Hours
NOTE: Bench Test – Component removed from aircraft. No Tolerance

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection/test form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have tested all the items initialed by me in accordance with Maritime Helicopters DHC - 6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' DHC - 6 – CT 6000NT – 6000 Hour Inspection/Test and was determined to be in an airworthy condition.

Registration No.: N _____ End Aircraft Ending Total Time: _____

Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: **F 3000NT – FUNCTIONAL CHECKS**
FREQUENCY: **EVERY 3000 HOURS**
NOTE: **No Tolerance**

Registration No.: N _____ Start Date: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Aircraft Start Total Cycles: _____

Reference: DHC-6 Maintenance Program, Viking PSM 1-64-2 Maintenance Manual

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
F 3000.1 21 – AIR CONDITIONING			
1.1 Bleed air heating system. Power on.			
F 3000.2 27 – FLIGHT CONTROLS			
2.1 Flight control surfaces for alignment with external rigging marks; for rudder check dimension 'L'.			
2.2 All trim and gear tabs for free play.			
2.3 Rudder gear box for play.			
F 3000.3 28 – FUEL			
3.1 Fuel forward and aft low-level warning system. Adjust tank levels to obtain indication. Power on.			
3.2 Main fuel quantity indicating system (calibration).			
F 3000.4 30 – ICE AND RAIN PROTECTION			
4.1 Propeller deicing timer.			
F 3000.5 34 - NAVIGATION			
5.1 Pitot system.			
F 3000.6 36 - PNEUMATIC			
6.1 Pneumatic system pressure test.			
F 3000.7 71 – POWERPLANT - LH			
7.1 Intake deflector system. Power on.			
F 3000.8 71 – POWERPLANT - RH			
8.1 Intake deflector system. Power on.			

CHECK: **F 3000NT – FUNCTIONAL CHECKS**
FREQUENCY: **EVERY 3000 HOURS**
NOTE: **No Tolerance**

Upon satisfactory completion of each test item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each function test, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have function tested all the items initialed by me in accordance with Maritime Helicopters DHC - 6 Continuous Airworthiness Maintenance Program found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I have reviewed this function tests form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft components have been tested in accordance with Maritime Helicopters' DHC - 6 – F 3000NT – 3000 Hour Functional Tests and was determined to be in an airworthy condition.

Registration No.: N _____ End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP) DHC – 6 MAINTENANCE MANUAL

ATTACHMENT A

Airworthiness Limitations

PROPRIETARY: ALL RIGHTS RESERVED. NO PORTION OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING BY PHOTOCOPYING, RECORDING OR USE OF ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM WITHOUT EXPRESS WRITTEN PERMISSION OF MARITIME HELICOPTERS. **ã 2020 MARITIME HELICOPTERS**

AIRWORTHINESS LIMITATIONS

A AIRWORTHINESS LIMITATIONS

NOTE: The entire airframe must be removed from service at or before the end of the validated life at 66,000 flight Hours, or 312,000 Flight Cycles, whichever occurs first.

AIRFRAME

A.1 Compliance of all airworthiness Inspections must be completed by the limits specified in the below table. Each inspection shall be entered either in a work order or the aircraft log book as appropriate and remain a permanent record until repeated.

A.2 The appropriate maintenance manual shall be referenced when performing each event.

TASK	ITEM DESCRIPTION	EFFECTIVITY/ CONFIGURATION	AIRWORTHINESS LIMITATIONS				ACTION NOTES
			SAFE LIFE LIMIT EXCEPTIONS FROM AIRFRAME LIMIT	MODIFICATION LIMIT	INSPECTION OR OVERHAUL		
					INITIAL	REPEAT	
32 – FLIGHT CONTROLS							
27-002	Elevator and Rudder Primary Flight Control Cables	Landplanes	60 Months	-	-	-	Replace
27-004	Elevator and Rudder Primary Flight Control Cables below Baggage Floor	All Configurations If spillage occurs when operating with corrosive cargo	Within 2 Months of spillage	-	-	-	Replace
27-006	Aileron Primary Flight Control Cables	All Configurations	60 Months	-	-	-	Replace
27-007	Elevator and Rudder Cable Pulleys at Sta 270.3	All Configurations	60 Months	-	-	-	Replace
32 – LANDING GEAR							
32-001	Main Landing Gear Leg	All Configurations with New Main Landing Gear Leg with No Previous Overhaul and No Previous Repair	Safe Life Limit Not Applicable	-	24,000 Landings or 120 Months whichever occurs first	-	Remove Overhaul in accordance with TB V6/00063 Rev. NC or later
32-002	Main Landing Gear Leg	All Configurations with Previous Overhaul or Previous Repair	Safe Life Limit Not Applicable	-		7,000 Landings or 60 Months whichever occurs first	Remove Overhaul in accordance with TB V6/00063 Rev. NC or later

AIRWORTHINESS LIMITATIONS

TASK	ITEM DESCRIPTION	EFFECTIVITY/ CONFIGURATION	AIRWORTHINESS LIMITATIONS				ACTION NOTES
			SAFE LIFE LIMIT EXCEPTIONS FROM AIRFRAME LIMIT	MODIFICATION LIMIT	INSPECTION OR OVERHAUL		
					INITIAL	REPEAT	
53 – FUSELAGE							
53-005	Fuselage Frame Assembly, Sta. 218.8, Part No. C6FSM2582–1	Post Mod 6/1173	-	39,000 Flight Hours or 78,000 Flight Cycles whichever occurs first	-	-	Remove this frame assembly from service and replace with a new assembly C6MK1553–1 or –3 Incorporating Mod 6/1553 (Refer to SB 6/354)
53 – FUSELAGE (Cont'd)							
53-006	Fuselage Frame Assembly, Sta. 239	All Configurations	-	-	1,200 Flight Hours or 12 Months whichever occurs first	Every 1,200 Flight Hours or 12 Months whichever occurs first	If cracks are within limits in accordance with SB 6/521 Rev. C or later, inspect every 600 Flight Hours or 6 Months whichever occurs first. Replace or repair if cracks are out of limits.
54 – NACELLES							
54-002	Engine Nacelle Structure	All Configurations	-	-	3,000 Flight Hours or 6,000 Flight Cycles whichever occurs first	Every 3,000 Flight Hours or 6,000 Flight Cycles whichever occurs first	Inspect the left side of each nacelle structure (Refer to PSM 1-6-7 Part 3)
54-009	Engine Nacelle Lower Longerons	Aircraft that are not addressed by 54-003 through 54-008	-	-	400 Flight Hours	Every 400 Flight Hours	Inspect lower longerons for buckles or cracks on each nacelle structure (Refer to SB 6/509)
54-010	Engine Nacelle Lower Longerons	All Configurations After Hard Landing	-	-	Immediate	Immediate	Inspect lower longerons for buckles or cracks on each nacelle structure (Refer to SB 6/509)

AIRWORTHINESS LIMITATIONS

TASK	ITEM DESCRIPTION	EFFECTIVITY/ CONFIGURATION	AIRWORTHINESS LIMITATIONS				ACTION NOTES
			SAFE LIFE LIMIT EXCEPTIONS FROM AIRFRAME LIMIT	MODIFICATION LIMIT	INSPECTION OR OVERHAUL		
					INITIAL	REPEAT	
57 – WINGS							
57-026	Wing Assembly C6W1001–33, –35, & subsequent Wing Box C6W1002–67, –69, & subsequent	Post Mod 6/1117 and Pre Mod 6/1630 and Pre Mod 6/1318	-	12,000 Flight Hours or 24,000 Flight Cycles	-	-	Incorporate Mod 6/1318 (Refer to SB 6/268)
57-027	Wing Assembly C6W1001–33, –35, & subsequent Wing Box C6W1002–67, –69, & subsequent	Post Mod 6/1117 and Pre Mod 6/1630 and Pre Mod 6/1318	-	-	12,000 Flight Hours or 24,000 Flight Cycles whichever occurs first	Every 1,200 Flight Hours or 2,400 Flight Cycles whichever occurs first	Inspect Main Spar at Station 152.8 (Refer to PSM 1-6-7 Part 3)
57 – WINGS (Cont'd)							
57-029	Wing Assembly C6W1001–33, –35, & subsequent Wing Box C6W1002–67, –69, & subsequent	Post Mod 6/1117 and Pre Mod 6/1630	33,000 Flight Hours or 66,000 Flight Cycles whichever occurs first	-	-	-	Incorporate Mod 6/1630 to extend service life (Refer to SB 6/362)
57-030	C6W1002– Replacement Box (Replaces 67, –69, & subsequent	Post Mod 6/1117 and when installed into C6W1001 as part of Mod 6/1630 and Pre Mod 6/1318	-	12,000 Flight Hours or 24,000 Flight Cycles	-	-	Incorporate Mod 6/1318 (Refer to SB 6/268)
57-031	C6W1002– Replacement Box (Replaces 67, –69, & subsequent	Post Mod 6/1117 and when installed into C6W1001 as part of Mod 6/1630	-	-	12,000 Flight Hours or 24,000 Flight Cycles whichever occurs first	Every 1,200 Flight Hours or 2,400 Flight Cycles whichever occurs first	Inspect Main Spar at Sta. 152.8 (Refer to PSM 1-6-7 Part 3)
57-032	C6W1002– Replacement Box (Replaces 67, –69, & subsequent	Post Mod 6/1117 and when installed into C6W1001 as part of Mod 6/1630	-	-	24,000 Flight Hours or 48,000 Flight Cycles whichever occurs first	Every 1,200 Flight Hours or 2,400 Flight Cycles whichever occurs first	Inspect Lwr Skin at WS185, Lwr Wing Skin, Stringers and Aft Spar Lwr Flange from WS122 to WS263 (ribs 8 to 20) (Refer to PSM 1-6-7 Part 3)
57-033	Wing Assembly C6W1001–33, –35 & subsequent	Post Mod 6/1117 and Post Mod 6/1630	66,000 Flight Hours or 132,000 Flight Cycles whichever occurs first	-	-	-	-

AIRWORTHINESS LIMITATIONS

TASK	ITEM DESCRIPTION	EFFECTIVITY/ CONFIGURATION	AIRWORTHINESS LIMITATIONS				ACTION NOTES
			SAFE LIFE LIMIT EXCEPTIONS FROM AIRFRAME LIMIT	MODIFICATION LIMIT	INSPECTION OR OVERHAUL		
					INITIAL	REPEAT	
57 – WINGS (Cont'd)							
57-037	Wing Strut Assembly C6W1005–9, –10 Link Assembly C6WM1409–1, –3	Post Mod 6/1172 and Post Mod 6/1174	36,000 Flight Hours or 72,000 Flight Cycles whichever occurs first	-	-	-	Remove these wing strut and link assemblies, including all attachment bolts, from service and replace with new parts C6W1005–9, and –10 (strut), C6WM1409–3 (link), and attachment bolts C6WM1411–27 (one per strut) and –29 (two per strut)
57-038	Wing Flap Hinge Arm Attachment Fittings at Wing Sta. 97.5	Landplanes and Floatplanes that have been used in Landplane configuration	-	-	31,800 Flight Hours or 63,600 Flight Cycles whichever occurs first	Every 2,400 Flight Hours or 4,800 Flight Cycles whichever occurs first	Inspections of the lower attachment fittings C6W1045 (Refer to PSM 1-6-7)
57-041	Wing Upper Surface Inspection for Disbonding	All Configurations	-	-	20 years	Every 5 years	As per SB V6/0018

AIRWORTHINESS LIMITATIONS

POWERPLANT

PT6A-34				
Part Number	**ITEM DESCRIPTION**	**Time Before Overhaul (TBO)**	**Service Life Limit Cycles**	**Notes**
3031700	Hot End Inspection HSI	2000 Hours*		*Inspection Only
3031700	Hot End Inspection HSI	4000 Hours		
3019712	Power Turbine Disk		20000	
3013111	Compressor Hub (1st Stage)		19000	
3013712	Compressor Disk (2nd Stage)		24000	
3011713	Compressor Disk (3rd Stage)		25000	
3033292	Impeller		19000	
3013411	Compressor Turbine Disk		16000	

AIRWORTHINESS LIMITATIONS

PT6A-34				
	ITEM DESCRIPTION	Time Before Overhaul (TBO)		
	Fuel Control Unit (FCU)	4500		
	Fuel Heather	4500		
	Propeller Governor	4500		
	Ignition Exciter	4500		
	Compressor Bleed Valve	4500		
	Flow Divider/Starting Control Installation	4500		
	Fuel Pump (Argo-Tech only)	4500		
	Fuel Pump (Hamilton Sundstrand)	4000		

AIRWORTHINESS LIMITATIONS

AVIONICS

Table 1 identifies Airworthiness Limitations (AWL's) based on associated Critical Design Configuration Control Limitations (CDCCL's) for the Avionics Systems of the DHC-6 Series 400 aircraft with the Phase 2 Avionics Upgrade.

Note; Phase 2 aircraft (including Super-Lite aircraft) must embody MOD 6/2303 (refer to Table 1 and Table 2). Irrespective of other Apex and avionics options and installations, any aircraft with Apex Load 4.4 software is a "Phase 2" aircraft and any aircraft with S.O.O. 6388 is a Super-Lite aircraft.

Note; Compliance with Airworthiness Limitations is mandatory.

Table 1 – Phase 2 Airworthiness Limitations Including Conditions of Design Approval

Identifier	Affected System	Description	Remarks
General			
GEN-001	All Avionics Systems	For purposes of the avionics upgrades, the DHC-6 Series 400 is a Class IV aircraft in the meaning of FAA Advisory Circular (AC) 23.1309-1E.	

Identifier	Affected System	Description	Remarks
AFCS-006	Gear Configuration	FD and AP use has been evaluated on Wipline Model 13000 Amphibious Float aircraft modified in accordance with TCCA STC SA11-7 or SA93-103 or FAA STC SA2CH. FD and AP have been determined to be compatible with this gear configuration and with Seaplane Floats subject to appropriate operating procedures and limitations.	The Amphibious Float and Seaplane Float STC holders are responsible for ensuring that STC documents are updated to reflect operating procedures and limitations appropriate to FD and AP use with Amphibious Floats or Seaplane Floats installed.
Transponders and ADS-B Out			
TRP-001	Transponder Configuration	Transponders must be KXP 2290A if ADS-B Out functionality is enabled on Apex.	Honeywell KXP 2290 and KXP 2290A transponders are eligible for Phase 2 and Super-Lite aircraft installation. Installation of the ADS-B Out enabled KXP 2290A transponders is through MOD 6/2354. The enabling of ADS-B Out functionality through Apex is controlled through S.O.O. 6347. For Phase 2 aircraft and for Super-Lite aircraft with two transponders, both installed transponder LRU's must be KXP 2290A for ADS-B Out functionality. Mixing KXP 2290 and KXP 2290A configuration is prohibited. For Super-Lite aircraft with just one transponder, the installed transponder LRU must be KXP 2290A if ADS-B Out functionality is enabled.
TCAS II			
TCAS-001	TCAS II RA Configuration	Phase 2 aircraft and Super-Lite aircraft equipped with optional TCAS II must have the TCAS II Resolution Advisory (RA) functionality enabled. Phase 2 aircraft TCAS II hardware installation with only TCAS I functionality enabled is prohibited.	Phase 1 aircraft with Apex Load 1.3 equipped with TCAS II had only Traffic Advisory (TA) functionality enabled, RA functionality was disabled.

AIRWORTHINESS LIMITATIONS

Table 1 – Phase 2 Airworthiness Limitations Including Conditions of Design Approval (Cont'd)

Identifier	Affected System	Description	Remarks
Apex Configuration and Options			
EFIS-001	Apex Software	Phase 2 and Super-Lite aircraft must use Apex 12 Slot Software Configuration Load 4.4 (Part Number EB60002734-0104).	Irrespective of other Apex and avionics installations and options, any aircraft with Apex Load 4.4. software is a "Phase 2" aircraft. The installation of Apex Load 4.4 software is by incorporation of MOD 6/2303.
EFIS-002	Apex Options	The following Apex option is prohibited on the DHC-6 Series 400: dual charts.	
EFIS-003	Electronic Check List (ECL)	Use of a ECL is approved for Normal Procedures only. Use of ECL for Abnormal and Emergency procedures is prohibited.	
EFIS -004	ECL	Approved content of ECL is controlled through Viking S.O.O. 6213.	
EFIS-005	Engine Displays	US-registered (FAA) aircraft must be configured for normal conditions engine display in green in accordance with S.O.O. 6280.	Engine display configuration is established with an Apex Options File parameter.
EFIS-006	Display Units	All four display units (DU's) must be the same model type either KDU 1080 or KDU 1080-2, mixed configurations are prohibited.	KDU 1080-2 display units are incorporated by Mod 6/2450.
Flight Management System (FMS)			
FMS-001	ESIS / Apex Navigation Interface	Navigation (SRN or LRN) interfacing of Apex with L-3 Avionics GH-3100 or GH-3900.2 ESIS is prohibited.	
FMS-002	SBAS-Based Approaches	With the Apex options file set to SBAS-based navigation including LPV approaches predicated on SBAS GPS capability enabled, for Phase 2A aircraft (two GPS units required) or with Super-Lite aircraft with two GPS units, both GPS LRU's must be 066-01201-0105 KGS 200 GPS receivers. For Super-Lite aircraft with one GPS LRU installed, it must be a 066-01201-0105 KGS 200 GPS receiver.	Installation is based on MOD 6/2304 and S.O.O. 6225.

AIRWORTHINESS LIMITATIONS

Table 1 – Phase 2 Airworthiness Limitations Including Conditions of Design Approval (Cont'd)

Identifier	Affected System	Description	Remarks
FMS-003	FMS Aircraft Database (ACDB)	Apex must use FMS ACDB's identified by Honeywell P/N MM60000461-002 (12,500 pounds) or Honeywell P/N 60000461-004 (14,000 pounds). Use of the 14,000 pound ACDB does not constitute a design approval for operations over 12,500 pounds.	The 14,000 pound ACDB is identified by Honeywell P/N 60000461-004 as called up in S.O.O. 6224.
GPS Receivers			
GPS-001	GPS Installation	Apex on Phase 2 aircraft is approved for use with non-SBAS or SBAS-enabled KGS 200 GPS receivers. Only Phase 2 aircraft may be equipped with either the non-SBAS Honeywell KGS 200 (P/N 066-01201-0101) GPS receiver (two for Phase 2 aircraft) or the SBAS enabled KGS 200 (P/N 066-01201-0105) GPS receivers (two for Phase 2 aircraft and one or two for Super-Lite aircraft).	
GPS-002	GPS Installations	Phase 2 aircraft with two GPS receivers must have either two 066-01201-0101 GPS receivers or two 066-01201-0105 GPS receivers, mixed configurations are prohibited. Super-Lite aircraft must have one or two 066-01201-0105 GPS receivers.	
GPS-003	GPS Installations	With the Apex options file set to SBAS-based navigation including LPV approaches disabled, the GPS receivers for Phase 2 aircraft must be either the 066-01201-0101 or 066-01201-0105 receivers. The one or two GPS receivers on Super-Lite aircraft must always be the 066-01201-0105 GPS receiver.	

AIRWORTHINESS LIMITATIONS

Table 1 – Phase 2 Airworthiness Limitations Including Conditions of Design Approval

Identifier	Affected System	Description	Remarks
GPS-004	GPS Installations	Installation of SBAS-enabled 066-01201-0105 GPS receivers (two for Phase 2 aircraft and one or two for Super-Lite aircraft) must only be accomplished on aircraft with Apex Load 4.4 (also see Airworthiness Limitation EFIS-001).	SBAS-enabled KGS 200 receivers are incompatible with Apex Phase 1 (Load 1.3) software. MOD 6/2303 is a prerequisite modification to MOD 6/2304.
GPS-005	GPS Installations	Installation of the Honeywell 066-01201-0102, -0103, and -0104 KGS 200 GPS receivers *in lieu* of either the -0101 or -0105 GPS receiver is prohibited.	
Automatic Flight Control System (AFCS)			
AFCS-001	Flight Director	Flight Director enabled is type design standard for Phase 2 and Super-Lite aircraft subject to operating limitations in Supplement 50 (Phase 2 aircraft), Supplement 55 (Super-Lite aircraft) or in other approved supplements.	For aircraft without Flight Director enabled (this may arise for special mission or for other operational and certification reasons), contact Viking.
AFCS-002	Autopilot	Minimum Use Height (MUH) of the AP is 200 feet AGL. Minimum Engage Height (MEH) of the AP is 400 feet AGL.	Use of the AP at lower MUH (for example for CAT II) approaches or at lower MEH is prohibited (also refer to Supplement 50 for Phase 2 aircraft and Supplement 55 for Super-Lite aircraft).
AFCS-003	Autopilot	Disengage of the AP on GA is controlled at an aircraft level, the Apex options file parameter for "**afcsCpGaEnable**" must be set to "**Enable**."	AP use during Go-Around (GA) is prohibited (also refer to Supplement 50 for Phase 2 aircraft and Supplement 55 for Super-Lite aircraft). On the DHC-6 Series 400 automatic disengage of the AP on GA is implemented at an aircraft level.
AFCS-004	Apex Option Flyaway Parameter	Phase 2 and Super-Lite aircraft must have Apex Options File "**afcsFlyAway**" must be set to "**Disable**."	
AFCS-005	Gear Configurations	Flight Director (FD) and Autopilot (AP) use are approved on Standard Gear Wheels (SGW), Intermediate Floatation Gear (IFG), and wheel ski aircraft.	

AIRWORTHINESS LIMITATIONS

Table 1 – Phase 2 Airworthiness Limitations Including Conditions of Design Approval

Identifier	Affected System	Description	Remarks
AFCS-006	Gear Configuration	FD and AP use has been evaluated on Wipline Model 13000 Amphibious Float aircraft modified in accordance with TCCA STC SA11-7 or SA93-103 or FAA STC SA2CH. FD and AP have been determined to be compatible with this gear configuration and with Seaplane Floats subject to appropriate operating procedures and limitations.	The Amphibious Float and Seaplane Float STC holders are responsible for ensuring that STC documents are updated to reflect operating procedures and limitations appropriate to FD and AP use with Amphibious Floats or Seaplane Floats installed.
Transponders and ADS-B Out			
TRP-001	Transponder Configuration	Transponders must be KXP 2290A if ADS-B Out functionality is enabled on Apex.	Honeywell KXP 2290 and KXP 2290A transponders are eligible for Phase 2 and Super-Lite aircraft installation. Installation of the ADS-B Out enabled KXP 2290A transponders is through MOD 6/2354. The enabling of ADS-B Out functionality through Apex is controlled through S.O.O. 6347. For Phase 2 aircraft and for Super-Lite aircraft with two transponders, both installed transponder LRU's must be KXP 2290A for ADS-B Out functionality. Mixing KXP 2290 and KXP 2290A configuration is prohibited. For Super-Lite aircraft with just one transponder, the installed transponder LRU must be KXP 2290A if ADS-B Out functionality is enabled.
TCAS II			
TCAS-001	TCAS II RA Configuration	Phase 2 aircraft and Super-Lite aircraft equipped with optional TCAS II must have the TCAS II Resolution Advisory (RA) functionality enabled. Phase 2 aircraft TCAS II hardware installation with only TCAS I functionality enabled is prohibited.	Phase 1 aircraft with Apex Load 1.3 equipped with TCAS II had only Traffic Advisory (TA) functionality enabled, RA functionality was disabled.

AIRWORTHINESS LIMITATIONS

Table 1 – Phase 2 Airworthiness Limitations Including Conditions of Design Approval

Identifier	Affected System	Description	Remarks
Super-Lite			
SUPER-001	Minimum Number of DME	The minimum number of DME on Super-Lite aircraft is one.	A zero DME configuration is incompatible with Apex.
SUPER-002	Minimum Number of Radar Altimeters	The minimum number of radar altimeters on Super-Lite aircraft is one.	A zero radar altimeter configuration is incompatible with Apex.
SUPER-003	Minimum Number of Transponders	The minimum number of Mode S transponders is one.	A zero transponder configuration is incompatible with Apex.
SUPER-004	Minimum Number of Display Units	The minimum number of display units (DU's) is four.	Three DU configurations (one Primary Flight Display [PFD] and two Multi-Function Displays [MFD's] or two PFD's and one MFD) are not approved.
SUPER-005	Minimum Number of Audio Control Panels	The minimum number of Audio Control Panels (ACP's) is two.	
SUPER-006	Minimum Number of Multi-Mode Digital Radios	The minimum number of Multi-Mode Digital Radios is two.	

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP) DHC – 6 MAINTENANCE MANUAL

ATTACHMENT B

Corrosion Control

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B CORROSION CONTROL

C.1 This corrosion control program to fulfill PSM 1-6-5, Part 3, Corrosion Manual requirements over a 5-year period

C.2 Inspections shall be entered in the Work Order or aircraft log book as applicable when each even is complied with. Each inspection year will be tracked under the aircraft maintenance CALM program.

AIRCRAFT CORROSION CARD No. CORR

AREA: EXTERNAL and INTERNAL	TRADE: AIRFRAME	MANHOURS: PREP: TOTAL:

An equalized corrosion inspection program to fulfill PSM 1-6-5, Part 3, Corrosion Manual requirements over a 5 year period. The equalized inspection should commence after the aircraft has previously undergone the initial 5 year corrosion inspection specified in Transport Canada Airworthiness Directive CF-94-12 when approval has been received from your Local Regulatory Authority. The periods of inspection are based on a typical annual operation of 1200 flight hours accumulating 6000 flight hours over a 5 year period. The five yearly EMMA Cards identify the inspections for that particular year.

CORROSION INDEX

Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
28-00	**FUEL GALLERY**						
C28-00-00	Fuel structure, piping, booster pumps, fuel strainer, crossfeed valve, sump plates and electrical wiring and connections.		Remove panel F13, F14 and F17				1
32-10	**MAINLEG**						
C32-10-01	Main landing gear leg upper platen.		Remove fairing, and panels F4, F5, F8, F9, F18 and F20				1
C32-10-02	Main landing gear leg upper platen links.	S/B 6/226, A/C 1 to 311					1
C32-10-03	Main landing gear leg lower platen.						1
C32-10-04	Main landing gear leg rebound block base plates.						1
C32-10-05	Main landing gear leg axle.		Jack aircraft remove wheel				1
32-15	**FLOAT** NOT APPLICABLE AT THIS TIME						
C32-15-01	Float installation - Front spreader bar, tie rod lugs, tie rod, vertical strut and hardware.		Beach aircraft In situ				1, 2, 3, 4 and 5

AIRCRAFT CORROSION CARD No. CORR

Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
32-15	**FLOAT (CONT'D)** NOT APPLICABLE AT THIS TIME						
C32-15-02	Float installation - Top front strut bracket, front strut and hardware.		When beached In situ				1, 2, 3, 4 and 5
C32-15-03	Float installation - Bottom front strut lug, front strut and hardware.		When beached In situ				1, 2, 3, 4 and 5
C32-15-04	Float installation - Rear spreader bar, support strut bracket, rear support struts, swivel end fittings, main leg pivot lug and hardware.		When beached In situ				1, 2, 3, 4 and 5
C32-15-05	Float installation - Main strut, drag strut, fuselage lug, wing strut attachment and hardware.		Remove fairing F4, F5, F8 and F9, remove strut fairings				1, 2, 3, 4 and 5
C32-15-06	Float installation - Main strut, drag strut and hardware at float.		Remove strut fairings panel				1, 2, 3, 4 and 5
C32-15-07	Float installation - Internal and external structure areas.		Remove panels and internal bulkhead panels				1, 2, 3, 4 and 5
32–20	**NOSELEG**						
C32-20-01	Noseleg upper and lower torque links.		In situ				1

AIRCRAFT CORROSION CARD No. CORR

Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
32–20	**NOSELEG (CONT'D)**						
C32–20–02	Noseleg steering actuator lever.		Open F1 or F2 door and remove avionic shields				1
C32–20–03	Noseleg cylinder lower bearing assembly.		During overhaul				1
C32–20–04	Noseleg fork where locknut bears against lower surface of fork.		During overhaul				1
52–00	**DOOR**						
C52–00–01	Airstair door outer skin, adjacent to hinge.		In situ				1
C52–00–02	Airstair door hinge.		Lower door				1
C52–00–03	Cabin door RH, upper and lower hinges.		In situ Open doors				1
C52–00–04	Nose baggage compartment door hinge.		In situ Open F1 nose cap or F2 door				1
53–11	**FUSELAGE FORWARD**						
C53–11–01	Noseleg lower attachment adapter fitting, Station 60.		In situ				5
C53–11–02	Noseleg upper mounting block, Station 60.		Open panels F3 and F10				5
C53–11–03	Pilot door hinge, upper and lower attachment plates, station 73.		In situ				5

AIRCRAFT CORROSION CARD No. CORR

Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
53–11	**FUSELAGE FORWARD (CONT'D)**						
C53–11–04	Co-pilot door hinge, upper and lower attachment plates, Station 73.		In situ				5
C53–11–05	Nose Attachment, exterior aluminum joint straps and fasteners common to the nose, station 44.		In situ				5
C53–11–06	Battery tray structure, interior surface of nose luggage compartment near battery tray, fasteners and hardware securing battery tray. (If installed)		Open nose luggage door				5
53–12	**FUSELAGE CENTER**						
C53–12–01	Lower frame assembly, main landing gear attach, station 219.		Remove panels F4, F5, F8 and F9				5
C53–12–02	Fuselage side frames at Stations 218 and 219.	T.C. CF–78–17 FAA 78–26–02	Remove cabin dado side panels				5
C53–12–03	Upper fwd spar beam, Station 200, and adapters, wing pickup, Station 200.		Remove ceiling panel and wing top center panel				5
C53–12–04	Frame assembly, lower, main landing gear attach, Station 239.		Remove panels F5 and F8				5
C53–12–05	Frames ("hockey stick") Station 239, wing attach.		Remove wing top center panel				5

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Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
53–12	**FUSELAGE CENTER (CONT'D)**						
C53–12–06	Top skin sandwich panels, center fuselage, from station 111 to Station 190.		In situ Access upper fuselage surface				5
C53-12-07	Aft cabin doors, LH and RH, hinge attach plates, upper and lower.		In situ Open door				5
C53-12-08	Airstair door hinge plate.		In situ Lower door				5
C53-12-09	Cabin floor rails.		Remove or stow cabin seats and lift floor boards after de-riveting board side angles				5
C53-12-10	Cabin floor boards.		When above				5
C53-12-11	Fuselage structure, Station 111 to Station 376, shell interior and exterior skins, stringers and frames.		Remove cabin dado side panels, fuel liners and fuel cells				5
53-13	**FUSELAGE REAR**						
C53-13-01	Aft LH baggage door hinge attach plates.		In situ Open door F6				5
C53-13-02	Rear baggage compartment door hinge.		In situ Open door F6				5

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Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
53-13	**FUSELAGE REAR (CONT'D)**						
C53-13-03	Rear baggage compartment door sill.		In situ Open door F6				5
C53-13-04	Rear fuselage lower bulkhead, Station 376.		Open door F6 and remove rear floor panel				5
C53-13-05	Battery bay, lower structure.		Open door F6 and remove fwd floor panel				5
53-14	**FUSELAGE AFT**						
C53-14-01	Aft fuselage to fin attach adapter plates. **NOTE 1: If Pre Mod 1843 to 1846, remove horiz/vert stabilizer/ aft fuse top rib.** **NOTE 2: If Post Mod 1843 to 1846, inspect where accessible.**	S/B 6/454 N/A Mod incorporated N/A Mod incorporated	See Notes 1 and 2				4
C53-14-02	Rudder hinge tubular attach support structure.		Remove fairings T3, T4 and T14				4
54-00	**NACELLE**						
C54-00-01	Forward frame engine mount plates and engine mount adapters.		Lower engine cowling W7 or W21, remove cowling W29 or W33				4

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Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
54-00	**NACELLE (CONT'D)**						
C54-00-02	Nacelle skin exhaust path and nacelle drag angles.		In situ				4
55-10	**HORIZONTAL STABILIZER**						
C55-10-01	Horizontal Stabilizer/Elevator adapter plate inboard.		In situ				4
C55-10-02	Horizontal Stabilizer/Elevator adapter plate outboard.		In situ				4
C55-10-03	Elevator center hinge arm.	T.C. CF-92-05 FAA 94-14-22	Remove fairings T2 and T15				4
C55-10-04	Tailplane front and rear mounting brackets.	T.C. CF-92-04 T.C. CF-85-10 FAA 83-26-05	Disassembly of Empennage units is recommended				4
55-20	**ELEVATOR**						
C55-20-01	Inboard attach adapter fitting.		In situ				4
C55-20-02	Outboard attach adapter fitting.		In situ				4
C55-20-03	Trim tab hinge.		In situ				4
C55-20-04	Flap/Elevator interconnect tab hinge.		In situ				4
C55-20-05	RH and LH inboard hinge arms.		In situ				4
C55-20-06	RH and LH outboard hinge arms.		In situ				4

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Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
55-30	**VERTICAL STABILIZER**						
C55-30-01	Rudder mid hinge attach plate.		Remove Rudder				4
C55-30-02	Rudder top hinge attach plate.		Remove Rudder				4
C55-30-03	Fin front and rear spar adapter fittings. **NOTE 1: If Pre Mod 1841 and 1842, remove horiz/vert stabilizer/ aft fuse top rib.** **NOTE 2: If Post Mod 1841 and 1842, inspect where accessible.**	N/A Mod incorporated	See Notes 1 and 2				4
55-40	**RUDDER**						
C55-40-01	Lower hinge arm.		Remove panels T3 and T4				4
C55-40-02	Mid hinge bracket.		In situ				4
C55-40-03	Upper hinge bracket.		In situ				4
C55-40-04	Upper trim tab hinge.		In situ				4
C55-40-05	Lower trim tab hinge.		In situ				4
57-10	**WINGS**						
C57-10-01 L/H and R/H	Top skins adjacent to nacelle, ribs 5 to 9.		In situ Access upper wing surface				1, 2, 3, 4 and 5

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Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
57-10	**WINGS (CONT'D)**						
C57-10-02 L/H and R/H	Lower skins adjacent to nacelle, ribs 5 to 9.		In situ				1, 2, 3, 4 and 5
C57-10-03	Rear spar cap attachment adapters.	T.C. CF-73-03 FAA 95-18-11 amdt 39- 9358 S/B 6/295	Remove wing top center fairing				2 3
C57-10-04	Forward attachment adapters.	T.C. CF-85-12 FAA 85-16-10 FAA 94-04-01	Remove wing top center fairing				2 3
C57-10-05	'D' nose door assembly and hinge.		Remove panels W2 or W16				2 3
C57-10-06	Leading edge skin outboard of nacelle.		In situ				2 3
C57-10-07	Hinge arm Station 97.5.		In situ Remove shroud access panel				2 3
C57-10-08	Hinge arm adapters Stations 97.5, 172.5, 247.5 and 310.		In situ Remove shroud access panel				2 3
C57-10-09	Hinge arm Station 172.5.		In situ Remove shroud access panel				2 3

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Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
57-10	**WINGS (CONT'D)**						
C57-10-10	Hinge arm Station 247.5.		In situ Remove shroud access panel				2 3
C57-10-11	Hinge arm Station 310.		In situ Remove shroud access panel				2 3
C57-10-12	Hinge arm Station 376.25.		In situ Remove wing tip fairing				2 3
C57-10-13	Main spar lower forward and aft cap angles.	T.C. CF-87-02 FAA 88-13-11 FAA 94-08-10	Access through wing lower skin inspection holes				2 3
C57-10-14	Main spar wing strut attachment lug.		Remove fairings W5 and W6 or W19 and W20				2 3
C57-10-15	Main spar splice plate Station 152.8.		Access through wing lower skin inspection holes				2 3

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Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
57-10	**WINGS (CONT'D)**						
C57-10-16	Rivets attaching ribs to upper skin corrugation.		Access through wing lower skin inspection holes				2 3
C57-10-17	Pre Mod 6/1117 wing-spar, strut-lug, fastener holes. N/A Mod incorporated	1/100/200	High frequency eddy current. See PSM 1-6-7, PART 3				4
C57-10-18	Adapter assy – front spar-wing.	A.D. CF–2007–31	Access through wing lower skin inspection holes (Refer to SB 6/541)				2 3
57-40	**WING STRUT**						
C57-40-01	Wing strut beam.	T.C. CF-85-14 FAA 87-04-23	Remove fairings F5 or F8, W5 and W6 or W19 and W20				4
C57-40-02	Strut links.		Remove fairings W6 or W20				4

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Corrosion Task	Description	Airworthiness Directives and Service Bulletins	Inspection Access	Access Time and Reinstall (mins)	Inspect Time (mins)	Total Time (mins)	Inspection Year
57-51	**INBOARD FOREFLAP**						
C57-51-01	Inboard hinge arm Station 34.5.		Lower Flaps				2 3
C57-51-02	Mid hinge arm Station 97.5.		When lowered				2 3
C57-51-03	Outboard hinge arm Station 172.58.		When lowered				2 3
C57-51-04	Pushrod attach fitting Station 97.5.		When lowered				2 3
57-52	**OUTBOARD FOREFLAP**						
C57-52-01	Inboard hinge arm Station 173.5.		When lowered				2 3
C57-52-02	Inboard center hinge arm Station 247.11.		When lowered				2 3
C57-52-03	Outboard center hinge arm Station 310.		When lowered				2 3
C57-52-04	Outboard hinge arm Station 376.2.		When lowered				2 3
C57-52-05	Pushrod attach fitting Station 247.11.		When lowered				2 3
57-53	**TRAILING FLAP**						
C57-53-01	Inboard hinge end arm.		When lowered				2 3
C57-53-02	Center hinge arm.		When lowered				2 3
C57-53-03	Outboard hinge end arm.		When lowered				2 3
57-54	**AILERON**						
C57-54-01	Inboard hinge arm station 172.5.		When lowered				2 3
C57-54-02	Inboard center hinge arm Station 247.11.		When lowered				2 3
C57-54-03	Outboard center hinge arm Station 310.		When lowered				2 3
C57-54-04	Outboard hinge arm Station 376.2.		When lowered				2 3
C57-54-05	Balance weight location channel ('D' nose).	S/B 6/507	When lowered remove leading edge and weight				2 3
C57-54-06	Trim tab hinge arm.		When lowered				2 3
C57-54-07	Trim tab hinge.		When lowered				2 3
C57-54-08	Gear tab hinge.		When lowered				2 3