Maritime Helicopters

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM GENERAL MANUAL (CAMP)

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v	Original	05/01/20
vi	Original	05/01/20
vii	Original	05/01/20
viii	Original	05/01/20
1	Original	05/01/20
2	Original	05/01/20
3	Original	05/01/20
4	Original	05/01/20
5	Original	05/01/20
6	Original	05/01/20
7	Original	05/01/20
8	Original	05/01/20
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11	Original	05/01/20
12	Original	05/01/20
13	Original	05/01/20
14	Original	05/01/20
15	Original	05/01/20
16	Original	05/01/20
17	Original	05/01/20
18	Original	05/01/20
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PAGE	STATUS	DATE
20	Original	05/01/20
21	Original	05/01/20
22	Original	05/01/20
23	Original	05/01/20
24	Original	05/01/20
25	Original	05/01/20
26	Original	05/01/20
27	Original	05/01/20
28	Original	05/01/20
29	Original	05/01/20
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Index of Temporary Revisions

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 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 CAMP 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 CAMP and complied with when completing the inspection interval. Temporary Revisions shall be maintained with the completed inspection intervals paperwork until 1) next inspection, or 2) incorporated into CAMP.

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Table of Contents

Record of Revisions iii
List of Effective Pages iv
Index of Temporary Revisions v
INTRODUCTION 1
Maritime Helicopters Continuous Airworthiness Maintenance Program (CAMP) 1
Program Organization 1
General Statement of Responsibility 2
Delegation of Duties 2
Adding Aircraft to the CAMP 2
Removing aircraft from the CAMP 2
CAMP AND MAINTENANCE MANUAL REVISIONS 3
Revisions and Control 3
Revision Status 3
Temporary Revisions 3
AIRWORTHINESS RESPONSIBILITIES 4
Administration, Management, and Accomplishment of the CAMP 4
Responsibility for Aircraft Maintenance 4
MAINTENANCE MANUAL 6
General 6
Maintenance and Inspection Program 6
Special Inspections 7
Technical Data 7
AD's 7
Any AMOC or a change in the compliance time for an AD submitted to the FAA for approval must provide an acceptable level of safety and include specific actions proposed to address the unsafe condition. They shall be submitted to Principle Maintenance Inspector (PMI) and forwarded to the office identified in the AD. These must be approved before use by the manager identified in the AD and recorded. 7
Work Cards 7
MAINTENANCE ORGANIZATION 8
General Organizational Requirements 8
Maintenance Management Positions 9
Maintenance Organization Structure 9
Maintenance and Inspection Departments 9
Interface 10
ACCOMPLISHMENT AND APPROVAL OF MAINTENANCE AND ALTERATIONS 11
Accomplishment of Maintenance 11
Performing Maintenance 11
Airman Certificate 11
Major Repairs and Alterations 11
Airworthiness Release 11
Scope of Maintenance 11
Maintenance Requirements for Major Aircraft Components 12
Parts and Appliances Maintenance Program 12
Maintenance and Preventive Maintenance Personnel Duty Time Limitations 12
MAINTENANCE SCHEDULE 13

Maintenance Schedule Overview. 13
Maintenance Schedule Contents—General 13
Maintenance Schedule Objective 13
Effective Scheduled Maintenance 13
Maintenance Schedule Development 13
REQUIRED INSPECTION ITEMS (RII) 14
RII Program 14
RII Tasks 14
RII Lists 14
RII's and Safety 15
RII Requirements 15
RII Inspectors 15
MAINTENANCE RECORDKEEPING SYSTEM 16
Records Requirements 16
Records Keeping 17
Airworthiness Release Log Entry 17
Inspection Forms 18
CONTRACT MAINTENANCE 19
Maintenance Providers (Contract Maintenance) 19
Maintenance Provider List 19
Essential Maintenance Provider 20
Responsibility for Maintenance 20
Policy and Procedures 20
Unscheduled Maintenance Away from Base 20
Airworthiness Release Form or Aircraft Log Entry 21
New Contract Maintenance Providers 21
Continuing Maintenance Provider Oversight 22
Contract maintenance inspection procedures 22
PERSONNEL TRAINING 23
General 23
Needs Assessment 23
Maintenance Program Training Requirements 23
Types of Training 23
Initial Training 23
Recurrent Training 24
Specialized Training 24
Maintenance Provider Training 24
Competency-Based Training 24
Required Inspection Personnel Training 25
Remedial Training 25
CONTINUING ANALYSIS AND SURVEILLANCE SYSTEM 26
Basic Goals of the Program 26
Correcting Deficiencies 26
CASS Personnel 26
Program Flow Chart 27

CASS Processes 27
Surveillance 28
Data Analysis and Responsibilities 28
Corrective Action 28
Follow-up Measurement Process 29
Risk-Based Decisions 29
Scope of CASS 29
Attributes of System Safety 29
CASS Design 30
CASS Meetings 30
Data Identification 31
System Reliability Report 31
CASS Personnel 31
DHC-6 Series 400 Maintenance Manual A-1
Reserved B-2

INTRODUCTION

Maritime Helicopters Continuous Airworthiness Maintenance Program (CAMP)

Maritime Helicopters, Inc. (MHI) CAMP program has been prepared in accordance with the current regulations contained in Title 14 CFR Part 135. The primary function of this manual is a management and administrative tool for organizing, directing, amending, and controlling its maintenance program. This program delegates management of the various functions and interrelationships of each maintenance element, such as maintenance time limitations, recordkeeping, Airworthiness Directive (AD) management, maintenance program management and oversight, contract maintenance management and oversight, personnel training and elements of Continuing Analysis and Surveillance System (CASS).

The CAMP objectives are:

- Maintenance, preventive maintenance and alterations perform by MHI or other persons are done in accordance with this manual.
- Competent personnel and adequate facilities and equipment are provided for the proper performance of maintenance, preventive maintenance, and alterations.
- Each aircraft released to service is Airworthy and has been properly maintained for operations under CFR Part 135
- Standardization of the program, consistent accomplishment and administration of the maintenance program.

MHI CAMP has delineating the functions, relationships, and lines of authority between its organizational elements and personnel in this manual;

- Position descriptions, duties, responsibilities, and specific authority and responsibility attributes for each position.
- Identities who has overall authority and/or responsibility and who has direct authority and/or responsibility for given functions.

Program Organization

The Continuous Airworthiness Maintenance Program is comprised of two primary sections, each a “Stand-Alone” Manual. Although they are stand-alone, both must be referenced for the implementation and administration of the MHI CAMP program.

NOTE:

Both the CAMP and Maintenance Manual are “Stand-Alone” documents each containing its own List of Effective Pages (LOEP) and Numbering System for ease of manual revisions. The LOEP’s for maintenance manuals shall not be included in the CAMP Manual other than the Appendix designator.

CAMP Manual

The CAMP Manual contains information covering administrative procedures, instructions for the administration and management accomplishment of the maintenance program and RII duties and responsibilities. It addresses policies and procedures covering duties, responsibilities and authority of each of the management personnel defining who has overall authority and/or responsibility for any given process. A major element of the manual is the CASS program to determine the overall effectiveness of the program.

Maintenance Manual

Maintenance Manuals are attached to the CAMP manual as a separate appendix. Each manual contains airframe specific maintenance functions such as scheduled maintenance tasks, procedural information and detailed instructions with manufacturers references for accomplishing listed maintenance tasks. Manuals shall be added to the appendix with the addition of new airframes added to OpSpec that require by regulation to be maintain under a CAMP program. Maintenance manuals shall be identified in each appendix by the aircraft’s manufacturers make and model designation.

The basis of each maintenance manual is derived from the Original Equipment Manufacturer (OEM) maintenance and overhaul manuals or other approved technical information and data accepted by the FAA. A CAMP requires MHI to develop and use its own maintenance manual, not the OEM manuals; MHI shall reference them in each task function as required. Maintenance Manuals are designed to accomplish segregation between the required inspection and maintenance functions, with interface as required, to ensure smooth transfer of work and information.

Each airframe specific maintenance manual describes criteria for initiating functional evaluation flights along with procedural requirements for them. This includes criteria and procedural information for unscheduled inspections, such as those associated with lightning strikes, tail strikes, exceeding engine temperature, hard or overweight landings, and any very high-load event. Standards for overhaul, repair, replacement, calibration, and other requirements to return the aircraft and its components to its original or properly altered condition are also contained. Maintenance manuals have two primary units;

Inspections

Required inspection processes outlined in manufacturer's inspection data, drawings, specifications data are accomplished thru task "work" cards including inspection methods, procedures and standards. Inspection functions are separate from maintenance functions to include RII procedures. Persons performing required inspections are under control of the inspection unit only.

Maintenance

Maintenance specific processes, which include maintenance, preventative maintenance unscheduled maintenance and alterations are listed by work cards. Each work card defines the standards, methods, techniques to accomplish each task. Maintenance is separate from inspections with maintenance specific functions individually identified.

Maintenance manuals have detailed process for unscheduled maintenance that addresses extremely high-load events that occur to aircraft. These particular high-load events are those for which flight data might facilitate the subsequent inspection process. The maintenance program will consider the events listed below as most significant:

- Flight Events
  - Ø A severe turbulence encounter,
  - Ø Extreme maneuvers,
  - Ø Exceeding speed limitations, and
  - Ø Heavy stall buffet.
- Ground Events.
  - Ø Hard landings,
  - Ø Over-weight landings, and
  - Ø Drift landings resulting in excessive side/drag load.

General Statement of Responsibility

All personnel assigned to airframes operating under a CAMP are required to be trained and familiar with the requirements of the program, applicable FAA regulations, and airworthiness directives. Personnel shall adhere to manual policies, procedures and applicable FAA regulations.

Management and lead personnel may delegate their assigned duties to any qualified individual as necessary; however, such delegation does not relieve them of their overall responsibility.

Delegation of Duties

In the absence of any responsible supervisory/management employee, the duties shall be delegated to a qualified replacement in order to ensure required duties continue to be accomplished. Delegated duties may only be assigned to a qualified individual. It shall be the responsibility of the individual authorizing the delegation of duties to determine the capabilities of each candidate for delegation. The individual authorizing the delegation shall remain ultimately responsible for the proper accomplishment of all delegated duties.

Adding Aircraft to the CAMP

The following procedures shall be used when entering an aircraft on MHI Continuous Airworthiness Maintenance Program;

- The aircraft registration number, make, model, and serial number shall be on the Operations Specification List of Approved Aircraft.
- If the airframe is not new, a bridging document will be created and remain on file for 1 year. The document shall determine by outline which inspections and maintenance must be complied with before bringing the aircraft onto the CAMP. These inspections and maintenance shall be entered on to the aircraft logbook and signed off before the aircraft entered onto the program.
- Once the bridging requirement inspections and maintenance have been complied with2 the Aircraft and Engine Log Book shall have an entry made stating that the aircraft and engine are now being inspected in accordance with MHI Continuous Airworthiness Maintenance Program.
- Due to this more stringent maintenance program, aircraft being added to the MHI CAMP will have a period of up to 200 flight hours to be brought into compliance with the MHI CAMP Maintenance Time Limitation on items with a decreased or added maintenance interval, but in no case shall exceed the limitations of the manufacturer.

Removing aircraft from the CAMP

Aircraft removed from either the CAMP program shall have an annual inspection performed prior to being released for flight or shall be accepted into the inspection program of another operator prior to being released for flight. A list of the status of the existing inspection program will be provided to the new owner.

The following entry will be made in the log book:

"This aircraft was removed from a CFR Part 135 CAMP maintenance program and must be inspected in accordance with CFR 43.15 Part (a), (a)(1), (b), (c), and (c)(3) before returning to service."

CAMP AND MAINTENANCE MANUAL REVISIONS

Revisions and Control

In accordance with CFR 135.21(a), revisions will be prepared by the Director of Maintenance. Each revision will have a revision number and date in the upper right corner of the page. Revisions will be consecutively numbered. All revisions will be submitted to the FAA for review and acceptance prior to being implemented. Revisions will be recorded in the Log of Revisions page and old pages will be replaced with the new effective pages.

New material in the latest revision will be marked with a vertical bar to the right of text, to ease identification of new material. The program shall be amended whenever the following occurs:

- The issuance of changes to CFR'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 (14 CFR 135.21).

The CAMP program is web based, to include any changes or additions, and available to those persons required to comply with it. Additionally, MHI shall furnish access to the FAA Principal Inspectors (PI) assigned.

Maintenance Personnel are to use the MHI Web Portal for all company manuals unless internet access is not available. In the advent of no internet access to manuals, a current company paper format manual shall be provided and used. Once downloaded, it is considered an "Uncontrolled Copy" and shall not be kept once tasks are completed or internet access is restored, whichever occurs first.

Revision Status

Once the MHI Continuous Aircraft Maintenance Program is approved by the responsible FAA district office, it shall be posted within 5 working day on Maritimes' Maintenance Portal, accessible to MHI personnel through the internet.

Temporary Revisions

Temporary Revisions to the CAMP will be accomplished thru the use of the Temporary Revision (Temp Rev) page. The Temp Rev page is designed to insert important updates into the CAMP in an expeditious manner without having to go thru the entire revision process.

NOTE:

The Temp Rev page is a STAND-ALONE document with its own numbering and approval system. No attempt will be made to incorporate temporary revision changes to the CAMP or Maintenance Manual Table of Contents or List of Effected pages.

The Index of Temporary Revisions will list the current CAMP or Maintenance Manual Revision Number in the header. The Table will include: Temp Rev Item Number (TR#), Section, Page, a brief Description of the revision and Date inserted. When a revision is required to the CAMP or Maintenance Manual, a Temporary Revision (TR) will be generated and then entered on the Temporary Revision page, as outlined above. Both the Temp Rev revision page and temporary revision itself shall be submitted to the FAA with approval indicated by signatures and date on the bottom of the Temp Rev page. The Date Approved stamps at the bottom of the page will reflect dates of approval of the most current temporary revision. Each new revision will require an updated approved signature and date from the FAA.

Once approved, the temporary revision shall be inserted before the affected page(s) in the CAMP or Maintenance Manual. These temporary revisions will be indicated by a yellow background. An inserted Temp Rev page will contain both change(s) and instructions to the affected page(s) of the CAMP or Maintenance Manual. When a mechanic accesses a CAMP or Maintenance Manual on the Portal that has a temporary revision, they shall comply with the revision when completing that inspection interval. Completed temporary revisions shall be maintained with the completed maintenance intervals paperwork until the next interval occurs for that maintenance task or the temporary revision is incorporated into the CAMP or Maintenance Manual; whichever occurs first.

NOTE:

All logged temporary revisions will remain on the Temp Rev page until incorporated into the CAMP or Maintenance Manual during a complete CAMP or Maintenance Manual revision. A full revision will clear the Temp Rev page of all entries.

AIRWORTHINESS RESPONSIBILITIES

Administration, Management, and Accomplishment of the CAMP

This section contains instructions for MHI management of the various functions and interrelationships of each maintenance program element, such as limitations, recordkeeping, Airworthiness Directive (AD) management, maintenance program management and oversight, contract maintenance management and oversight, and personnel training.

Each airframe specific maintenance manual includes a description of scheduled maintenance tasks, procedures and detailed instructions to include specific manufacturers maintenance manual references for accomplishing its maintenance tasks. Additionally, these maintenance manuals describe criteria for initiating functional evaluation flights along with procedural requirements for these.

Responsibility for Aircraft Maintenance

MHI is responsible for the airworthiness the performance of all of the maintenance, preventive maintenance, and alterations on its aircraft. This includes all inspections, maintenance, preventive maintenance, and alterations, whether it accomplishes that work or someone else does it for them (e.g., a maintenance provider, such as a repair station).

A listing of all certificate mechanics will be maintained by the Director of Maintenance. Each of these people has the authority to act for MHI in their respective sphere and exercise control of maintenance privileges. Their specific duties and responsibilities are listed in this CAM

MHI has appointed the following person to the Accountable Management position:

Director of Maintenance (DOM)

Director of Maintenance – Has final authority and accountability for managing and implementing MHI's entire maintenance program, including all inspection functions, financial and human resources. Responsibilities include monitoring the airworthiness of all aircraft, engines, accessories, appliances in the aircraft ensuring the personnel assigned to those tasks have been properly qualified, trained and authorized.

The Director of Maintenance must hold the appropriate airmen certificate for this position.

NOTE

MHI shall notify the CHDO within 10 days should a change be made to the Director of Maintenance position.

Chief Inspector - The Chief Inspector is responsible to the Director of Maintenance to ensure a standard level of safety and airworthiness is adhered to and that work performed under this program is accomplished IAW applicable CFR's, Maritime Manuals and manufactures specifications. The Chief Inspector has direct responsibility for implementation and monitoring of the RII program elements.

Quality and Safety Manager – The Quality and Safety Manager shall; develop, define, integrate, and monitor the Safety Management System CASS program to include;

- Provide Leadership and Direction in Risk Management, Loss Control, and Regulatory Compliance to Government and Maritime Safety programs
- Evaluate and audit the safety program.
- Conduct and develop safety training, safety management and accident prevention.
- Evaluate the maintenance training to ensure fundamental safety principles are integrated into the syllabus.
- Investigate and report on incidents and accidents. Make recommendations to preclude a recurrence.
- Conduct hazardous material training as it pertains to this certificate. Direct hazardous material identification and disposal.
- Provide assistance during new employee initial safety training and during recurring training.
- Develop and maintain the MHI Emergency Procedures Plan, provide guidance to determine location, use, adequacy, and serviceability of firefighting equipment and other safety equipment.
- Responsible for a thorough knowledge of this General Maintenance Manual, MHI policies and procedures as well as meeting operational goals and objectives.

Inspection Personnel – Inspection Personnel area responsible to the Chief Inspector to ensure a standard level of safety and airworthiness is adhered to and that work performed for MHI is accomplished IAW applicable CFR's, company manuals and manufactures specifications. The Inspector shall:

- Inspect buildup of aircraft assemblies and installation of assemblies.
- Inspect aircraft for conformance to specifications and quality standards.
- Inspect work in progress to ensure proper procedures are followed.
- To include:
  - Ø Correct parts are used.
  - Ø Correct procedures are used per applicable manuals.
  - Ø Tools are calibrated when required.
  - Ø Verify bulletins such as AD's, ASB's and others affected by the task are being complied with.
  - Ø Correct safeties are installed.
- Ensure all entries in the logbook are accurate and contain all required information.
- Ensure paperwork such as aircraft log cards, 337's, and yellow tags are filled out correctly.
- Assist in keeping all company manuals up to date with the latest manufacture's manuals.
- Review weekly aircraft status sheets for accuracy.
- Inspect incoming parts for bulletin compliance.
- Responsible for a thorough knowledge of this CAMP Manual, MHI policies and procedures as well as meeting operational goals and objectives.
- Verification of the accuracy of the Status Report to the actual configuration of the aircraft and to the data contained on the Historical Service Record Cards ("Hard Cards") regarding Part Number (P/N), Serial Number (S/N), and Total Time / Time Since Overhaul (TT / TSO) of the time-tracked assemblies and components.
- All other duties as assigned by the Chief Inspector.

Certificated Mechanics – Certificated Mechanics are individually responsible for the maintenance tasks they perform and sign for each step. They work under the Director of Maintenance and are authorized and responsible for, but not limited to, performance of the following:

- Performing the aircraft inspection activities specified by this inspection program.
- Scheduling aircraft inspections with the Director of Maintenance (or designee), considering such factors as workflow, location of equipment and facilities, tools, supplies and job requirements.
- Maintaining all required aircraft maintenance records in a current status.
- Maintaining the aircraft in an airworthy condition at all times.
- Providing final approval for return to service.
- Reviewing the full (comprehensive) aircraft status report to assure:
- The status report information is correct.
- No scheduled maintenance intervals will be exceeded.

A certified mechanic shall be considered qualified to perform inspection and maintenance if the mechanic complies with any of these requirements:

- Has been trained at a manufacturer or operator's school for that aircraft.
- Understands the manufacturers maintenance manual instructions.
- Has satisfactorily performed this or similar work at an earlier date.
- Is under the direct supervision of a certified and appropriately rated mechanic who has had previous experience in the specific operation concerned.

Prior to exercising certificate privileges, the mechanic must within the previous 24 months performed any of the following for at least 6 months;

- Served as a mechanic under their certificate and rating,
- Technically supervise other mechanics,
- Supervised, in a management capacity, the maintenance or alteration of aircraft, or
- Been engaged in any combination of the three positions.

MAINTENANCE MANUAL

General

The FAA regulations §135.21, and 135.427 requires MHI to have an approved maintenance manual. The CAMP manual shall serve as the approved maintenance manual for all work performed and shall be referenced in conjunction with the appropriate airframe specific manual contained in the appendix. While Maritimes' maintenance manuals prescribe the maintenance to be completed, it must be performed in accordance with the manufacturer procedures and technical data or FAA approved data.

Maintenance manuals contain specific procedures for all inspections, preventative maintenance and alterations, to include unscheduled and special inspections. Maintenance personnel are expected to follow prescribed methods and procedures in the maintenance manual for the specific airframe. Maintenance Manuals are contained in the CAMP appendix, each identified by aircraft type. Maintenance manuals include detailed procedures for maintenance, scheduling with work cards for each inspection/maintenance event.

The basis of each maintenance manual is derived from the Original Equipment Manufacturer (OEM) maintenance and overhaul manuals or other approved technical information and data accepted by the FAA. A CAMP requires MHI to develop and use its own maintenance manual, not the OEM manuals, but shall reference them in each function as required. Maintenance Manuals are designed to accomplish segregation between the required inspection and maintenance functions, with interface as required, to ensure smooth transfer of work and information.

Each airframe specific maintenance manual describes criteria for initiating functional evaluation flights along with procedural requirements for them and includes criteria and procedural information for unscheduled inspections, such as those associated with lightning strikes, tail strikes, exceeding engine temperature, hard or overweight landings, and any very high-load event. Standards for overhaul, repair, replacement, calibration, and other requirements to return the aircraft and its components to its original or properly altered condition are also contained.

Maintenance manuals provide two primary functions;

Inspections

Required inspection processes outlined in manufacturer's inspection data, drawings, specifications data are accomplished thru task "work" cards including inspection methods, procedures and standards. Inspection functions are separate from maintenance functions to include RII procedures. Persons performing required inspections are under control of the inspection unit only.

Maintenance

Maintenance specific processes, which include maintenance, preventative maintenance unscheduled maintenance and alterations are listed by work cards. Each work card defines the standards, methods, techniques to accomplish each task. Maintenance is separate from inspections with maintenance specific functions identified.

Maintenance manuals have detailed process for unscheduled maintenance that addresses extremely high-load events that occur to aircraft with inspection processes. These particular high-load events are those for which flight data might facilitate the subsequent inspection process. The maintenance program will consider the events listed below as most significant:

- Flight Events
  - Ø A severe turbulence encounter,
  - Ø Extreme maneuvers,
  - Ø Exceeding speed limitations, and
  - Ø Heavy stall buffet.
- Ground Events.
  - Ø Hard landings,
  - Ø Over-weight landings, and
  - Ø Drift landings resulting in excessive side/drag load.

Maintenance and Inspection Program

Method of performing all required maintenance and inspections are designation by MHI by occupational title of personnel authorized to perform each required inspection and/or maintenance event. Procedures for reinspection of work performed under previous required inspection findings will be listed on work cards.

Inspections are to be performed based on hourly or calendar Time Remaining on the aircraft computer maintenance and inspection tracking report (CALM).

Special Inspections

Special Inspections shall be determined by the DOM, Chief Inspector or Floor Lead Mechanic. These events must be evaluated based what event has occurred and severity of the event. This may require contacting the manufacturer, as appropriate.

Special inspections for high-load events should:

- Identify that a very high-load event has occurred;
- Assure that indications of structural damage are found in an initial inspection;
- Involve the OEM, if necessary;
- Identify any additional inspections that may be required to positively identify all of the structural damage.

Once the scope of the special inspection has been determined, appropriate log entries must be entered, proper corrective actions performed and entered and a return to service statement entered.

Technical Data

Maintenance manuals of MHI aircraft maintained under this CAMP contain detailed manufacturers technical date with procedures for accomplishing specific tasks. Each maintenance manual includes procedures for aircraft Weight and Balance (W&B), jacking, lifting, shoring, storage, cold weather operations, towing, aircraft taxi, and aircraft cleaning based on manufacturer's maintenance manuals. MHI shall continuously modify and customize its maintenance manual as necessary to include recommendations based on CASS findings.

AD's

MHI is required to accomplish the provisions of Part 39 AD's. The DOM, Chief Inspector shall review any issued AD's appropriate to our airframes if the AD is applicable. If it is determined any aircraft is affected by the AD, a Compliance Action Notice will be generated and disseminate to the mechanic responsible for the aircraft maintenance. Management processes contain elements for planning, site-specific locations, support, provisioning, implementing, recording, technical data and auditing. MHI shall not operate aircraft any AD applies to except in strict compliance with the provisions of the AD. MHI shall ensure that:

- It reviews ADs for applicability to its aircraft and highest potential of alteration during normal maintenance;
- If needed, will submit and receive FAA approval for an alternative method of compliance (AMOC);
- It accomplishes the requirements of the AD within the time frame specified in the AD;
- It keeps records of the accomplishment and current status of each AD that applies to its aircraft;
- It considers the unique aspect of the AD, identifies long lead times and impact of future inspection schedules;
- Any subsequent maintenance or alteration to its aircraft does not remove the maintenance or alteration that the AD mandated to include unique product or appliances.

NOTE

MHI shall not remove any AD-mandated maintenance or alteration.

Any AMOC or a change in the compliance time for an AD submitted to the FAA for approval must provide an acceptable level of safety and include specific actions proposed to address the unsafe condition. They shall be submitted to Principle Maintenance Inspector (PMI) and forwarded to the office identified in the AD. These must be approved before use by the manager identified in the AD and recorded.

AMOC's or changes in compliance will be submitted to MHI's current PMI for the approval process to include authority to fly an aircraft to a repair facility to the required work. If there is a conflict between any maintenance manual or service document, the AD shall take preference. Any aircraft or parts which do not meet the requirements of the AD shall not be installed or operated.

Work Cards

MHI uses "task" or work cards to comply with regulations for performing maintenance as well as maintenance recordkeeping. They document the results of inspections, checks, and tests for data collection and analysis while providing detailed, concise procedural instructions that organize and control maintenance activities ensuring all maintenance activities comply with the maintenance manual.

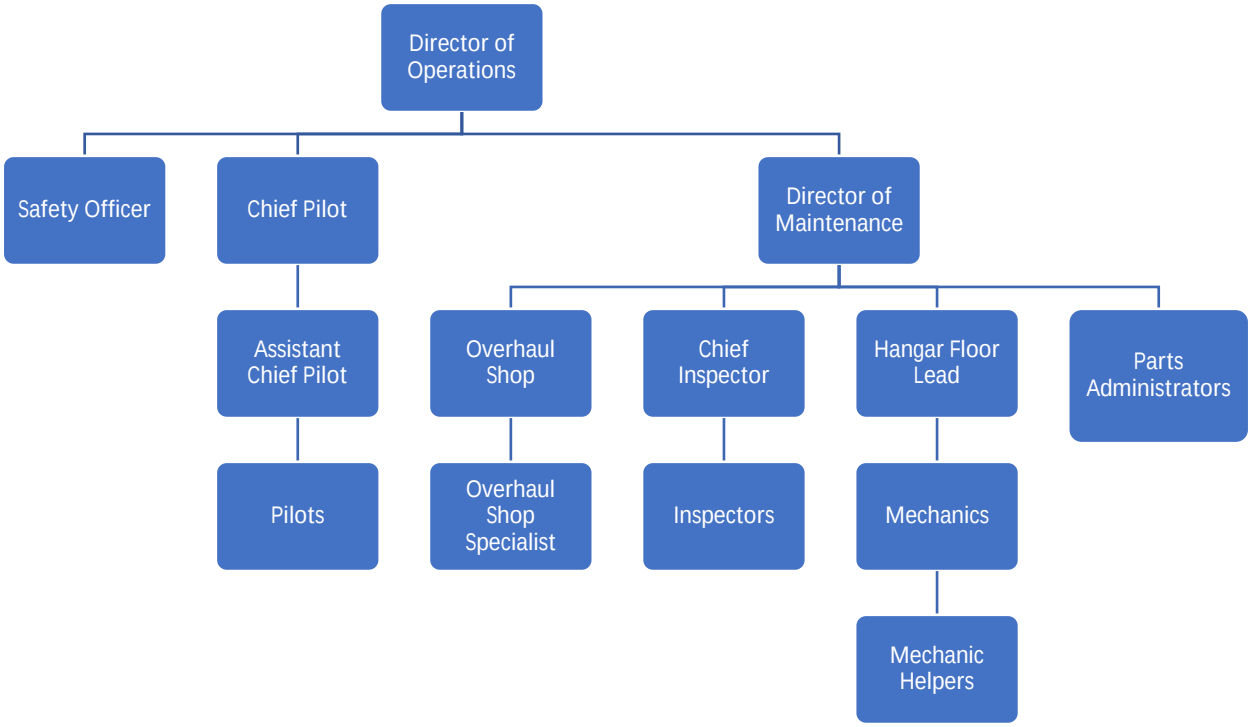
The DOM is responsible for controlling and developing work cards based on a manufacturer's instructions ensuring transcribed information is complete and accurately.

Work cards also document the results of inspections, checks, and tests for data collection and analysis. MHI shall conduct and record work-in-progress audits of work card activities under its CASS to ensure that each individual who accomplishes work on its aircraft is following the appropriate maintenance manual.

MAINTENANCE ORGANIZATION

General Organizational Requirements

MHI maintenance organization must be able to perform, supervise, manage, and amend its program to manage and guide its maintenance personnel and provide the direction necessary to achieve its maintenance program objectives. Regulation that apply to MHI also apply to any other organization that provides maintenance services for Maritime. The following chart depicts overall assignments;



Maintenance Management Positions

The following positions have authority to design or change MHI procedures without having to seek higher-level approval while maintaining overall responsibility to ensure financial and personnel resources for successful completion of a task or function.

Director of Maintenance

The Director of Maintenance has overall responsibility for scheduled, unscheduled maintenance, inspections and may delegate any of these duties but retains the responsibility. The individual serving full-time in this position must be qualified through training, experience, and expertise to the extent of their responsibilities, have a full understanding of the documents with respect to maintenance activities to include;

- Directs and controls resources
- Determines acceptable safety risks
- Title 14 CFR,
- Operations Specifications
- Manuals required under Part 135
- Aviation safety standards and safe operating practices
- Ensuring company aircraft are maintained to the airworthiness standards prescribed by applicable regulations, airworthiness directives, and this inspection program.
- Training and assisting his department personnel in the procedures, methods, and practices to be followed in performance of this inspection program.
- Ensuring that the responsible mechanic properly completes all necessary work records.
- Reviewing this program and initiating the necessary revision(s).

Chief Inspector

The Chief Inspector is responsible for all inspection functions associated with Part 135 maintenance. Additionally, the Chief Inspector shall be directly responsibility for the RII functions to include, but not limited to, ensuring both financial and human resources are provided for each RII event.

Maintenance Organization Structure

Structure

MHI's maintenance program includes both a maintenance and inspection department. These departments have assigned mechanics, inspectors, middle managers/supervisors under a Director of Maintenance. The DOM shall ensure department managers and personnel understand instructions for their duties to include manufacturer's manuals and ICA's.

Functions

Maintenance functions include repair, overhaul, parts replacement scheduled and unscheduled maintenance and are performed under assigned managers. Inspection functions such as required inspection items are separate maintenance and shall operate under its own assigned manager. Each department shall operate as a separate entity within each of the departments general organizational functions to ensure that MHI conducts all operations to the highest possible degree of safety. These organizational functional levels include:

- Mechanics and/or inspectors performing the work at the first level;
- Middle managers and supervisors at the second level; and
- The maintenance program Director of Maintenance (DOM) at the third level. The Director of Maintenance is directly in charge and shall be available for consultation and decisions.

Authority and Responsibility

Position descriptions for each of these functions are listed under AIRWORTHINESS REPONSIBILITIES. Position duties identify who is responsible for a given element, process, or task and their authority.

Maintenance and Inspection Departments

General

MHI has organized the performance of all maintenance, inspection, repair, overhaul, and the replacement of parts to separate the function of required inspections from the function of the other maintenance, preventive maintenance, and alteration activities. The organizational separation is clearly defined for maintenance staff operating below level of administrative control.

Maintenance

All maintenance, preventive maintenance, and alteration activities shall be accomplished by properly certificated and trained maintenance personnel under the supervision of a floor lead.

Inspections

All inspections shall be performed under the direction of the assigned Chief Inspector who has overall responsibility for the inspections and RII's department.

Interface

Interfaces occur in procedures where the responsibility for accomplishing work is transferred from one person, work group, or organization to another.

The following example illustrates smooth transfer of work and information;

- Pilot enters description of discrepancy in the aircraft log book and briefs maintenance on the event.
- Maintenance then takes control of the discrepancy and completes the required actions to rectify entry, to include a corrective action on the appropriate log page.
- If any check flight must be performed, maintenance shall make the required log entry and brief the pilot on required steps to perform.
- Once the check flight is completed and a return to service statement is entered in the log page, control is passed back to operations.

Both maintenance and inspection departments must interface during most tasks. Managers from each department must be aware there is this requirement during jobs where both functions are performed in conjunction such as obtaining an ok to close from inspections or there is an RII buy back procedure before a mechanic may further perform their work.

Maintenance should make the inspections department aware of any such requirement as soon as possible as to not delay any return to service while performing their tasks.

ACCOMPLISHMENT AND APPROVAL OF MAINTENANCE AND ALTERATIONS

Accomplishment of Maintenance

No aircraft may operate after maintenance, preventive maintenance, or alterations are performed unless MHI or whom MHI arranges for the performance of the maintenance, preventive maintenance, or alterations, unless;

- An airworthiness release; or
- An appropriate entry is entered into the aircraft maintenance log.

The airworthiness release or log entry that is required by must;

- Include a certification that the work was performed in accordance with the requirements of the certificate holder's manual;
- All items required to be inspected were inspected by an authorized person who determined that the work was satisfactorily completed;
- No known condition exists that would make the aircraft unairworthy; and
- So far as the work performed is concerned, the aircraft is in condition for safe operation; and
- Be signed by an authorized certificated mechanic or repairman, except that a certificated repairman may sign the release or entry only for the work for which that person is employed and for which that person is certificated.

The signature of an authorized certificated mechanic or repairman constitutes that certification.

Performing Maintenance

MHI has authorization under § 43.3(f), 43.7(e), and 135.437 to perform maintenance on its own aircraft and to approve them for return to service without obtaining any other maintenance certification. In addition, §135.437 provide clear authority under its MHI certificate to perform maintenance on behalf of other air carriers that conduct operations under Part 135. Maritime shall provide the other air carriers a signed and dated list of discrepancies found including those permitted to be inoperative under 135.179.

Airman Certificate

MHI personnel directly in charge of, makes an airworthiness determination or authorized to issue an approval for return to service, must hold an appropriate airman certificate. Additionally, all designate RII inspectors must hold an appropriate airman certificate.

Major Repairs and Alterations

Major repairs and alterations are to be completed in accordance with the manufacturers technical data approved by the FAA using Part 43 appendix A which lists repairs and alterations that are considered major. MHI shall use the definitions in 14 CFR Part 1 when classifying repairs and alterations. MHI shall prepare and submit a copy after completion of each major repair or alteration to AFS-750 and shall make reports available to the FAA and NTSB.

MHI must evaluate each repair or alteration on a case-by-case basis using such factors as the certification basis of the aircraft; classification of the structure as primary, secondary, or a primary structural element; or classification as a fail-safe, safe-life, or damage-tolerant structure.

Airworthiness Release

After performing any major repair, or alteration and maintenance on its aircraft, MHI shall ensure an approval for return to service is entered in the aircraft maintenance log before flight operations. The approval for return to service must;

- Include a certification that the work was performed in accordance with the requirements of Maritimes' maintenance manual.
- Type and brief description of the extent of the inspection
- Date of inspection and aircraft total time in service
- No known condition exists that would make the aircraft unairworthy; and
- Be signed by an authorized certificated mechanic, certificate number and type.

Scope of Maintenance

Instructions for aircraft specific maintenance and alterations are addressed in maintenance manuals for each aircraft. Maintenance manuals have instructions, data and procedures to addresses the following areas;

Scheduled Maintenance

Individual maintenance tasks performed according to maintenance time limitations (maintenance schedule) include procedural instructions for the maintenance tasks and requirements to record the results of the inspections, checks, tests, and other maintenance. Scheduling also includes all recurring ADs and life-limited parts retirement.

Unscheduled Maintenance

Unscheduled maintenance includes procedures, instructions, and standards for maintenance that occurs on an unscheduled or unforeseen basis. Results from scheduled maintenance tasks, pilot reports, or unforeseen events, such as high-load events, hard or overweight landings, tail strikes, ground damage, lightning strikes, or an engine over-temperature are addressed in this CAMP program. This includes instruction, standards and detailed procedures for the accomplishment and recording all types of unscheduled maintenance.

Maintenance Requirements for Major Aircraft Components

Engine Maintenance Program

MHI's maintenance program covers the maintenance of installed and off-wing engines for each engine model it operates. The installed engine requirements are contained in the maintenance time limitations program. In addition to procedural information, the off-wing program described in each maintenance manual provides scheduling information or intervals for cleaning, adjusting, inspecting, testing, and lubricating each part of the engine that it maintains. Maintenance manuals provides the degree of each inspection, the applicable wear tolerances, and the work required when the engine in the shop using the technical data and procedures contained in the manufacturer's maintenance program.

Propeller Maintenance Program

MHI's maintenance includes a propeller maintenance program covering installed and off-wing propellers for each model that operates using scheduled maintenance requirements, to include intervals for cleaning, inspecting, adjusting, testing and lubricating. Each propeller work card encompasses the degree of inspection, the applicable wear tolerances, and the work required at these periods to include unique tools, repair procedures, and specialized training for maintenance personnel, if required.

Parts and Appliances Maintenance Program

MHI's maintenance program covers shop operations, which may include both scheduled and unscheduled tasks. MHI may conduct required shop operations at other locations other than where it performs maintenance. The program included parts and appliance, both on or off wing, defining maintenance for each part and appliance by job cards. Scheduled maintenance requirements will be contained in the maintenance time limitations section of each manual. These include defined intervals for cleaning, adjusting, inspecting, testing, and lubricating each component. The maintenance manual includes the degree of inspection, the applicable wear tolerances, and the work required when the part or appliance is in the shop.

Maintenance and Preventive Maintenance Personnel Duty Time Limitations

The following section is intended to specify guidelines to ensure that Maritime mechanics have adequate rest to ensure optimum performance when on duty. In aviation maintenance, there are occasions when it is necessary to work long hours in order to maintain aircraft in an airworthy condition. It is expected that scheduled inspection and maintenance should be planned and accomplished without the need for long periods of extended work hours.

Mechanics are not authorized to have a workday that exceeds 8 hours without supervisor approval. Once approved, the workday may not exceed 12 hours. At the completion of a 12-hour workday, eight hours of rest are required prior to beginning another workday.

Mechanics are not permitted to work more than 12 cumulative hours in a 24-hour period for example; if a mechanic works 10 hours from 7AM to 5PM then goes home and is called back in at 7PM, they may only work an additional 2 hours. This restriction may be waived by a maximum of 2 hours providing; the project can be completed, verbal approval from the Maintenance Director has been given, and safety is not compromised.

Following extended maintenance of 12 to 14 continuous hours, it is recommended that a mechanic should be scheduled for an uninterrupted rest period of at least 8 hours. A mechanic should be relieved from duty for at least 24 consecutive hours following 10 consecutive extended duty days of 12 or more cumulative hours of actual aircraft maintenance activity in a 24-hour period.

This 12 hours, 10 consecutive days requirement is exclusive of "standby time" a field mechanic may experience while the aircraft is flying and only denotes hours where the mechanic is actually physically working on the aircraft.

In the event a mechanic or supervisor has to exceed 12 hours of aircraft maintenance, a report must be forwarded by the mechanic or his/her supervisor to the DOM who will record and track each exceedance event for the maintenance staff and supervisors. The report will include the mechanics/supervisors name, location, reason for the exceedance, and how many hours in excess of 12 were worked.

Environmental conditions for the above guidelines are presumed to be normal; that is, the mechanic is working outside in good weather or is protected from the elements (i.e. in a hangar, "field shelter", etc.). If the maintenance is taking place outside in very hot, cold or inclement weather, the duty times should be adjusted accordingly. Likewise, conditions inside a hangar, field shelter, etc. may require reduced duty times (temperature extremes, chemical exposure, noise exposure, etc.)

All of the items listed above shall be adhered to and not be deviated from without prior approval from the maintenance department management.

MAINTENANCE SCHEDULE

Maintenance Schedule Overview.

MHI maintains an inspection and maintenance schedule using manufacturers standards for determining its maintenance time limitations, specifying when scheduled inspection and maintenance must be performed including a specific list of each individual maintenance task and its associated time limit. Maritime organizes all of these individual tasks into a series of integrated scheduled work packages that provide a continuous succession of necessary maintenance tasks for the aircraft make and model developed around the aircraft manufacturers recommendations. The tasks are contained in each airframe specific maintenance manual in the appendix.

Maintenance Schedule Contents—General

Unique Identifier - MHI has assigned specific identifiers to each inspection and maintenance event. This allows the individual that it assigns to do the scheduled maintenance task to identify the item easily and accurately. Each identifier is explained in the maintenance manual for each airframe.

How – Each task on job cards is specific on required manufacturers procedures to be completed in order to maintain the item. A scheduled inspection or maintenance task is a maintenance action that the CAMP performs at regular, scheduled intervals so that it can ensure that the item can continue to perform its intended function.

Frequency - Frequency is the time-in-service interval between the times when MHI accomplishes a scheduled maintenance task. MHI measures time-in-service intervals in calendar-time, operational hours, flight cycles, and other appropriate parameters such as RIN count and is annotated on each airframe CALM sheet. In addition, for task management, inventory, and audit purposes, MHI identifies the work card associated with each scheduled maintenance task to ensure that it accomplishes all of its maintenance tasks according to its schedule.

The frequency is based on manufacturer recommendations, with some differences. MHI has decreased the maintenance interval on some items and has added maintenance intervals on other items that are not included in the manufacturer's recommendations due to the operating environment.

Maintenance Schedule Objective

MHI's maintenance schedule objective is to do the correct tasks at the correct interval. If MHI may decide to decrease intervals or add tasks, going through the same justification process as it would for any other change to the maintenance schedule.

Effective Scheduled Maintenance

An inherent function of MHI CASS is to determine the effectiveness of its scheduled maintenance effort through operational data collection and analysis activity. Maritime will use this important function to determine the level of scheduled maintenance effectiveness and to make the necessary changes to achieve the standard of effectiveness that MHI has set. If our aircraft are unavailable for flight operations for maintenance reasons, then our scheduled maintenance program may not be as effective as it should be. There are other elements of the maintenance program besides the scheduled maintenance element that may be deficient as well, but the CASS procedures will identify the root cause and help it identify and make the adjustments/changes necessary to achieve the level of flight operations availability that it has set.

Maintenance Schedule Development

The aircraft manufacturer's maintenance manual is the baseline document used to developing the maintenance schedule. The aircraft manufacturer compiles, publishes, and keeps current the inspection and maintenance schedule for a specific aircraft model and series. The manufacturer outlines the initial minimum scheduled maintenance/inspection requirements for developing a maintenance schedule for the airframe, engines, systems, and components of a particular aircraft model/series. Once the maintenance schedule is in place, MHI experience and CASS will be the main determining factors for changes that may be needed to the schedule.

NOTE

Any manufactures revision to their maintenance manual does not automatically constitute an approval basis for MHI to change its existing maintenance schedule. A revision must be submitted and approved by the FSDO responsible for our7,7 maintenance program.

REQUIRED INSPECTION ITEMS (RII)

RII Program

MHI personnel that perform any item of work are prohibited from performing any required inspection of that work i.e. RII. Specific RII inspection items shall be listed in the specific airframe appendix maintenance manual and must be completed by designated trained and approved MHI RII inspectors. A current list of RII inspectors are maintained by the Director of Maintenance and available to the FAA upon request.

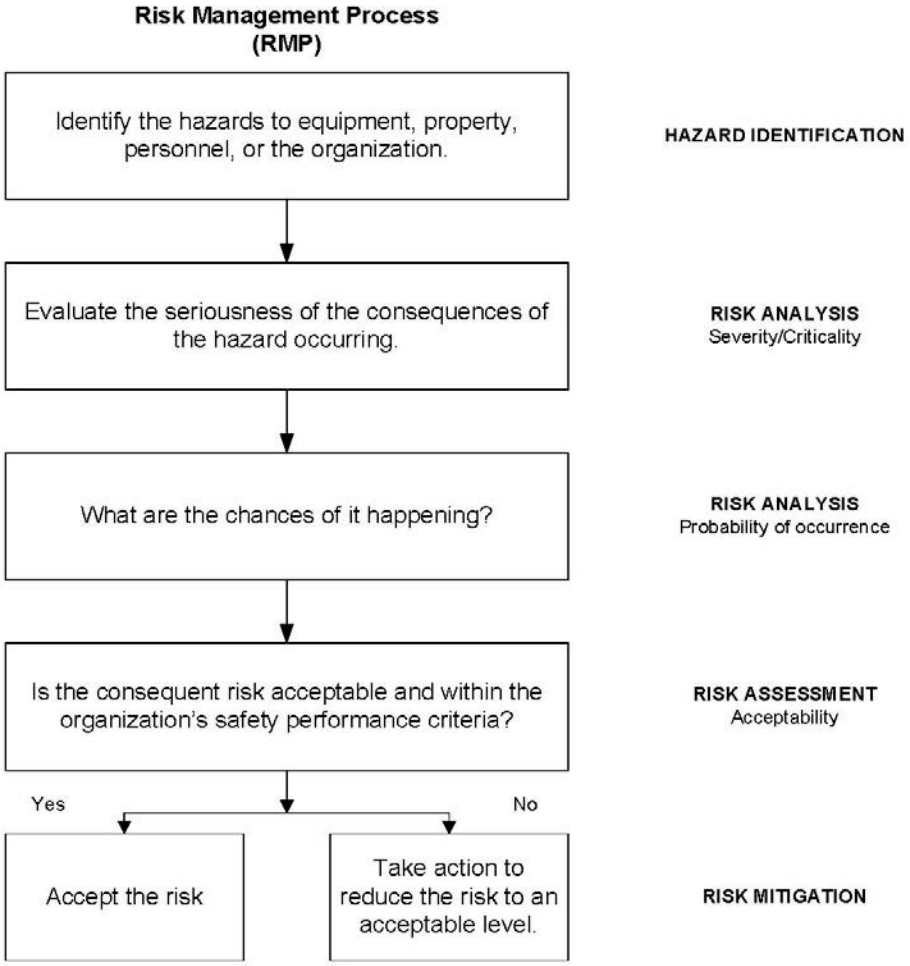
RII inspectors are the final authority as to the status of all maintenance, preventive maintenance, and alterations functions performed that require a RII approval. Only the DOM or Chief Inspector are authorized to change the determination status of an RII.

RII Tasks

Sections 135.427(b) requires the designation of certain tasks as RIIs. This program designates those items of maintenance and alteration that it must inspect (required inspections). These items including those that could result in a failure, malfunction, or defect that endangers the safe operation of the aircraft if the person performing the maintenance or alteration has not done it properly or if they used improper parts or material. If the MHI uses a maintenance provider to perform maintenance and alterations, it may authorize a provider's employee to accomplish its RII requirement if their maintenance manual satisfies the regulatory requirements. Maritime shall only issue its authorization to an individual rather than a group or company. MHI remains primarily responsible for the performance of each RII accomplished by that person.

RII Lists

Each CAMP Maintenance Manual identifies specific items of inspection for each aircraft type. The CAMP shall use the below process when creating or adding to the list of RII functions.



NOTE

MHI may include additional items in its RII list that are not required by regulation and do not result from the recommended decision process. However, company additions do not diminish the significance of an RII inspections on a safety of flight items.

RII's and Safety

The RII program relates directly to flight safety. Maritime considers all of its RIIs with the same safety of flight consideration and emphasis even if accomplishing an individual RII adversely affects flight scheduling. Whether a scheduled or an unscheduled task arises at an awkward time or at an inconvenient location, RII's shall perform their work as required by the CAMP.

RII Requirements

RII requirements are clearly identified on forms, work cards, and other methods consistent with its maintenance program. A primary concept of the RII function is to prevent any person who performs any item of work from performing any required inspection of that work. FAA policy includes any person who provides training to another person on the work performed. MHI's maintenance manuals list RII required tasks cards to clearly identify RII procedures.

RII Inspectors

The CAMP program designates who is authorized as a program RII inspector. Personnel authorized to accomplish RII inspections must be properly trained and qualified thru MHI RII training program for each RII task that they receive the authorization to perform. RII inspector shall be issued a RII card which identifies which airframe(s) they are trained and approved for.

An approved RII Inspector list is maintained by the DOM and available for inspection.

MHI only utilizes A&P certificated mechanics as RII. For A&P mechanics, an RII qualification card will be issued by the Chief Inspector and are not valid until signed by the Chief Inspector or the Director of Maintenance

Required Inspection Personnel are designated by the Chief Inspector. The Chief Inspector has the overall responsibility of administrating the Required Inspection Item (RII) program.

For each model aircraft authorization sought, each designated RII Inspector must have:

- A minimum of three years of working experience on that model or,
- A verifiable record of completed formal training on that model or,
- Complete the RII and Part 135 initial training program for that model or,
- Have a thorough understanding of inspection methods and procedures, and
- Successfully completed the company RII initial training course and passed the written examination.

MAINTENANCE RECORDKEEPING SYSTEM

Records Requirements

Maritime shall keep the all records necessary to show that all requirements for the issuance of an airworthiness release under §135.443 have been met for the periods specified in this section. An aircraft maintenance log shall be carried on board each aircraft and readily accessible to record or defer mechanical irregularities. The PIC shall enter any aircraft discrepancies that occur before and during any flight. PIC's shall review any previously entered discrepancies have been cleared and aircraft released for flight.

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

The CALM report breakdown consists of:

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

The aircraft CALM 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.

CALM reports shall be updated by using the actual aircraft total time logged in the aircraft Logbook.

The Director of Maintenance (or designee) will verify all changes to the CALM are true and correct.

Changes to the CALM involving component changes or maintenance complied with shall be submitted by the mechanic and verified for true and correct updates.

The CALM also includes the CAMP cycle of inspections for upcoming and completed inspections.

The following are items that shall be tracked in MHI's electronic recordkeeping system (CALM) authorized by OpSpec A025;

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- The total time in service of the airframe, engine, propeller, and rotor.
- The current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance.
- The time since last overhaul of each item installed on the aircraft which are required to be overhauled on a specified time basis.
- The identification of the current inspection status of the aircraft, including the time since the last inspections required by the inspection program under which the aircraft and its appliances are maintained.
- The current status of applicable airworthiness directives, including the date and methods of compliance, and, if the airworthiness directive involves recurring action, the time and date when the next action is required.
- A list of current major alterations and repairs to each airframe, engine, propeller, rotor, and appliance.

The CALM 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. The Status Report shall be updated by using the actual aircraft total time logged in the aircraft Logbook.

The Director of Maintenance (or designee) will verify all changes to the Aircraft Status Report are true and correct.

Changes to the CALM involving component changes or maintenance complied with shall be submitted by the mechanic and verified for true and correct updates. CALM reports also shall include the cycle of inspections for upcoming and completed inspections.

Records Keeping

The record keeping requirements of 14 CFR 91.439 will be complied with in the following manner. The following items will be mailed to Maintenance on a weekly basis:

- The yellow sheet of the Aircraft Log Book.
- A copy of any entries made in the engine log book (or the original engine log book page when it is filled full).
- Original versions of all maintenance release forms.

The Director of Maintenance or a designated representative will ensure that a current CALM Status Reports are posted weekly to the MHI Maintenance Portal and contain the following sections:

- Items Due.
- Airframe Components / Inspections.
- Airframe Bulletins.
- Airframe ADs.
- # 1 Engine Components / Inspections.
- # 1 Engine Bulletins.
- # 1 Engine ADs.
- # 2 Engine Components / Inspections.
- # 2 Engine Bulletin.
- # 2 Engine ADs.

These listings will be used by the pilot and mechanic to determine the airworthiness of the aircraft and to schedule maintenance. None of the above listings is considered part of the permanent aircraft record. CALM status reports shall be compared to the new copies to verify that all changes made are valid. Once the new copies are verified (or corrected by direct consultation with maintenance personnel), the old forms may be disposed of.

Records of the maintenance, preventative maintenance, under the CAMP and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, or appliance of an aircraft will be retained at a minimum until the work is repeated or superseded by other work or for one (1) year after the work is performed §135.65 (d).

Records containing total time in service and/or current status of life limited part and/or time since overhaul of each airframe, engine, propeller, and rotor as well as the current inspection status of the aircraft, will be retained and transferred with the aircraft at the time the aircraft is sold.

Records containing the current status of applicable Airworthiness Directives (AD) including, for each, the method of compliance, the AD number, and revision date, are transferred with the aircraft or the time the aircraft is sold. Maintenance records will be available for inspection by the FAA or authorized representative of the NTSB.

Airworthiness Release Log Entry

An airworthiness release or an appropriate entry in the Aircraft Logbook shall be made by an authorized mechanic after maintenance has been performed on an aircraft.

Maintenance performed shall have an airworthiness release signed by a certified and authorized mechanic or inspector.

MHI mechanic shall make an appropriate entry in the Aircraft Logbook and Maintenance Discrepancy worksheet as follows:

- A description of work performed.
- Date of completion of work performed.
- Type of Certificate and Certificate Number of person(s) approving work performed.
- Signature of person approving work performed.

Inspections completed in accordance with MHI CAMP shall be made as described in the individual inspection forms.

Completion of task cards certifies the following:

- The required entries were prepared in accordance with the procedure in MHI CAMP.
- All work was performed in accordance with the requirements of MHI's Continuous Airworthiness Maintenance Program.
- All required items were inspected by an authorized mechanic who determined that the work was satisfactorily completed.
- So far as the work performed is concerned, the aircraft is in a condition for safe operation.
- The signature of the authorized person constitutes the approval for return to service only for the work performed.

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.

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.

All discrepancies noted during CAMP inspection(s) shall be recorded and rectified in the aircrafts logbook before approval to return to service.

Upon satisfactory completion of each maintenance item work card, 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 CAMP task card, 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 CAMP inspection form is current with the CAMP 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 CAMP has been revised. The request shall be accompanied by a copy of the manufacturer's recommendation.

Inspection Forms

MHI's Continuous Airworthiness Maintenance Program inspection work cards provide the necessary instructions and procedures to conduct aircraft (airframe, engines, propellers, and appliances, including emergency equipment) inspections. Completed work cards will remain on record for each CAMP inspection until superseded by the next same inspection.

CONTRACT MAINTENANCE

Maintenance Providers (Contract Maintenance)

Contract maintenance means any maintenance, preventive maintenance, or alterations accomplished by an MHI maintenance provider. MHI may contract a maintenance function pertaining to an article to an outside source provided that the FAA approves the maintenance functions contracted to the source per the requirements of Title 14 CFR §135.426.

All maintenance and inspections performed on aircraft that are being operated under Maritime's Continuous Aircraft Maintenance Program by maintenance facilities other than MHI, shall be done in accordance with this CAMP program. A copy of the CAMP shall be provided and appropriate training for the particular job shall be performed, if required.

MHI may contract to a maintenance provider for essential maintenance, regularly scheduled maintenance or a required inspection as authorized in §135.437(a) provided:

- MHI provides a listing to include a description of the type of maintenance, preventative maintenance, or alteration that is to be performed at each location that includes the name and physical (street) address, or addresses, where the work is carried out for each maintenance provider the performs work. The list must be updated with any changes, including additions or deletion and the updated list provided to the FAA in a format acceptable to the FAA by the last day of each calendar month.
- MHI verifies the maintenance provider is under a FAA DOT approved Drug and Alcohol Testing Program
- MHI verifies by test and/or inspection that the work has been performed satisfactorily before approving it for return to service;
- MHI remains directly in charge of all covered work performed. All covered work must be carried out I/A/W MHI Maintenance Manuals §135.427(b)(10).

NOTE

An MHI representative directly in charge of covered work does not need to physically observe and direct each maintenance provider constantly but must be available for consultation on matters requiring instruction or decision.

If for any reason a subcontracted article is rejected as being non-airworthy, it will immediately be quarantined and the proper disposition shall be made, such as to scrap or return to vendor.

The Director of Maintenance is responsible for the contract maintenance program.

Maintenance Provider List

Each aircraft Maintenance Manual listed in the CAMP appendix shall list each person it arranges for the performance of maintenance, preventive maintenance, and alterations. This requirement applies to all maintenance providers that MHI directly arrange for the performance of maintenance, preventive maintenance, and alterations such as a repair station.

NOTE

The requirement does not apply to persons that perform contract maintenance for the repair station under § 145.217. This policy only applies to the list required by § 135.427(a). This policy does not relieve Maritime from its responsibilities for the performance of all maintenance and the airworthiness of its aircraft, regardless of who is or is not listed in this manual.

Maritime shall identify each of its maintenance providers by name, location, and a general description of the work they perform to include the description of work for its maintenance providers using the following five categories;

- Aircraft maintenance
  - Ø Heavy maintenance
  - Ø Line maintenance
- Aircraft engine work
- Propeller work
- Component work
- Specialized service

If for any reason a subcontracted article is rejected as being non-airworthy, it will immediately be quarantined and the proper disposition shall be made, such as to scrap or return to vendor.

The Director of Maintenance is responsible for the contract maintenance program.

MHI shall provide to its FAA Certificate Holding District Office, in a format acceptable to the FAA, a list that includes the name and physical (street) address, or addresses, where the work is carried out for each maintenance provider that performs work on any MHI aircraft certificated for 10 seats or greater. The list shall include a description of the type of maintenance, preventive maintenance, or alteration that is to be performed at each location. The Chief Inspector shall maintain the list and is responsible to update with any changes, including additions or deletions. Any updates to the list must be provided to the FAA in a format acceptable to the FAA by the last day of each calendar month.

If MHI operates more than one type of aircraft, the categories shall include the type of aircraft. MHI shall include the type of specialized service or the kind of component, as appropriate. MHI shall use these lists for its CASS functions and will have a of level of detail of the maintenance provider for surveillance and audit planning functions.

If for any reason a subcontracted article is rejected as being non-airworthy, it will immediately be quarantined and the proper disposition shall be made, such as to scrap or return to vendor.

Essential Maintenance Provider

MHI maintains a maintenance provider list of maintenance providers who accomplish essential maintenance. The list identifies the specific required inspection that it has authorized each essential maintenance provider to accomplish.

Responsibility for Maintenance

When MHI uses a maintenance provider to accomplish all or part of the maintenance activities on its aircraft or its component parts, that maintenance provider becomes part of our maintenance organization and must be under Maritime's control and remains primarily responsible for all maintenance performed. MHI must determine that the maintenance provider has the capability to do work on our behalf, manage its work, and determine that it does the work satisfactorily according to the Maritimes' manual and standards. MHI shall provide the maintenance provider with appropriate material from its maintenance manual for that work.

Policy and Procedures

MHI shall ensure that the maintenance provider follows the procedures in the maintenance manual that it has provided. MHI will accomplish this when able, through work-in-progress audits while the maintenance provider is actually accomplishing the work.

The policy and procedures portion of each airframes maintenance manual clearly assigns authority, responsibilities and outlines the procedures for its personnel to administer, control, and direct all contract maintenance. MHI must provide technical material for the use and guidance of the maintenance provider.

When possible, MHI shall have a written contract with anyone performing contract maintenance for it on a continuing basis, helping ensure that the maintenance provider addresses all responsibilities. In the case of major operations, such as engine, propeller, or airframe overhaul, the contract should include a specification for the work.

Unscheduled Maintenance Away from Base

MHI will occasionally need maintenance performed on its aircraft while it is away from its regular maintenance facilities. MHI's maintenance manuals include procedures for obtaining these services under these unanticipated conditions and outlines the procedural steps that it will take to control and direct the unscheduled maintenance accomplished by its maintenance provider.

Maritime is directly responsibility to determine the maintenance provider has the organization, adequate facilities and equipment, competent personnel, and appropriate portions of Maritimes' manual(s) for the work the maintenance provider needs to complete. MHI shall take into consideration these determinations before any maintenance provider starts to work on its aircraft. Procedures and a method of determination are contained in each appendix of the airframe's maintenance manual.

Any vendor or contractor must be approved and listed on MHI's Approved Vendor list prior to performing maintenance on MHI aircraft. The approved vendor list shall be kept on file in Maintenance Office.

The MHI Individual that is managing large projects will review the work performed and ensure records and log book entries are sent to MHI's Maintenance Department for review. FAA Form 337's will be reviewed by the Maintenance Department. These records will be reviewed and a new Status Sheet will be sent to the Vender to verify all items are completed and no maintenance is due prior to releasing the aircraft from the Vendor.

The duty mechanic or a company A & P mechanic will inspect all maintenance performed by an outside vendor as soon as the aircraft returns to determine that such work is satisfactory and the necessary log book entries are made. If the aircraft comes back from major maintenance and/or refurbishment, the mechanic shall review all paperwork, log book entries, and 337's to ensure no additional ICA inspection items are required. If any "additional" inspection requirements are generated by a modification, the mechanic will verify that this requirement has been entered in the applicable computerized tracking system (CALM) for compliance.

Airworthiness Release Form or Aircraft Log Entry

MHI is approved to return to service its aircraft, airframes, aircraft engines, propellers, or appliances after any maintenance, preventive maintenance, and alterations. Approval for return to service must be entered by an MHI certificated A&P mechanic that it authorizes to make the log book entry or issue the Airworthiness Release Form. An individual may not issue an approval for return to service for Maritime aircraft unless MHI authorizes them to do so.

Log Entry or Airworthiness Release Form

MHI designates each individual authorized to execute the log book entry or Airworthiness Release Form for by name and occupational title. The individual making the log book entry or Airworthiness Release Form acts as the Maritimes' authorized agent. He or she certifies that they accomplished the maintenance according to Maritimes' maintenance manual and maintenance program procedures and that no known condition exists that would make the aircraft non-airworthy. This arrangement does not reduce the responsibility of maintenance personnel to accomplish maintenance functions or tasks in accordance Maritimes' manual.

Procedures for Log Entry or Airworthiness Release Form

MHI's maintenance manual includes the procedures for making an aircraft Airworthiness Release Form or log book entry. A log book entry or complete an Airworthiness Release Form will be completed before operate aircraft for any reason after the accomplishment of any maintenance.

New Contract Maintenance Providers

Before Maritime can use a maintenance provider for the first time, it must determine that the maintenance provider candidate complies with pertinent requirements of Part 135 subpart J. In most cases, MHI will conduct an onsite audit to the maintenance provider has an adequate organization, adequate facilities and equipment, and competent personnel, and is capable of performing the work consistent with the requirements of Maritime's maintenance program. Maritime shall use a risk assessment process to determine whether or not to accomplish an onsite audit taking into account what happens (the failure effect) when the aircraft part or aircraft system that the maintenance provider works on fails. If the failure effect is safety, Maritime shall conduct an initial onsite audit along with recurrent onsite audits.

MHI Air Carrier Certificate ENRA619D, has arranged with MHI Certified Repair Station ENRR619D and Fairbanks Satellite Repair Station EN2D619D to be the primary contractor to conduct its required inspections and the repair and overhaul of components and appliances in accordance with MHI Inc. Air Carrier ENRA619D CAMP maintenance programs.

Other outside contractors will be evaluated, before utilizing them, on a case by case basis to ensure MHI and applicable regulatory standards are met.

Maritime will ensure the airworthiness of its aircraft by conducting audits through its Continuing Analysis and Surveillance System (CASS). This system audits the Repair Station and its vendors to ensure compliance with all maintenance programs and the Federal Aviation Regulations.

The Vendor Audit program is conducted by the Inspection Department, and questionnaires are sent electronically or in hard copy form to the individual vendors every two years. A current vendor list is maintained in the Maintenance Records Office.

Should maintenance or servicing needs occur outside of MHI's normal operation area, the pilot in command becomes responsible for:

- Obtaining permission from the Director of Operations, Director of Maintenance, or his representative, prior to having corrective maintenance performed.
- Ascertaining that maintenance personnel involved are either employees of an FAA Certified Repair Station or are properly certificated airframe and power plant mechanics or certificated repairmen, as appropriate. The pilot in command shall ensure that the persons involved are subject to the requirements of an FAA Approved Drug Program in accordance with 14 CFR Part §135.251(b).
- Assuring that maintenance performed is properly recorded and signed off in the A/C logbook by those involved.

NOTE

Since the failure effect of parts and systems come under essential maintenance relates to safety, MHI must use current policies and procedures to qualify, supervise, and control these maintenance providers, which should include onsite audits.

Continuing Maintenance Provider Oversight

The CASS program shall ensure thru auditing and inspecting that each one Maritimes' maintenance providers is in continuous compliance or function of the MHI CASS program using its risk-based process. Inherent with a risk-based process Maritime may determine that some of its maintenance providers do not require an onsite audit. Consistent with the "performance" wording of §135.431, the audits that Maritime accomplishes should be primarily work-in-progress audits that serve to determine that our providers are following Maritime's maintenance manual. The audits shall be accomplished by trained auditors, and the results analyzed by trained analysts. The results of the analysis permit Maritime to determine each maintenance provider's continuing compliance with Part 135 subpart J, as appropriate, and this CAMP maintenance program.

All inspections and maintenance performed on aircraft that are being operated under Maritimes' Continuous Airworthiness Maintenance Program by maintenance facilities other than MHI shall be done in accordance with our Continuous Airworthiness Maintenance Program and Maintenance Manuals. A copy of this CAMP and appropriate maintenance manual shall be provided by either the DOM or Chief Inspector.

Contract maintenance inspection procedures

Any work performed by another entity for MHI will be received through the inspection and quality control system. This inspection will serve to verify that the documentation received with the article verifies the authenticity of the part and work performed. The documentation reflects the work performed and the article has been returned to service by the certificated contracted entity. For an article that has work performed by a non-certificated entity, the work will be inspected and returned to service, if found acceptable, by the installing mechanic. The individual performing this return to service must be properly trained and on the inspection roster. At no time shall any articles made by or previously worked on by a subcontractor be installed until the inspector has approved the articles as airworthy.

If for any reason a subcontracted article is rejected as being non-airworthy, it will immediately be quarantined and the proper disposition shall be made, such as to scrap or return to vendor.

Any company subject to product rejection during MHI's receiving inspection process shall have a Corrective Action Request (CAR) initiated by the Chief Inspector. The Chief Inspector shall submit the CAR to the contractor requesting completion and return to his/her office. The corrective action provided shall determine acceptability for the contractor to remain MHI's Vendor/Contractor List (MHI Form 026).

PERSONNEL TRAINING

General

Training on MHI's Continuous Airworthiness Maintenance Program will be conducted on an individual basis. It shall be the inspecting mechanic's responsibility to read and understand the contents of this CAMP prior to implementing and/or participating in the CAMP. Training is conducted in accordance with MHI FAA Approved Part 135 Maintenance Training Program to include computer and web-based instruction.

Needs Assessment

A training needs assessment is used to identify MHI's overall CAMP and individual employee training needs and shall be performed by the Chief Inspector as a method for defining areas of study and/or courses/lessons. The needs assessment is used in documenting employee qualifications and training and used to measure the effectiveness of the Part 135 CAMP training and to make changes as necessary.

To determine MHI's overall training requirements, the Chief Inspector and Director of Maintenance will review MHI's Operations Specifications (OPSS); current Capability List; job position duties and responsibilities. This will provide a general outline and description of skills, knowledge and expertise that MHI maintenance employees should possess. This assessment will include areas including but not limited to the following:

- 14 CFR Part 135 operations and procedures;
- Aircraft maintenance, troubleshooting, handling;
- Aircraft avionics systems, maintenance and handling;
- Awareness of electrostatic discharge (ESD);
- Inspection of aircraft, articles, components;
- Returning aircraft and articles to service;
- Receipt and handling of aircraft materials and components thereof;
- Usage of technical data;
- Human factors in aircraft maintenance;
- Hazardous Material handling;
- Specialized Services.

MHI continuously evaluates its overall training needs. However, MHI will specifically revise the CAMP training module when:

- It identifies additional training needs;
- Changes to its ratings, facilities, equipment, or work scope require additional training areas, classes, or lessons;
- Significant changes to industry standards or regulations occur;
- New complex tooling or equipment is obtained;
- Addition of new model aircraft.

Maintenance Program Training Requirements

CFR Part 135.433 require Maritime to have a training program. The program ensures each person (including inspection personnel) who determines the adequacy of work completed for Maritime, is properly trained on procedures, techniques, and new equipment in use and that each person is competent to perform his or her duties. Maritime is responsibility to provide competent personnel for the proper performance of its maintenance program.

Types of Training

Types of training in Maritimes' training program are initial, recurrent, specialized, competency-based training, remedial and maintenance provider training. Maritime basis the appropriate training for its personnel, including its maintenance provider personnel, based on an assessment of training needs. This assessment is a reflection of the required knowledge, skills, and ability to accomplish a given task or function properly and the current capability of those whom Maritime assigns a particular task or function.

Initial Training

Maritime shall provide initial training right after it hires an employee, when its existing employees begin to work on new equipment, or when the Maritime gives the employee a new assignment. The initial training program will include subjects such as:

- Employee indoctrination or orientation,
- Maintenance department policies and procedures,

- Maintenance recordkeeping and documentation,
- Aircraft systems or ground equipment,
- Specific skills (e.g., avionics, composite repair, aircraft run-up and taxi),
- Skills upgrade,
- Safety Role
- Human factors,
- Task-specific training,
- Hazardous materials (HAZMAT) or Environmental Protection Agency (EPA) regulations, and
- Occupational Safety and Health Administration (OSHA) regulations familiarization.

NOTE:

Initial training must include a competence-based assessment of employees thus evaluating an employee's previous training and experience and helps identify his or her specific individual training needs. The objective is to provide training that addresses the gap between required competence and the competence an individual already has.

Recurrent Training

Recurrent training is education occurring on a repetitive basis. Recurrent training provides maintenance personnel with the information and skills necessary to maintain its standard of competence. This training also accommodates the introduction of new aircraft; aircraft modifications; new or different ground equipment; new procedures, techniques, and methods; or other new information. Maritimes' recurrent training, although occurring on a repetitive basis, may not adhere to a defined schedule. Maritime shall not provide repetitive information in recurrent training unless it is required to maintain personnel at a desired degree of competence.

Maritimes' current training may include:

- Continuing competency training designed to maintain regulatory and certificate currency requirements.
- Refresher training on a seldom-accomplished task or seldom-used skill.
- Update training for particular tasks or skills. Update training can include training bulletins, bulletin-board items, self-study tasks, and computer-based instruction (CBI).
- Any other continuing education or training that it may not provide on a defined schedule.

Specialized Training

Specialized Training is used to provide instructions to address requirements of specific task and/or to provide initial training required for critical task authorizations, i.e., RII, Airworthiness Release, etc. Maritimes' specialized training focuses on competence in specific tasks or areas of responsibility, such as RII, borescope, nondestructive testing, or flight control rigging. Maritime shall provide this training with initial or recurrent training. Maritime training may include management skills training for new supervisors operation control personnel, computer skills, or other training necessary because of a change in an individual's duties and responsibilities.

Maintenance Provider Training

Maritimes' training program shall provide appropriate information to each employee of a maintenance provider about its specific program. This training includes function-specific training appropriate to each person's job assignment or area of responsibility. Maritime is not required to provide training to maintenance provider personnel in areas that do not concern them. For example, training on aircraft log procedures and minimum equipment list (MEL) procedures would not be required for aircraft interior cleaners, but would be required for maintenance personnel assigned to on call maintenance for Maritime.

NOTE

If Maritimes' maintenance provider has specific types of training for its personnel, Maritime is not required to duplicate that training for those individuals. However, Maritime shall ensure that its maintenance provider has actually provided the training and that the training meets Maritimes' own needs and training standards. This may be addressed in a CASS work-in-progress audit.

Competency-Based Training

Maritimes' training generally provides a specified number of maintenance training hours to ensure that employees have the competencies needed for their jobs or to a competency-based standard although Maritime does not have to perform this type of training on a defined schedule or for a specific number of hours. To this, Maritime may test each individual to evaluate what training he or she needs, and then use these evaluations to identify those personnel who retain a high level of subject competence and who may not require a particular block of instruction. Conversely, Maritime shall identify those individuals who require more training. Training to a competence level permits Maritime to tailor training programs to the specific requirements of its individual maintenance personnel and maintenance providers.

Required Inspection Personnel Training

Required Inspection Personnel are designated by the Chief Inspector. The Chief Inspector has the overall responsibility of administrating the Required Inspection Item (RII) program.

All perspective RII inspectors shall go thru the RII training program to include testing. A minimum score of 70% is required. The inspector shall be added to the RII Roster upon successful completion of the course and issued an MHI RII Inspector Authorization Card.

Sample RII Inspection Authorization Card;

Front

Maritime Helicopters, Inc.

RII INSPECTION AUTHORIZATION

This is to certify that Joe Mechanic/repairmen certificate number 341234771 is authorized to exercise the privileges of the RII Inspector in accordance with the Maritime Helicopters CAMP, has demonstrated competency in this area and accepts the responsibilities of a Maritime Helicopters RII Inspector.

_____

Technicians Signature

Back

Date	Authorized Aircraft
12/15/19	DHC – 400 RII Inspector

2

When to Require Competency-Based Training

Maritime may use competency-based training to raise an employee's level of competence to that level required by the individual's duties and responsibilities. Maritime shall determine thru observation if an individual requires competency-based training. MHI may determine the need for this type of training through pre-or post-employment testing, or through the analysis and corrective action functions of our CASS. Competency-based training specifically addresses the lack of competence. In some instances, competency-based training may consist of an appropriately knowledgeable person simply reviewing procedures with an employee through on-the-job training (OJT). MHI may design competency-based training, if needed, to fix an immediate knowledge or skill deficiency; training may focus on one individual or a small group or include this training in its initial or recurrent training requirements.

- Competency Deficiencies
  - Ø For those circumstances where Maritime identifies a competency deficiency through investigation of an event, competency-based training to show an individual what happened, why it happened, and demonstrate, in a positive manner, how to prevent it from happening again.
- Competency Improvement Training
  - Ø Competency improvement provides training to correct personnel competence deficiencies that has identified through its CASS.

Employee Skill Survey, Form TR-007 is used to evaluate an individual and determine his/her previous work experience, knowledge, and skill set. A resume may be provided in lieu of completing page 1 of Form TR-007 so long as it contains all required details of the Employee Skill Survey, Form TR-007.

NOTE

An oral interview may also be required to ensure a thorough understanding of the individual's previous work experience, knowledge, types of airframes and skill set. This oral interview will be accomplished by the appropriate departmental head or his/her designee.

NOTE

The preferred method of demonstrating past training is through copies of certificates, transcripts, diplomas, military training completion, etc.

Remedial Training

Remedial Training will be administered in the event of repeated job tasks/assignment deficiencies at the discretion of the Director of Maintenance and/or the Chief Inspector. Remedial Training will be conducted by a delegated training instructor, Director of Maintenance, Chief Inspector, Lead, or Inspector.

CONTINUING ANALYSIS AND SURVEILLANCE SYSTEM

Basic Goals of the Program

MHI has established and maintains a system for the Continuing Analysis and Surveillance (CASS) of the performance and effectiveness of its maintenance program that covers maintenance, preventive maintenance, other maintenance and alterations. It contains processes and procedures for the correction of any deficiency in those programs, regardless of whether those programs are carried out by Maritime or by another person.

The primary goal of the CASS program is to;

- Ensure continued airworthiness by controlling system and component reliability. This is achieved by using monitoring methods to establish realistic maintenance task and periods to measure deterioration or failure.
- Determine the reliability of systems and structures by monitoring and recording system and components malfunctions using condition monitoring as a primary measure of the effectiveness of processes laid down in the maintenance program.

Additional goals are:

- Recognizing the need for the corrective action and establish the method of corrective action and its effectiveness, thereby improving reliability. Corrective actions may include modification action, introduction of, or changes to life limitations (overhaul, retirement) introduction or revision of inspection requirement.
- Raising statistical evidence of reliability, upon which to base corrective actions and to assist in performance improvement negotiation with manufacturers, repair organizations and internal workshops, further improving reliability.
- Highlighting failure rate patterns, thereby initiating investigation and subsequent remedial action.

Correcting Deficiencies

When it is revealed that a component or system shows an excessive failure rate, an investigation is conducted to determine the cause.

The following areas are examined:

- • Training
- • Maintenance and Operations Procedures
- • Test Equipment
- • Manuals

Contact with and assistance from applicable manufacturers, vendors or other operators with similar equipment may be used to determine if the failure is inherent to the design. The results of the investigation, along with any recommended corrective action, are presented at the next CASS meeting.

When a corrective action is required for problems discovered by the CASS program, the committee will decide on the corrective action and delegate the responsibility of implementing the corrective action to the appropriate department. Status of the corrective action will be reviewed at the next CASS meeting.

Problems concerning mechanical discrepancies, spare parts, scheduled maintenance, MEL items, etc. are discussed with the Director of Maintenance and corrective action taken, if required.

The Compliance Action Notice or CAN Memo system may be used to initiate corrective action on deficiencies if immediate action is indicated. Revisions to maintenance programs, additional training, changes to policies and procedures, changes to time limitations, or other changes, will follow as necessary.

CASS Personnel

Director of Maintenance

The Director of Maintenance shall ensure that a Continuing Analysis and Surveillance System is introduced and operated to meet the requirements of MHI and Federal Aviation Regulations. The Director of Maintenance also has the responsibility to ensure sufficient properly certificated, trained and authorized personnel are available and suitably assigned to perform the continued maintenance program, reliability, monitoring, and improvement functions. The Director of Maintenance makes all assignments for surveillance and any subsequent investigations. The Director of Maintenance shall delegate personnel to fulfill the duties and responsibilities of the program.

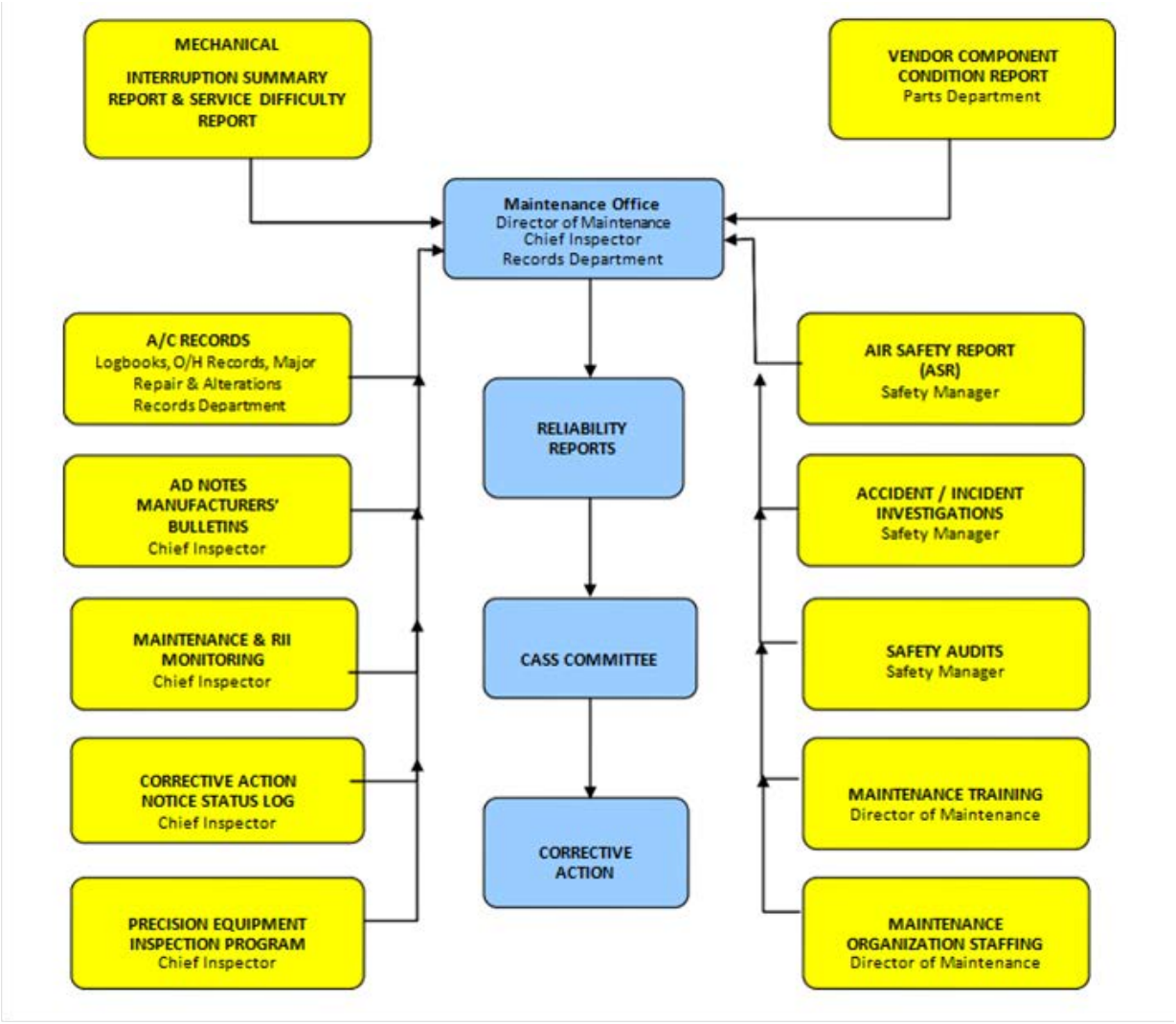
Chief Inspector

The Chief Inspector is responsible for ensuring procedures by which technical data is analyzed are in place and followed. The Chief Inspector also has responsibility for approving revisions to and determining compliance with the Continuous Airworthiness Maintenance Program.

Quality and Safety Manager

The Quality and Safety Manager is responsible for Maritimes' CASS program. The Quality and Safety Manager has been trained in auditing and analysis skills particularly those related to root cause determination, risk analysis, and human factors and has the required specific training and experience to administer the program.

Program Flow Chart



CASS Processes

Surveillance - An information gathering/audit process that Maritime uses to collect data to measure Maritimes' program execution and results.

Analysis - An analysis process that Maritime uses to identify any maintenance program deficiencies and any necessary corrective actions.

Corrective Action - A planning process that Maritime uses to ensure that it implements its corrective actions.

Follow-up. A performance measurement process that Maritime uses to verify that its corrective actions are effective. This is also an information-gathering and analysis process, thereby closing the loop.

Surveillance

Initial and follow-up surveillance can and should have proactive and reactive aspects to them. Maritimes' surveillance gathers data using an internal audit program to support measurement of performance (program execution). Maritimes' primary type of audit is work-in-progress that evaluates if the worker is following the manual, looking at areas such as manuals and other maintenance technical data, aircraft condition, actual in-process maintenance practices, training, publications, and ground operations.

Maritimes' analysis of operational performance data from a systems point of view can result in identification of a system's weakness before a specific unwanted event (such as a cancellation) occurs, which is a proactive process. Investigating and correcting an undesirable operational event related to the maintenance program after it has occurred, though reactive, also is a necessary and desirable procedure.

Data Analysis and Responsibilities

Maritime shall analyze the data to identify indications of maintenance program weaknesses. Additionally, Maritime gathers data that will support the measurement of effectiveness of the CASS program, generally a collection of flight operational data such as accidents/incidents, mechanical delays and cancellations, in-flight engine shutdowns, unscheduled landings, engine performance, pilot logbook write-ups, and unconfirmed components or parts removals.

CASS audits and analyzes the following;

	Data	Responsibility	Source	Method of Collection
1.	Aircraft Records	Chief Inspector	Logbooks, Historical Records, Overhaul Records, Major Repair and Alteration Data	Continual review of maintenance discrepancy data base
2.	Service Difficulty Report	Director of Maintenance	Aircraft Safety Reports (ASR)	Submitted by Safety Department
3.	Airworthiness Directives	Chief Inspector	FAA	Compliance Action Notice
4.	Manufacturer's Bulletins	Chief Inspector	Manufacturer	Compliance Action Notice
5.	Malfunction or Defect Report	Director of Maintenance	FAA Form 8010-4	Daily review of maintenance discrepancies
6.	Mechanical Interruption Summary Report	Chief Inspector	Form located in General Maintenance Manual	Submitted by maintenance technicians
7.	Accident/Incident Investigations	Safety Department	Aircraft Safety Reports	Submitted by Safety Department
8.	Vender Component Condition Report	Parts Department	Vender Component Condition Report	Submitted by Parts Department
9.	Measuring and Test Equipment Inspection Program	Repair Station Chief Inspector	Measuring and Test Equipment Program	Measuring and Test Equipment Calibration Verification data base
10.	Maintenance Training	Director of Maintenance	Maintenance Training Department	Continual review of Maintenance Training Records
11.	Compliance Action Notice	Chief Inspector	Form located in General Maintenance Manual	Compliance Action Notice log

Corrective Action

Based on the results of the analysis, MHI develops a corrective action, if necessary, taking human factors into account so that its corrective action is likely to be successful. Once it is determined what the corrective action is, Maritime will develop and implement a corrective action plan, record it, then follow-up to measure effectiveness.

Follow-up Measurement Process

Using the data collected by the CASS, a System Reliability Report is compiled and published quarterly unless otherwise requested.

The report contains data collected from aircraft records, Service Difficulty Reports, Mechanical Interruption Summary Reports, Aircraft Safety Reports, and Vender Component Condition Report.

Follow-up measures shall include;

- Repetitive defects are monitored on a continuous basis by the Director of Maintenance and the Chief Inspector. Findings and actions are evaluated and presented at quarterly CASS meetings.
- Actions requiring change to the CAMP Maintenance Program are presented by the Chief Inspector at the CASS meeting.
- Review of operator's reliability reports, OEM requirements and warranty reports are carried out on a progressive basis. An overview of findings is reviewed at the CASS meeting where appropriate.
- Where an item of significance is noted, the Director of Maintenance or the Chief Inspector will notify the CASS Committee of the detailing the cause and summarizing initial investigation actions.
- The Air Safety Report log is reviewed by the CASS Committee for any required resultant actions.
- Comparison of operational reliability is made with established or allocated standards where appropriate.
- The Director of Maintenance or the Chief Inspector recommend changes to the Maintenance Program pertaining to possible maintenance practices to improve reliability and recommend changes to overhaul/repair agencies, if considered necessary, at the CASS Committee Meeting.

Risk-Based Decisions

Maritimes' CASS takes into account the need to manage risk to an acceptable level, as well as the practical limitations that Maritime must face when addressing deficiencies. Consequently, Maritime will set priorities and make choices for planning audits and other information-gathering activities, analyzing data, and selecting and implementing corrective actions. Maritime shall tie setting such priorities directly to a risk assessment process, so that the resulting maintenance program achieves its objectives.

Scope of CASS

- Airworthiness responsibility,
- Maritime CAMP and Maintenance Manual,
- Maritime maintenance organization,
- Accomplishment and approval of maintenance and alterations,
- Maintenance schedule,
- RIIs,
- Maintenance recordkeeping system,
- Contract maintenance,
- Personnel training, and
- CASS.

Attributes of System Safety

- Clear authority,
- Clear responsibility,
- Specific written procedures,
- Effective controls,
- Performance measures, and
- Well-defined interfaces.

CASS Design

Maritime shall not divide responsibility/authority into two or more parts due to the likely possibility that activity such as auditing and operations data analysis are poorly coordinated. Maritimes' CASS committee ensures good communications and coordination of all CASS functions, maintaining regular senior level management involvement. This oversight group provides a form of control over critical aspects of Maritimes' CASS operation and measure the performance and effectiveness of the CASS itself.

CASS Meetings

In addition to the many elements within Maritimes' maintenance organization, there are many interfaces between the CASS and functions or organizational elements of Maritime that are outside maintenance. Interface occurs at quarterly CASS meetings. Included in the CASS program meetings are flight operations and safety.

When a corrective action is required for problems discovered by the CASS program, the committee will decide on the corrective action and delegate the responsibility of implementing the corrective action to the appropriate department. Status of the corrective action will be reviewed at the next CASS meeting.

Repetitive defects are monitored on a continuous basis by the Director of Maintenance and the Chief Inspector. Findings and actions are evaluated and presented at quarterly CASS meetings. Actions requiring change to the Maintenance Program are presented by the Quality and Safety Manager, or his designee, at the meeting.

CASS reviews reliability reports, OEM requirements and warranty reports on a progressive basis. An overview of findings is reviewed at the CASS meeting where appropriate. Where an item of significance is noted, the Director of Maintenance or the Chief Inspector will notify the CASS Committee of the detailing the cause and summarizing initial investigation actions. Comparison of operational reliability is made with established or allocated standards where appropriate.

Procedural accomplishments are reviewed by CASS committee. The committee consists of the following, or in their absence, their designee:

- Director of Maintenance
- Chief Inspector
- Director of Operations
- Safety Manager

Problems concerning mechanical discrepancies, spare parts, scheduled maintenance, MEL items, etc. are discussed with the Director of Maintenance and corrective action taken, if required.

The Compliance Action Notice or CAN Memo system may be used to initiate corrective action on deficiencies if immediate action is indicated. Revisions to maintenance programs, additional training, changes to policies and procedures, changes to time limitations, or other changes, will follow as necessary.

Minutes or reports of all CASS meetings are maintained by the Quality and Safety Manager and shall contain the following information:

- Date of the CASS meeting.
- Personnel present at the CASS meeting.
- Findings noted during the month.
- Corrective actions taken.
- Status of investigations.
- Recommendations or comments.

The Committee also meets when the Director of Maintenance or Chief Inspector deems it is necessary to consider emergency situations such as engine failures, critical structural failures, or other emergency items to determine the cause, corrective action necessary. The committee shall make an assessment if any action needs to be taken to prevent reoccurrence.

The total effectiveness of the program is reviewed annually by the CASS Committee and the technical staff. Any change or adjustment to the method or procedure is made as necessary. This provides a form of control over critical aspects of Maritimes' CASS operation and measure the performance and effectiveness of the CASS itself.

Committee meetings are held quarterly to review all information and data, and to initiate appropriate corrective action as required. In conjunction with the CASS meetings, all previous action taken by the Committee is evaluated to determine if any changes or adjustments are necessary.

When it is revealed that a component or system shows an excessive failure rate, an investigation is conducted to determine the cause, the following areas are examined:

- • Training
- • Maintenance and Operations Procedures
- • Test Equipment
- • Manuals

Data Identification

The quantity of maintenance log defects is recorded by the CASS. All unscheduled removals are recorded in part number and description order with the following details:

- Manufacturer's part number and serial number
- Aircraft and position
- Date of installation, removal and repair
- Reported defect
- Hours and cycles run
- Workshop report findings
- Approved life or monitored "on condition"

System Reliability Report

Using the data collected by the CASS, a System Reliability Report is compiled and published quarterly unless otherwise requested. The report contains data collected from aircraft records, Service Difficulty Reports, Mechanical Interruption Summary Reports, Aircraft Safety Reports, and Vender Component Condition Report

Report distribution goes, as a minimum, to attendees of the quarterly Continuing Analysis and Surveillance Committee meeting.

Either Maritime or shops of a certified Repair Station complete the teardown reports. Shops complete these reports when the subject item is removed for the following reasons:

- Unscheduled removals.
- Scheduled removals that have unusual condition (wear, corrosion, etc.)

When the item is repaired and returned to service condition, a report is completed and forwarded to the Maintenance Office.

All applicable items sent for out-of-house repair by MHI are sent with a Vendor Component Condition Report.

The Parts Department ensures that this report is accompanying each item. When items return from outside repair, the receiving personnel ensure that the Vendor Component Condition Report has been completed by the vendor. Completed reports are forwarded to the Quality and Safety Manager.

CASS Personnel

Director of Maintenance

The DOM shall ensure that a CASS properly operated to meet the requirements of MHI and Federal Aviation Regulations. The DOM also has the responsibility to ensure sufficient properly certificated, trained and authorized personnel are available and suitably assigned to perform the continued maintenance program, reliability, monitoring, and improvement functions. The DOM makes all assignments for surveillance and any subsequent investigations, delegating personnel to fulfill the duties and responsibilities of the program.

Chief Inspector

The Chief Inspector is responsible for ensuring procedures by which technical data is analyzed are in place and followed. The Chief Inspector also has responsibility for approving revisions to and determining compliance with the Continuous Airworthiness Maintenance Program.

Quality and Safety Manager

The Quality and Safety Manager is responsible for Maritimes' CASS program. The Quality and Safety Manager has been trained in auditing and analysis skills particularly those related to root cause determination, risk analysis, and human factors and has the required specific training and experience to administer the program.

Appendix A

VIKING

DHC-6 Series 400

MAINTENANCE MANUAL

NOTE: The Viking DHC-6 Seires 400 Maintenance Manual is a stand-alone document and has its own List of Effective Pages and Numbering System. No attempt will be made to include the LOEP's of the CAMP Manual.

Reserved

RESERVED

Maritime Helicopters

MARITIME HELICOPTERS

3520 FAA Road
Homer, AK 99603

Telephone: (907) 235-7771

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

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ORIGINAL
5/01/20

TABLE OF CONTENTS

	Title Page		i
	Table of Contents		ii
	Manual Control (Record of Revisions)		v
	List of Temporary Revisions		vi
	Log of Effective Pages		vii
Section	**Description**		**Page**
1	Introduction		1-1
	1.1	Inspections	1-1
	1.2	Maintenance	1-1
	1.3	Reference Documents	1-1
2	Scope of Inspection		2-1
	2.1	Program responsibility and review	2-1
	2.2	Maintenance and Servicing	2-1
	2.3	Airworthiness limitations (Life Limits)	2-1
	2.4	Overhaul Time Limits	2-1
	2.5	Inspection Types	2-1
	2.5.1	Basic Inspections	
	2.5.2	Special Inspections	
	2.5.3	Structural Components Service Life Limits	
	2.5.4	Corrosion Prevention and Control	
	2.6	Lubrication	2-2
	2.7	Unscheduled and Conditional Inspections/Maintenance	2-2
	2.8	FAA Airworthiness Directives and Mandatory Bulletins	2-2
	2.9	Instructions for Continued airworthiness (ICA) of Items Installed under Form 337	2-2
	2.10	Contract Maintenance	2-2
	2.11	Manual Revisions	2-2
	2.12	Abbreviations	2-3
	2.13	Definitions	2-4
3	Implementation of Program		3-1
	3.1	Aircraft Eligible for Continuous Airworthiness Maintenance Program	3-1
	3.2	Procedure for Entering Program	3-1
	3.3	Procedure for Leaving Program	3-1
	3.4	Procedure for Installation of Replacement Parts	3-1
	3.5	Procedure for Newly Installed Kits (Accessories) Not Covered by this CAMP	3-1
4	Program Operation		4-1
	4.1	Performance Instructions	4-1
	4.2	Inspection Due Times	4-1
	4.2.1	Inspection Tolerance	4-1
	4.3	Schedule of Inspections	4-2
	4.3.1	Basic Inspections	4-2
	4.3.2	Powerplant Inspections	4-2

Section		Description	Page
4	Program Operation (Cont)		4-2
	4.3.3	Function Inspections	4-2
	4.3.4	Component Tests	4-2
	4.4	Unscheduled Inspections	4-3
	4.4.1	Powerplant	4-3
	4.4.2	Airframe	4-3
	4.5	Specific Condition Inspections	4-3
	4.6	Operational checks and Operational Check Flights	4-3
	4.7	Inspections away from Base	4-3
	4.8	Overhaul Schedule	4-3
5	Paperwork		5-1
	5.1	Paperwork Distribution	5-1
	5.2	Deferred Discrepancy Log	5-1
	5.3	Documenting Discrepancies	5-1
	5.4	Airworthiness Release or Inspection Log Entry	5-1
	5.5	Aircraft “Status Report”	5-1
	5.6	Inspection Forms	5-2
	5.7	Inspection Items	5-2
	5.8	Required Inspection Items (RII)	5-2
	5.9	Required Inspection Methods	5-2
	5.9.1	Required Inspection Items Standards	5-3
6	Weight and Balance Control		6.1
	6.1	Individual Aircraft Weight and Balance Control	6-1
	6.2	Responsibility	6-1
	6.3	Weight and Balance Forms	6-1
	6.3.1	Airplane Weight and Balance Record	6-1
	6.3.2	Pre-Weighing Check List	6-1
	6.3.3	Aircraft Equipment List	6-1
	6.3.4	Aircraft Weight and Balance Manifest	6-1
	6.3.5	Basic Weight Change Record	6-2
	6.4	Weight and Balance Forms	6-2
	6.4.1	Maritime Helicopters Weight and Balance Form Pre-Weighing Check List	6-2
	6.4.2	Maritime Helicopters Basic Weight Change Record	6-3
7		Airframe Inspections	7-1
	7.1	Routine A Inspections	7-2
	7.2	Routine E Inspections	7-6
	7.3	Basic Inspections	7-9
	7.4	Component Tests	7-106
	7.5	Functional Checks	7-108

Section		Description	Page
8		Powerplant Inspections	8.1
	8.1	Inspections	8.1
Appx A		Airworthiness Limitations	A-1
Appx B		Corrosion Control	B-1

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	Insertion Date	Posted by
Original	05/01/20		

INDEX OF TEMPORARY REVISIONS

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.

TR #	Section	Page	Description	Date

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

DATE: _____
APPROVED: _____
FAA PRINCIPAL MAINTENANCE INSPECTOR

LOG OF EFFECTIVE PAGES

Section	Page Number	Issue Date
Title Page	i	05/01/20
Table of Contents	ii	05/01/20
	iii	05/01/20
Manual Control	v	05/01/20
Temporary Revisions	vi	05/01/20
Log of Effective Pages	vii	05/01/20
	viii	05/01/20
	ix	05/01/20
	x	05/01/20
	xi	05/01/20
Introduction	1-1	05/01/20
	1-2	05/01/20
Scope of Inspection	2-1	05/01/20
	2-2	05/01/20
	2-3	05/01/20
	2-4	05/01/20
	2-5	05/01/20
Program Implementation	3-1	05/01/20
Program Operation	4-1	05/01/20
	4-2	05/01/20
	4-3	05/01/20
Paperwork	5-1	05/01/20
	5-2	05/01/20
	5-3	05/01/20
Weight and Balance	6-1	05/01/20
	6-2	05/01/20
	6-3	05/01/20
Airframe Inspections	7-1	05/01/20

DATE: _____ DATE: _____

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

DATE: _____
APPROVED: _____
FAA PRINCIPAL MAINTENANCE INSPECTOR

LOG OF EFFECTIVE PAGES (continued)

Section	Page Number	Issue Date	Section	Page Number	Issue Date
BASIC INSPECTIONS SECTION					
Cover	7-1	05/01/20	C0500 – 500 Hour	7-29	05/01/20
A0007 – 7 Day	7-2	05/01/20	Inspection (Cont)	7-30	05/01/20
Routine A Inspection	7-3	05/01/20		7-31	05/01/20
	7-4	05/01/20		7-32	05/01/20
	7-5	05/01/20		7-33	05/01/20
				7-34	05/01/20
E0007 – 7 Day	7-6	05/01/20		7-35	05/01/20
Routine E Inspection	7-7	05/01/20		7-36	05/01/20
	7-8	05/01/20		7-37	05/01/20
				7-39	05/01/20
A0125 – 125 Hour	7-9	05/01/20		7-40	05/01/20
Inspection	7-10	05/01/20		7-41	05/01/20
	7-11	05/01/20		7-42	05/01/20
	7-12	05/01/20		7-43	05/01/20
	7-12	05/01/20		7-44	05/01/20
	7-13	05/01/20			
	7-14	05/01/20			
	7-15	05/01/20	C1000RT – 1000 Hour	7-45	05/01/20
			Inspection	7-46	05/01/20
B0250 – 250 Hour	7-16	05/01/20		7-47	05/01/20
Inspection	7-17	05/01/20		7-48	05/01/20
	7-18	05/01/20		7-49	05/01/20
	7-19	05/01/20		7-50	05/01/20
	7-20	05/01/20		7-51	05/01/20
	7-21	05/01/20		7-52	05/01/20
	7-22	05/01/20		7-53	05/01/20
	7-23	05/01/20		7-54	05/01/20
	7-24	05/01/20		7-55	05/01/20
				7-56	05/01/20
C0500 – 500 Hour	7-25	05/01/20		7-57	05/01/20
Inspection	7-26	05/01/20		7-58	05/01/20
	7-27	05/01/20		7-59	05/01/20
	7-28	05/01/20		7-60	05/01/20

DATE: _____ DATE: _____

APPROVED: _____ APPROVED: _____
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DATE: _____
APPROVED: _____
FAA PRINCIPAL MAINTENANCE INSPECTOR

LOG OF EFFECTIVE PAGES (continued)

Section	Page Number	Issue Date
BASIC INSPECTIONS (Cont)		
C1000RT – 1000 Hour Inspection (Cont)	7-61	05/01/20
	7-62	05/01/20
	7-63	05/01/20
	7-64	05/01/20
	7-65	05/01/20
	7-66	05/01/20
	7-67	05/01/20
	7-68	05/01/20
	7-69	05/01/20
	7-70	05/01/20
	7-71	05/01/20
	7-72	05/01/20
	7-73	05/01/20
	7-74	05/01/20
	7-75	05/01/20
	7-76	05/01/20
	7-77	05/01/20
	7-78	05/01/20
	7-79	05/01/20
	7-80	05/01/20
	7-81	05/01/20
	7-82	05/01/20
	7-83	05/01/20
	7-84	05/01/20
	7-85	05/01/20
C1500RT – 1500 Hour Inspection	7-86	05/01/20
	7-87	05/01/20
	7-88	05/01/20
	7-89	05/01/20
	7-90	05/01/20
	7-91	05/01/20
	7-92	05/01/20
	7-93	05/01/20
	7-94	05/01/20
	7-95	05/01/20
	7-96	05/01/20
	7-97	05/01/20
	7-98	05/01/20
	7-99	05/01/20
	7-100	05/01/20
	7-101	05/01/20
	7-102	05/01/20
	7-103	05/01/20
	7-104	05/01/20
	7-105	05/01/20
C1700NT – 12 Month Inspection	7-106	05/01/20
	7-107	05/01/20
	7-108	05/01/20
	7-109	05/01/20
	7-110	05/01/20
	7-111	05/01/20
	7-112	05/01/20
	7-113	05/01/20
	7-114	05/01/20

DATE: _____ DATE: _____

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

DATE: _____
APPROVED:

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LOG OF EFFECTIVE PAGES (continued)

Section	Page Number	Issue Date
BASIC INSPECTIONS (Cont)		
C3000RT – 3000 Hour Inspection	7-115	05/01/20
	7-116	05/01/20
	7-117	05/01/20
	7-118	05/01/20
	7-119	05/01/20
	7-120	05/01/20
	7-121	05/01/20
	7-122	05/01/20
	7-123	05/01/20
	7-124	05/01/20
COMPONENT TEST SECTION		
CT 6000NT – 6000 Hour Inspection	7-125	05/01/20
	7-126	05/01/20
FUNCTIONAL TEST SECTION		
F3000NT 3000 Hour Inspection	7-127	05/01/20
	7-128	05/01/20

Section	Page Number	Issue Date
POWERPLANT INSPECTIONS SECTION		
Cover	8-1	05/01/20
P0100 – 100 Hour Inspection	8-2	05/01/20
	8-3	05/01/20
	8-4	05/01/20
	8-5	05/01/20
	8-6	05/01/20
P0400 – 400 Hour Inspection	8-7	05/01/20
	8-8	05/01/20
	8-9	05/01/20
APPENDICES		
Airworthiness Limitations	A-1	05/01/20
	A-2	05/01/20
	A-3	05/01/20
	A-4	05/01/20
	A-5	05/01/20
	A-6	05/01/20
Corrosion Control	B-1	05/01/20
	B-2	05/01/20
	B-3	05/01/20
	B-4	05/01/20
	B-5	05/01/20
	B-6	05/01/20
	B-7	05/01/20
	B-8	05/01/20
	B-9	05/01/20
	B-10	05/01/20
	B-11	05/01/20
	B-12	05/01/20

DATE: _____ DATE: _____

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APPROVED: _____
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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 airc
raft 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 Inspections
Functional inspections
Component tests
Powerplant
Propeller
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.
.

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
  - Propeller Handbook – 118-A
  - 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.

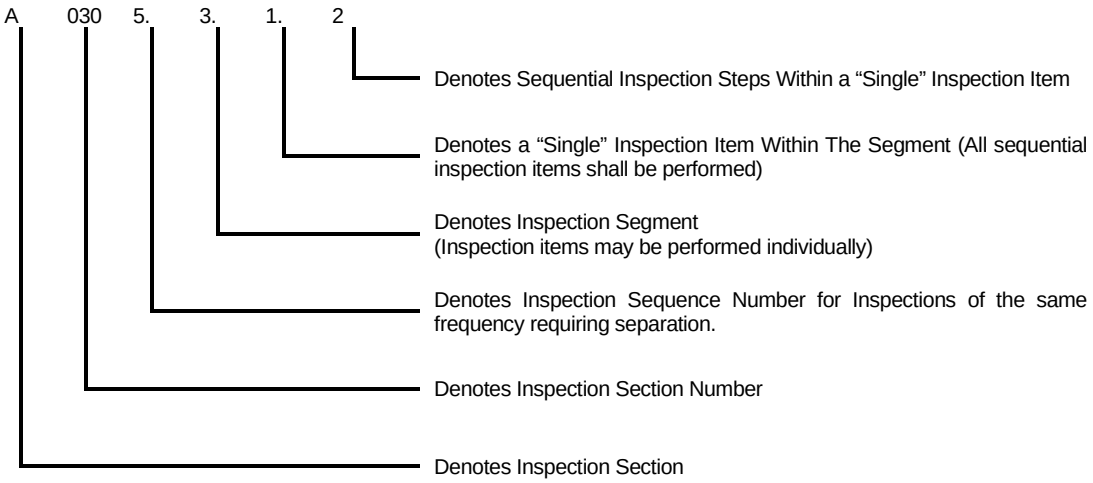
4 PROGRAM OPERATION

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.
.

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 A007	Routine A	Every 7 Days
R E007	Routine B	Every 7 Days
B 0125	Basic	Every 125 Hours
B 0250	Basic	Every 250 Hours
B 0500	Basic	Every 500 Hours
B 1000RT	Basic	Every 1000 Hours
B 1500RT	Basic	Every 1500 Hours
B 1700NT	Basic	Every 12 Months
B 3000RT	Basic	Every 3000 Hours

4.3.2 POWERPLANT INSPECTIONS: Powerplant Inspections Applicable to Pratt & Whitney PT6B-34 S*eries* Powerplant

SECTION	TYPE	FREQUENCY
P 0100	Powerplant	Every 100 Hours
P 0400	Powerplant	Every 400 Hours

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

SECTION	TYPE	FREQUENCY
F 3000NT	Functional	Every 3000 Hours

4.3.4 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, ASB'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
- 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.

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 AIRFRAME 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 A007 – ROUTINE A INSPECTION
FREQUENCY: Every 7 Days
NOTE:

7.1 ROUTINE A INSPECTIONS

Registration No.: N _____ Start
Aircraft S/N: _____ Date: _____

Aircraft Start Total Time: _____
Aircraft Start Total Cycles: _____

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

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
R A007.1	**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 A007.2	**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 A007.3	**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 C		
R A007.4	**INTERNAL**			
4.1	Cargo nets for condition and security, if installed. **Effectivity**: Mod SOO 6274 & Mod 6389			
4.2	Escape hatch doors 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			
4.7	Cabin seats, seat belts for condition and security, seat belt buckles for proper operation, utility seat stowage and proper operation and retention, under seat baggage restraint bars for condition and security if installed.			
4.8	Utility seats for condition and security of seat leg installation into floor rail. Note: Refer to Service Bulletin No. 6/447 and A.D. CF-85-25 or 84-07-07 and 87-03-12, if applicable.			
4.9	Oxygen indicator and charging valve for condition and cleanliness.			
4.10	Nose baggage compartment verity the HIRF covers are installed. All fasteners must be engaged. Replace if damaged. **Effectivity**: Mod SOO 6/2024			

CHECK: R A007 – ROUTINE A INSPECTION
FREQUENCY: Every 7 Days
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
R A007.5	**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. **Note:** Refer to Service Bulletin Nos. 6/65, 6/68 and 6/69 and A.D. CF-68-09 or 67-33-02, if applicable			
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. **Note:** Refer to Service Bulletin Nos. 6166 and A.D. CF-69-20 or 68-26-02, if applicable.			
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. **Effectivity**: Mod SOO 6095 & Mod 6247			
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.			
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.			
5.18	Fuel filler cap for security and proper fit, seal for condition, filler necks for condition, security and proper attachment. Clean as required.			

CHECK: R A007 – ROUTINE A INSPECTION
FREQUENCY: Every 7 Days
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
R A007.6	**FUNCTIONAL CHECKS**			
6.1	Position, anti-collision, cabin and landing lights.			
6.2	Taxi, wing inspection lights and instrument panel lights. **Note:** Refer also to Special Inspection cards when operating under abnormal environmental conditions.			
6.3	Pitot system head heaters.			
6.4	Flood lights. **Effectivity**: Mod 6/2028			
6.5	Caution lights dimming and dome lights. **Effectivity**: Mod 6/2028			
6.6	ESIS Operational test. **Effectivity**: Mod SOO 6209 & Mod 6/2049			
R A007.7	**FINAL CLOSE UP**			
7.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
R A007.8	**POST INSPECTION**			
8.1	Perform Functional Check Flight if required per DHC - 6 Maintenance Manual or AFM as appropriate.			
8.2	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: R A007 – ROUTINE A 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-6-400 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 A007 – 7 day Routine A Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End
Aircraft S/N: _____ Date: _____

Aircraft Ending Total Time: _____
Aircraft Ending Total Cycles: _____

Signature: _____

Certificate Type & No: _____

CHECK: R E007 – ROUTINE E INSPECTION
FREQUENCY: Every 7 Days
NOTE:

7.2 ROUTINE E INSPECTIONS

Registration No.: N _____ Start
Aircraft S/N: _____ Date: _____

Aircraft Start Total Time: _____
Aircraft Start Total Cycles: _____

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

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
R E007.1	**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 E007.2	**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 E007.3	**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 C		
R E007.4	**INSPECTIONS**			
4.1	Propeller shaft seal for evidence of oil leakage.			
4.2	Propeller deicing boots for condition and security.			
4.3	Engine intake deflector. Clean as required.			
4.4	Compressor inlet screen. Clean as required. **Note:** If dirty screen warrants removal for cleaning, clean inlet as required.			
4.5	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.			
4.6	Fuel, oil and bleed air pipes leakage.			
4.7	Remove, clean and install engine driven air pump intake filter.			
4.8	Oil coolers and pressure transmitters for security and leakage.			
4.9	Wing deiced bonded stall bar for condition and proper adhesion.			

CHECK: R E007 – ROUTINE E INSPECTION
FREQUENCY: Every 7 Days
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
R E007.5	**FINAL CLOSE UP**			
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
R E007.6	**POST INSPECTION**			
6.1	Perform Functional Check Flight if required per DHC - 6 Maintenance Manual or AFM as appropriate.			
6.2	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: R E007 – ROUTINE E 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-6-400 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 E007 – 7 day Routine E Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End
Aircraft S/N: _____ Date: _____

Aircraft Ending Total Time: _____
Aircraft Ending Total Cycles: _____

Signature: _____

Certificate Type & No: _____

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

7.3 BASIC INSPECTIONS

Reference: DHC-6 Maintenance Program, PSM 1-64-2 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-6-400 MP		
1.4	Overhaul all components that have completed published operating limits.	DHC-6-400 MP		
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 C		
A 0125.4	**PREPARATION**			
4.1.	Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
A 0125.5 61 - PROPELLERS -RH			
5.1. Bata backup carbon block retaining pin for free movement. Lubricate			
5.2. Overspeed governor for condition, security and leakage. **Note:** Refer to AD 70-16-01, if applicable.			
5.3. Constant speed governor for condition, security and leakage.			
5.4. Propeller blades for condition, blades for freedom of movement on hub pitot tubes by rocking slightly using counterweights as levers; grease blade clamps.			
5.5. Gas generator tachometer and propeller generator for condition and security of installation.			
5.6. Engine propeller synchronizer master speed pickup for condition and security.			
A 0125.6 61 - PROPELLERS -LH			
6.1 Bata backup carbon block retaining pin for free movement. Lubricate			
6.2 Overspeed governor for condition, security and leakage. **Note:** Refer to AD 70-16-01, if applicable.			
6.3 Constant speed governor for condition, security and leakage.			
6.4 Propeller blades for condition, blades for freedom of movement on hub pitot tubes by rocking slightly using counterweights as levers; grease blade clamps.			
6.5 Gas generator tachometer and propeller generator for condition and security of installation.			
6.6 Engine propeller synchronizer master speed pickup for condition and security.			
A 0125.7 71 - POWEPLANT -LH			
7.1. Engine cowling fire seals for condition and security			
7.2. Engine pipes, leads and controls; pipes for condition, security and leakage, controls for security and operation, clams and brackets for condition, leads for condition and security. Clean as required.			
A 0125.8 71 - POWEPLANT -RH			
8.1. Engine cowling fire seals for condition and security			
8.2. Engine pipes, leads and controls; pipes for condition, security and leakage, controls for security and operation, clams and brackets for condition, leads for condition and security. Clean as required.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
A 0125.9 72 - ENGINE - LH			
9.1. Engine external tubing for condition, cracks bulges and evidence of fuel and oil leakage.			
9.2. Engine gas generator case for condition, cracks, bulges and evidence of hot spots			
9.3. Power section and turbine exhaust for duct for condition, cracks and distortion.			
A 0125.10 72 - ENGINE - RH			
10.1. Engine external tubing for condition, cracks bulges and evidence of fuel and oil leakage.			
10.2. Engine gas generator case for condition, cracks, bulges and evidence of hot spots			
10.3. Power section and turbine exhaust for duct for condition, cracks and distortion.			
A 0125.11 73 - ENGINE FUEL AND CONTROL - LH			
11.1. Fuel pump for security and evidence of leakage. **Note**: Refer to A.D 69-23-06 or 80-08-12, if applicable			
11.2. 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			
11.3. 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			
11.4. Fuel control unit for condition, security, linkages, sense lines and heaters for condition, security and leakage. **Note**: Refer to A.D 69-23-06 or 80-08-12, if applicable			
11.5. Remove High Pressure fuel filter element, inspect and install. Clean or replace as required and leak check.			
11.6. Starting control unit for security and leakage			
11.7. Compressor discharge P3 filter – clean filter element ultrasonically. **Effectivity:** Mod SOO 6177			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
A 0125.12 73 - ENGINE FUEL AND CONTROL - RH			
12.1. Fuel pump for security and evidence of leakage. **Note**: Refer to A.D 69-23-06 or 80-08-12, if applicable			
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			
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. **Note**: Refer to A.D 69-23-06 or 80-08-12, if applicable			
12.5. Remove High Pressure fuel filter element, inspect and install. Clean or replace as required and leak check.			
12.6. Starting control unit for security and leakage			
12.7. Compressor discharge P3 filter – clean filter element ultrasonically. **Effectivity:** Mod SOO 6177			
A 0125.13 76 – ENGINE CONTROLS - LH			
13.1. Lubricate power control mechanism and linkage interconnecting rod ball ends. **Note:** Refer to Service Bulletin 6/387 and A.A 80-04-02, if applicable.			
A 0125.14 76 – ENGINE CONTROLS - RH			
14.1. Lubricate power control mechanism and linkage interconnecting rod ball ends. **Note:** Refer to Service Bulletin 6/387 and A.A 80-04-02, if applicable.			
A 0125.15 77 – ENGINE INDICATING - LH			
15.1. Torque pressure transmitter for condition and security.	77-02		
15.2. Gas generator tachometer and propeller generator for condition and security of installation.	61-07 7-705		
A 0125.16 77 – ENGINE INDICATING - RH			
16.1. Torque pressure transmitter for condition and security	77-02		
16.2. Gas generator tachometer and propeller generator for condition and security of installation.	61-07 7-705		

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
A 0125.17 79 - OIL - LH			
17.1. 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.	79-01		
17.2. Test magnetic chip detector in reduction gearbox for electrical continuity.	79-03a		
17.3. Leak check engine oil filter after installation.	79-03		
A 0125.18 79 - OIL - RH			
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.	79-01		
18.2. Test magnetic chip detector in reduction gearbox for electrical continuity.	79-03a		
18.3. Leak check engine oil filter after installation.	79-03		
A 0125.19 80 - STARTING - LH			
19.1. Starter generator for security of installation, electrical connectors for security. Clean as required	80-01-1		
19.2. Glow plug current regulators (ballast tubes) condition and security, ignition leads for security			
A 0125.20 80 - STARTING - RH			
20.1. Starter generator for security of installation, electrical connectors for security. Clean as required	80-01-1		
20.2. Glow plug current regulators (ballast tubes) condition and security, ignition leads for security.	80-03		

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

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
A 0125.21	**OPERATIONAL CHECKS**			
21.1	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.	28-06-2		
21.1.2	Fuel crossfeed valve and (if installed), position indicator (Pre Mod 6/2009).	28-07-2 28-07a-2		
21.1.3	HP fuel filter for leaks after element installation.	73-06-1		
21.1.4	Fuel pump for leaks after inlet filter screen and outlet filter installation. Note: Refer to PWC Service Bulletin No. 155	73-01a 73-01b		
21.1.5	Oil filter for leaks after installation.	79-03		
21.1.6	Fwd avionics compartment cooling fans (Mod 6/2045). (Power on).	21-20-2		
21.1.7	DAU cooling fans (Mod 6/2045). (Power on).	21-21-2		
21.1.8	Reversion control panel (Mod 6/2049) switch.	31-06-3		
21.1.9	ADAHRS #1 and #2 (Mod 6/2049) reversion switches. (	34-22-4 34-22a-4		
A 0125.22	**POST INSPECTION**			
21.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
21.2	Clean aircraft and engine once maintenance is completed.			
21.3	Perform functional check flight if required per Pratt & Whitney MM or AFM as appropriate.			
21.4	Check oil levels of hydraulic tank, engine prior to running aircraft.			
21.5	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-6-400 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-6-400 – 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: DHC-6 Maintenance Program

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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		
1.4 Overhaul all components that have completed published operating limits.	DHC-6-400 MP		
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 C		
B 0250.4 PREPARATION			
4.1 Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			
B 0250.5 21- AIRCONDITIONING			
5.1 Inspect DeVore bleed air ducts for cracks and security. **Effectivity:** Pre Mod 6/1614 Refer to Service Bulletin No. 6/344 and Devore Service bulletin No. DAS 1000SB instructions	21-15a		

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

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
B 0250.6	**23 - COMMUNICATIONS**			
6.1	Pilot and Co-pilots head sets for condition and security.	23-01c		
6.2	Nose cap lightning rod for condition and security.	23-04d		
B 0250.7	**24 – ELECTRICAL POWER**			
7.1	Vent jar for condition and security, pad properly saturated, hoses for condition and connections for security.	24-02		
7.2	Avionics Start Battery for condition and security. **Effectivity:** Mod 6/2315	24-03-3		
B 0250.8	**26 – FIRE PROTECTION - LH**			
8.1	Fire detection thermal units and wire loops for condition and security.	26-01a		
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.	26-02a 26-02b		
B 0250.9	**26 – FIRE PROTECTION - RH**			
9.1	Fire detection thermal units and wire loops for condition and security.	26-01a		
9.2	Engine fire extinguisher bottle for condition and security, correct pressure, pipes for condition and security, electrical wiring for condition and connectors for security.	26-02a 26-02b		
B 0250.10	**27 – FLIGHT CONTROLS - LH**			
10.1	Flap actuator for condition and security of mounting and leakage, selector valve for condition, security of mounting and leakage.	27-09a-1 27-09b-1 27-09e		
10.2	Selector pulleys properly secured to spindle.			
10.3	Drip trays for condition, security and fluid content. Remove, dry out and install pads as required.			
B 0250.11	**27 – FLIGHT CONTROLS - RH**			
11.1	Flap actuator for condition and security of mounting and leakage, selector valve for condition, security of mounting and leakage.	27-09a-1 27-09b-1 27-09e		
11.2	Selector pulleys properly secured to spindle.			
11.3	Drip trays for condition, security and fluid content. Remove, dry out and install pads as required.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
B 0250.12 28 – FUEL - LH			
12.1 Remove 74 micron element, clean and install. **Note:** If excessive foreign matter is found in fuel strainer, drain and flush system and inspect motive line check valve strainers for contamination.	28-05a-1		
12.2 Replace 10 micron filter element as required.	28-05b-1		
12.3 Strainer body for condition and security of attachment bolts, security of drain valve.	28-05c-1		
12.4 Drain fuel from wing tank and check samples for contamination. **Note:** If excessive foreign matter is found in fuel strainer, drain and flush system and inspect motive line check valve strainers for contamination.	28-14b-1		
12.4.1 Remove fuel filter, if fitted (Mod 6/1398), clean as required and install.	28-14b-1		
12.4.2 Perform leak check.	28-14b-1		
B 0250.13 28 – FUEL - RH			
13.1 Remove 74-micron element, clean and install. **Note:** If excessive foreign matter is found in fuel strainer, drain and flush system and inspect motive line check valve strainers for contamination.	28-05a-1		
13.2 Replace 10-micron filter element as required.	28-05b-1		
13.3 Strainer body for condition and security of attachment bolts, security of drain valve.	28-05c-1		
13.4 Drain fuel from wing tank and check samples for contamination. **Note:** If contamination is evident, remove panel at top of tank and inspect interior of tank. Drain and flush as necessary and clean strainer at end of fuel outlet pipe as required. When install panel, seal in accordance with Maintenance Manual.	28-14b-1		
13.4.1 Remove fuel filter, if fitted (Mod 6/1398), clean as required and install.	28-14b-1		
13.4.2 Perform leak check.	28-14b-1		
B 0250.14 29 – HYDRAULIC POWER			
14.1 Hydraulic reservoir filler neck for condition and contamination, fluid leakage, end of vent clear of power package tray. Dip stick for seal deterioration.	29-01a-1		
B 0250.15 30 – ICE AND RAIN PROTECTION			
15.1 Propeller deicing boots for cuts, tears, burns, deterioration and proper adhesion.	30-02a-2		
15.2 Propeller deicing brush block and back plate slip ring for condition and security.	30-02b 30-02d		

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
B 0250.16 32 – LANDING GEAR NOSE			
16.1 Nose gear shock strut for correct extension as given on date plate. Fork retaining nut properly secured.	32-02-2		
16.2 Nosewheel steering actuator for condition and leakage, hydraulic pipes and input swivel lever for condition, connections for security and leakage.			
16.3 Steering cables where visible, for condition, corrosion, kinks, flattening, proper attachment and security; pulleys for condition, freedom of operation and security.			
16.4 Pulleys for condition, freedom of operation and security, turnbuckles for security.			
16.5 Perform a detail visual inspection of cable terminals as follows;	32-03-1 32-04a		
16.5.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
16.5.2 Do a detailed visual inspection of cable terminals excluding the hexagonal wrench flat area) for signs of corrosion pits.			
16.5.3 Do a detailed visual inspection of cable terminals for signs of cracks in all exposed parts of the terminals.			
16.5.4 If corrosion pits and/or cracks are found on any cable terminal, remove the applicable cable assembly and replace with new cable assembly.			
16.5.5 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.			
16.5.6 If the lockwire was removed, secure the cable terminals with lockwire. Note: Refer to Service bulletin No. 6/453.			
16.6 Steering actuator linkage for condition, corrosion and security, fouling of linkage on shock struct cylinder body.	32-05		
16.7 Remove nose wheel and clean as required.			
16.8 Inspect as follows;			
16.8.1 Wheel for abrasions, cracks, chipped rims.	32-09-2		
16.8.2 Bearings for signs of wear, corrosion, fretting and blueing; lubricate.	32-09-2 32-09-4		
16.8.3 Bushings for signs of wear.	32-09-2		
16.8.4 Seals for distortion, fit, deterioration and security.	32-09-2		
16.9 Install nose wheel assembly.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
B 0250.17 32 – LANDING GEAR MAIN			
17.1 Remove and clean main wheels.			
17.2 Inspect as follows;			
17.2.1 Wheels for abrasions, cracks, chipped rims, brake drive signs of wear.			
17.2.2 Wheel bearings for signs for wear corrosion, fretting and blueing.			
17.2.3 Brake housing for evidence of overheating.			
17.2.4 Brake discs for scoring, distortion, evidence of overheating.			
17.2.5 Brake disk guides (when installed) for condition and security.			
17.2.6 Brake linings for wear and within limits.			
17.3 Reinstall main wheels.			
B 0250.18 52 – DOORS			
18.1 Cabin escape hatch door release mechanisms for proper operation, seals for deterioration and security.			
B 0250.19 53 – FUSELAGE			
19.1 Cabin floor panes for condition, delamination, corrosion and security. Clean as required.			
19.2 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.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
B 0250.20 55 - STABILIZERS			
20.1 Elevator and rudder including tab hinge arms for condition and security.			
20.2 Hing arm attachment bolts for safety and security.			
B 0250.21 57 – WING – LH			
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.			
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 ot the fuselage side at STA 248.41.			
B 0250.22 57 – WING – RH			
22.1 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.			
22.2 Wing exterior upper surfaces for dents, scores, abrasions and corrosion.			
22.3 Inboard trailing flap for condition skins for cracks and fastener for security. **Note:** Refer to Service Bulletin No. 6/174 and 6/345			
22.4 Wing flap, aileron hinge arms and connecting link attachment bolts for safety and security.			
22.5 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 0250.23 61- PROPELLERS - LH			
23.1 Propeller blades for nicks and cracks. Blend nicks out from leading edge. **Note:** Refer to A.D. 72-08-04 and 72-14-01 if applicable.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
B 0250.24 61- PROPELLERS - RH			
24.1 Propeller blades for nicks and cracks. Blend nicks out from leading edge. **Note:** Refer to A.D. 72-08-04 and 72-14-01 if applicable.			
B 0250.25 72 – ENGINE - LH			
25.1 Exhaust duct for condition, defector vanes for cracks, erosion and security.			
B 0250.26 72 – ENGINE - RH			
26.1 Exhaust duct for condition, defector vanes for cracks, erosion and security.			
B 0250.27 80 – STARTING - LH			
27.1 Remove spark igniters for operational test.			
27.2 Clean as required and install serviceable spark igniters.			
B 0250.28 80 – STARTING - RH			
28.1 Remove spark igniters for operational test.			
28.2 Clean as required and install serviceable spark igniters.			
B 0250.29 OPERATIONAL CHECKS			
29.1 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			
29.2 Lift Detector Vanes (WINGS) for freedom of movement, condition, corrosion and security. Function test (Power on).			
29.3 All communications and navigation systems.			
29.4 Weather radar.			
29.5 Wing flaps in normal and emergency.			
29.6 Fuel booster pumps, check for evidence of rough running.			
29.7 Fuel system strainers for leak check under system pressure after installation.			

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

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
29.8	Flight controls, including trim tabs for full and free movement of all controls.	27-16-1		
29.9	Stall warning light and horn system (Pre Mod and Mod 6/2028) by actuating detecting vane.	27-15a-2 27-15b-2		
29.10	Master warning and caution indication and control (Mod 6/2028) function test. (Power on).	31-13-2		
B 0250.30	**POST INSPECTION**			
30.1	Inspect for operation and leaks.			
30.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
30.3	Clean aircraft and engine once maintenance is completed.			
30.4	Perform Functional Check Flight if required per DHC-6-400 Maintenance Manual or AFM as appropriate.			
30.5	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-6-400 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-6-400 – 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

	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-6-400 MP		
1.4	Overhaul all components that have completed published operating limits.	DHC-6-400 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 C		
C 0500.4	**PREPARATION**			
4.1	Remove or open all applicable trim panels, covers, access and inspection doors/covers as necessary.			
C 0500.5	**21 – AIR CONDITIONING**			
5.1	Cabin exhaust outlet or, if pneumatic package is installed, heat exchange for condition and clear of obstructions.			
5.2	Cabin exhaust outlet vent for condition and obstruction.			
5.3	STA 111 Cabin fans for condition and security, standoff mounting brackets for security. **Effectivity**: SOO 6378			
5.4	STA 332 Blower for condition and security, standoff mounting brackets for security. **Effectivity**: SOO 6379			

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

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
C 0500.6	**22 – AUTO FLIGHT**			
6.1	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.			
6.2	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.			
6.3	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.			
6.4	Rudder (all models) autopilot servo for condition and security of mounting.			
6.5	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.			
6.6	Elevator (all models) autopilot servo for condition and security of mounting.			
6.7	VOR dual selector relay for condition and security.			
6.8	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.			
6.9	Autopilot (all models) electrical wiring for condition and connectors for security, bonding wires for condition and security. Clean as required.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
6.10 AFCS (autopilot) system, inspect as follows; **Effectivity:** Mod 6/2302, SOO 6221			
6.10.1 Pilot and co-pilot Go Around (G/A) and Touch Control Switches for security and clean as required. Function test.			
6.10.2 Pilot and Co-Pilot; AP Disconnect (AP DISC) Switch for security and clean as required			
6.10.3 Function Test			
6.10.4 Autopilot aileron servo for condition and security.			
6.10.5 Autopilot pitch trim servo actuator for condition and security. Clean as required.			
6.10.6 Autopilot pitch trim servo system pitch trim switch. Inspect for condition and security. Clean as required.			
C 0500.7 23 – COMMUNICATIONS			
7.1 Audio system control units and power panels for condition and security of mounting. Flight compartment speakers and speaker panel assembly for condition and security.			
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 condition and security, control and indicators for condition, wiring and connector for security. Clean as required. **Effectivity:** Mod 6/2003			
7.4 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			
7.5 VHF-FM antenna for condition and security, control and indicators for condition, wiring and connector for security. Clean as required. **Effectivity:** Mod SOO 6296			
7.6 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			
7.7 HF mast for cracks and security, wire for proper tension and loose connections, cable covering for cracks and deterioration. Lead-in sleeves for cracks and security. Insulators for condition, connections for security. Clean as required.			
7.8 HF antenna tension unit at vertical stabilizer tip for cracks, corrosion and security.			

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

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
7.9	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.			
7.10	HF antenna tension unit at vertical stabilizer tip for cracks, corrosion and security			
7.11	Static discharge wicks for condition and security, minimum length of one-inch wick extension from sheath.			
7.12	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.			
7.13	Diodes CR 141 thru CR 146 – check diodes. Replace if required.			
7.14	Static inverters for condition and security, mounting installation for condition and security. **Effectivity:** Pre Mod 6/2028 **Note:** Refer to Service Bulletin No. 6/263 and A.D. 71-21-07 and 75-34-15			
7.15	All aircraft accessible wiring and connectors for condition and security.			
7.16	Check condition and security of cables at STA 111 cabin floor cut-out. Refer to PSM 1-64-2 Chp 24-30-00. **Effectivity:** SOO 6371			
C 0500.8	**25 - EQUIPMENT/FURNISHINGS**			
8.1	Inspect pilots and co-pilots seats as follows;			
8.1.1	Seat structure and seat pan for condition and security, freedom of movement.			
8.1.2	Seat rails for condition and security of stops.			
8.1.3	Chock cords for condition and security.			
8.1.4	Safety harness for condition and security, quick release for proper operation. Clean as required.			
8.1.5	Inertia reel for condition and security, proper operation.			
8.1.6	Portable ELT mounting provision for security, condition, proper operation and retention. Install safety wire as required. **Effectivity:** SOO 6270			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
8.2 Cabin side rail and floor for condition and security. **Note:** Refer to Service Bulletin No. 6/302 and A.D. 74-08-11			
8.3 Baggage restraints (if installed) for condition and security. Slimeline commissary (if installed) for condition and obstruction. **Effectivity:** SOO 6175			
C 0500.9 27 – FLIGHT CONTROLS			
9.1 Trim cables for condition, graying, corrosion, flattening, proper attachment and security.			
9.2 Control column boot for condition and security.			
9.3 Nylon cable jacket for condition, cracking and necking down in diameter.			
9.4 Pulleys (bulkhead and elevator torque tube) for condition and freedom of movement, pulley brackets for condition and security.			
9.5 Lubricate pulley bracket bushings at elevator torque tube.			
9.6 Rudder and elevator trim screw jacks for condition of cable drum grooves, freedom of operation and security. Lubricate.			
9.7 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.			
9.8 Do a detailed visual inspection of cable terminals as follows;			
9.8.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
9.8.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
9.8.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
9.8.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
9.8.5 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.			
9.8.6 If the lockwire was removed, secure the cable terminals with lockwire.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
9.9 Flap/elevator interconnect ball screw jack for condition of cable drum grooves, freedom of operation and security. Lubricate			
9.10 Elevator flap interconnect screw jack for condition of cable drum grooves, freedom of operation and security. Lubricate.			
9.11 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.			
9.12 Stall warning light for condition and security.			
9.13 Stall warning horn for condition and security. **Effectivity:** Pre Mod 6/2028			
C 0500.10 28 – FUEL			
10.1 L/H Wing fuel emergency shutoff valve for leakage and security.			
10.2 R/R Wing fuel emergency shutoff valve for leakage and security.			
10.3 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.			
10.4 L/H Wing fuel vent outlet for condition and free from obstruction. **Note:** Refer to Service bulletin No. 6/211, if applicable			
10.5 R/H Wing fuel vent outlet for condition and free from obstruction. **Note:** Refer to Service bulletin No. 6/211, if applicable			
C 0500.11 29 – HYDRAULIC POWER			
11.1 Accumulator air charging valves for condition and security. Clean as required.			
11.2 Hydraulic pump (electric motor driven) for security and leakage.			
11.3 Hydraulic pressure switch security and leakage.			
11.4 Drain holes in hydraulic power package tray clear of obstruction. Clean as required.			
11.5 Emergency hydraulic hand pump for security and leakage.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
11.6 Hydraulic pipes and connections for condition, connections for security.			
11.7 Remove hydraulic filter element and replace with new element. Leak check.			
C 0500.12 30 – ICE AND RAIN PROTECTION			
12.1 Horizontal stabilizer deicing boots for cuts, tears, deterioration and proper adhesion.			
12.2 L/H Wing deicing boots for cuts, tears, deterioration and proper adhesion.			
12.3 R/H Wing deicing boots for cuts, tears, deterioration and proper adhesion.			
12.4 Horizontal stabilizer deicing system water separator drain holes and lines for obstruction and security. Water separator filter for condition and replace as necessary.			
12.5 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.			
12.6 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.			
12.7 Windshield wiper blades for condition and security, drive arms for tension, tie rods for wear, distortion and security.			
12.8 Windshield washer pump and fluid lines for condition, deterioration **Note:** Refer to Service bulletin No. 6/422 and A.D. 82-26-06, if applicable.			
12.9 Windshield washer system reservoir for leakage, fluid lines for deterioration, cracks and security, vent for obstruction. **Note:** Refer to Service bulletin No. 6/422 and A.D. 82-26-06, if applicable.			
12.10 L/H Engine air intake anti-icing boot for deterioration, proper adhesion and evidence of burning, wiring for condition, condition for security. **Effectivity:** Mod SOO 6062			
12.11 R/H Engine air intake anti-icing boot for deterioration, proper adhesion and evidence of burning, wiring for condition, condition for security. **Effectivity:** Mod SOO 6062			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 0500.13 32 – LANDING GEAR			
13.1 Nose Gear			
13.1.1 Thoroughly clean nose gear shock strut and inspect for condition, security and leakage, service as necessary.			
13.1.2 Remove steering actuator external filter, clean and reinstall.			
13.1.3 Lubricate nose gear torque arms. **Effectivity:** Mod 6/1377			
13.1.4 Nose leg taxi light for condition and security, electrical connection for security.			
13.2 Wheel brake pedal linkage, springs, levers and linkage for condition, wear and security.			
C 0500.14 33 - LIGHTS			
14.1 Taxi light for condition and security, electrical connection for security.			
C 0500.15 34 - NAVIGATION			
15.1 Pitot heads for security and corrosion.			
15.2 Drain the pitot static moister traps at the following locations:			
15.2.1 Adjacent to pitot masts.			
15.2.2 Below static valve on center pylon			
15.2.3 Autopilot computer static line.			
15.3 Pitot head heat electrical wiring for condition and connections for security.			
15.4 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			

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

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
15.5	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			
15.6	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			
15.7	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			
15.8	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			
15.9	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			
15.10	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			
15.11	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			
15.12	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			
15.13	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			
15.14	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			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
15.15 TCAS upper 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 6219, 6/2003			
15.16 TCAS lower antenna 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			
15.17 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			
15.18 ADF antenna #2 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 0500.16 36 - PNEUMATIC			
16.1 Cabin exhaust outlet or, if pneumatic package is installed, heat exchange for condition and clear of obstruction.			
16.2 Remove pneumatic system strainer element, clean and install. Leak check.			
16.3 Remove bleed air strainers, clean and install. Leak check. **Effectivity:** Mod SOO 6/1046			
C 0500.17 44 – CABIN SYSTEMS			
17.1 Condition and security of mounting, cabin speakers for condition and security. **Effectivity:** Mod SOO 6/2049			
C 0500.18 52 – DOORS			
18.1 Flight compartment door hinges and locks for condition and security, freedom of operation and proper locking. Lubricate and clean as required.			
18.2 Inspect the cabin doors as follows:			
18.2.1 Hinges and lock for condition, security, freedom of operation and proper locking			
18.2.2 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
18.2.3 Make sure the lower latch pin remains positively engaged when the locked latch is lifted to the top of its vertical play.			
18.2.4 Clean as required.			
18.3 Inspect the airstair door as follows:			
18.3.1 Hinge and lock for condition, security, corrosion, freedom of operation and proper locking, witness marks for correct alignment. Lubricate.			
18.3.2 Inward opening cargo door for condition and security, hinges for condition and freedom of operation. Lubricate.			
18.3.3 Retention straps for condition.			
18.3.4 Clean as required.			
18.3.5 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			
18.4 Inspect rear baggage compartment door as follows;			
18.4.1 Hinge for condition, freedom of operation.			
18.4.2 Stay bar for condition of fastener and security in stowed position.			
18.4.3 Door handle and lock for condition and proper operation.			
18.4.4 Lubricate.			
18.5 Inspect nose compartment door as follows			
18.5.1 Hinges for condition and freedom of operation.			
18.5.2 Stay bar for condition of fastener and security in stowed position.			
18.5.3 Latches for proper operation.			
18.5.4 Lubricate.			
18.6 Cabin roof hatch for condition and security.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 0500.19 54 – NACELLE - LH			
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.			
C 0500.20 54 – NACELLE - RH			
20.1 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.			
20.1.1 Forward engine mount fittings.			
20.1.2 Forward and at intersection with the wing.			
C 0500.21 57 – WING – LH			
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 57 – WING – RH			
22.1 Wing exterior upper surfaces for dents, scores, abrasions and corrosion.			
22.2 Wing leading edge and shroud skins for condition, dents, scores, fasteners for security **Note:** Refer to Service Bulletin Nos. 6/517 if applicable.			
22.3 Electrical wiring and where visible, for condition, connectors for security.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 0500.23 61 – PROPELLERS – LH			
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. **Note:** Refer to A.D. 68-18-01 and 83-08-01, if applicable.			
23.4 Autofeather limit switches and slide mechanisms for condition and security, wiring for condition and connectors security. Clean as required.			
23.5 Inspect propeller synchronizer system as follows;			
23.5.1 Speed setting actuator.			
23.5.2 Rod end trimmer.			
23.5.3 Flexible shaft.			
23.5.4 Electrical wiring for condition and connectors for security.			
C 0500.24 61 – PROPELLERS – RH			
24.1 Autofeather limit switches and slide mechanisms for condition and security, wiring for condition and connectors security. Clean as required.			
24.2 Beta range backup system limit switch and mechanism for condition and security, wiring for condition and connectors for security. Clean as required.			
24.3 Propeller spinner for dents and security, hub for grease or oil leakage and attach bolts for condition and security. **Note:** Refer to A.D. 68-18-01 and 83-08-01, if applicable.			
24.4 Autofeather limit switches and slide mechanisms for condition and security, wiring for condition and connectors security. Clean as required.			
24.5 Inspect propeller synchronizer system as follows;			
24.5.1 Speed setting actuator.			
24.5.2 Rod end trimmer.			
24.5.3 Flexible shaft.			
24.5.4 Electrical wiring for condition and connectors for security.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 0500.25 71 – POWERPLANT - LH			
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.			
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 71 – POWERPLANT - RH			
26.1 Inspect intake deflector system as follows;			
26.1.1 Exit door for condition and security.			
26.1.2 Actuators for condition security and leakage.			
26.1.3 Locking and release levers for condition, security and leakage, pipes for condition and leakage.			
26.1.4 Air control valves for condition, security and leakage, pipes for condition and leakage.			
26.1.5 Cables for fraying, kinks and wear, connectors for security, rod ends and bearings for condition and security, linkage for condition. Brackets for condition.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
26.2 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.			
26.2.1 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.			
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 expose parts of the terminals.			
C 0500.27 73 – ENGINE FUEL AND CONTROL – LH			
27.1 Remove fuel pump outlet filter. **Note**: Refer to PWC Service Bulletin No. 1155.			
27.2 Install new filter and leak check.			
27.3 Remove and discard HP fuel filter element between fuel pump and fuel control unit. **Note**: If excessive contamination is found on filter elements, remove and inspect the main fuel strainer elements.			
27.4 Install new element and leak check.			
C 0500.28 73 – ENGINE FUEL AND CONTROL – RH			
28.1 Remove fuel pump outlet filter. **Note**: Refer to PWC Service Bulletin No. 1155.			
28.2 Install new filter and leak check.			
28.3 Remove and discard HP fuel filter element between fuel pump and fuel control unit. **Note**: If excessive contamination is found on filter elements, remove and inspect the main fuel strainer elements.			
28.4 Install new element and leak check.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 0500.29 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.			
29.1 Power control mechanisms and linkages, including beta backup for condition, chafing, fouling and security.			
29.2 Inspect overhead console power controls follows; **Note**: Refer to Service Bulletin n. 6/309, if applicable.			
29.2.1 Mechanism and linkages for condition and freedom of movement.			
29.2.2 Power and propeller levers for smooth operation and propeller/power lever interlock mechanism for operation.			
29.2.3 Fuel shutoff control lever for smooth operation and proper detent action.			
29.2.4 Friction damper for operation, power lever Beta arming switch condition.			
C 0500.30 77 – ENGINE INDICATING - LH			
30.1 Engine indicating instrument wiring for condition, connectors for security. Clean as required.			
C 0500.31 79 – ENGINE INDICATING - RH			
31.1 Engine indicating instrument wiring for condition, connectors for security. Clean as required.			
C 0500.32 79 – OIL - LH			
32.1 Oil temperature bulb for leakage and security, Connection for security.			
C 0500.33 79 – OIL - RH			
33.1 Oil temperature bulb for leakage and security, Connection for security.			
C 0500.34 80 – STARTING – LH			
34.1 Starter generator brushes for condition and wear.			
34.2 Drive splines for wear. Lubricate			
34.3 Spark igniters (Mod SOO 6180) for condition and security. Check for operation.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
34.4 Spark ignitor box for condition and security.			
34.5 Starter generator electrical wiring for condition, insulation for deterioration and connectors for security. Clean as required.			
C 0500.35 80 – STARTING – LH			
35.1 Starter generator brushes for condition and wear.			
35.2 Drive splines for wear. Lubricate			
35.3 Spark igniters (Mod SOO 6180) for condition and security. Check for operation.			
35.4 Spark ignitor box for condition and security.			
35.5 Starter generator electrical wiring for condition, insulation for deterioration and connectors for security. Clean as required.			
C 0500.36 OPERATIONAL CHECKS			
36.1 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			
36.1.1 Oil pressure indicator, oil temperature indicator (Pre Mod 6/2012)			
36.1.2 Autopilot system			
36.1.3 Doors unlocked warning lights, including limit switch operation			
36.1.4 Fuel leak check after installation of motive line check valve strainers			
36.1.5 Run engine(s) and check the following;			
36.1.5.1 Autofeather system			
36.1.5.2 Beta backup system			
36.1.5.3 Propeller/power interlock			

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

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
36.1.5.4	Propeller synchronization			
36.1.5.5	H14 Autopilot pneumatic system filters (after removing and installing new element).			
36.1.6	Emergency cabin lights (Mod SOO 6098, 6179 and 6208).			
36.1.7	Windshield wipers **CAUTION**: DO NOT OPERATE WIPERS ON DRY WINDSHIELD SURFACE			
36.1.8	The following items, as applicable, for leaks after installation.			
36.1.8.1	Hydraulic filter unit			
36.1.8.2	Instrument pneumatic system (bleed air) strainers			
36.1.8.3	Pneumatic package strainer			
36.1.8.4	Steering actuator filter			
36.1.8.5	HP fuel filter element replacement			
36.1.9	Heated windscreen			
36.1.10	Aileron trim tab position indicator (Pre Mod 6/2047).			
36.1.11	Position indication (Mod 6/2047), do a display indication function test, neutral and full range of travel.			
36.1.12	Alignment of mechanical rudder trim pointer and EFIS rudder trim display (Mod 6/2047).			
36.1.13	Alignment of mechanical pitch trim pointer and EFIS pitch trim display (Mod 6/2047).			
36.1.14	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 0500.37	**POST INSPECTION**			
37.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
37.2	Clean aircraft and engine once maintenance is completed.			
37.3	Perform Functional Check Flight if required per DHC-6-400 Maintenance Manual or AFM as appropriate.			
37.4	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-6-400 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-6-400 – 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

	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 C		
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 Radio magnetic indicator and annunciator (if fitted) for condition and security, electrical connection for security and hoses, if required, for condition and security. Clean as required. **Note:** Refer to Service Bulletin No. 6/349 and A.D. 76-07-09 if applicable.			
6.2 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			
6.3 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			
6.4 AFCS (Autopilot) SM3000 aileron system servo. Check bridle cable tensions and verify no slippage of clamps has occurred.			
6.5 AFCS (Autopilot) SM3000 elevator system servo. Check bridle cable tensions and verify no slippage of clamps has occurred.			
6.6 AFCS (Autopilot) SM3000 rudder system servo. Check bridle cable tensions and verify no slippage of clamps has occurred.			
6.7 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			
6.8 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
6.9	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			
6.10	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			
6.11	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 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			
7.10	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 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			
7.12	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; pedals 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
10.5 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).			
10.5.1 Cables (from beneath flight compartment) floor to wings and empennage) for fraying corrosion, flattening, proper attachment and security.			
10.5.2 Pulleys for condition and freedom of movement, pulley brackets and guides for condition and security, turnbuckles for security.			
10.5.3 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.6 Inspect rudder flight control cables as follows			
10.6.1 Control and tab cables, flap/elevator interconnect and elevator trim cables for fraying kinks, flattening, corrosion and security of attachments.			
10.6.2 Cable ends with nylon sheathing, (where applicable) for condition.			
10.6.3 Turnbuckles for security. Replace cable where evidence of damage is found.			
10.6.4 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.7 Inspect aileron L/H wing flight control cables as follows			
10.7.1 Fraying, flattening, corrosion, proper attachment and security.			
10.7.2 Pulleys for condition and freedom of movement, pulley brackets and guides for condition and security, turnbuckles for security.			
10.7.3 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.8 Inspect aileron R/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.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
10.8.3 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.9 Inspect rudder and elevator trim tab controls as follows;			
10.9.1 Full and freedom of movement, cables for fraying, kinks, flattening, proper attachment and security.			
10.9.2 Pulleys for freedom of operation and pulley brackets for condition and security.			
10.10 Do a detailed visual inspection of cable terminals as follows;			
10.10.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
10.10.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
10.10.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
10.10.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
10.10.5 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.			
10.10.6 If the lockwire was removed, secure the cable terminals with lockwire.			
10.11 Inspect rudder gear tab mechanism as follows;			
10.11.1 Gearbox for condition and security of mounting plate installation and cover, tab pushrod for security and evidence of irregular operation during rudder movement.			
10.11.2 Gearbox to rudder linkage for condition and security, pushrod for security of attachments.			
10.12 Inspect L/H aileron trim tab actuator as follows;			
10.12.1 Smooth operation and security.			
10.12.2 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
10.12.3 Linkages for damage, safety and security.			
10.12.4 Position transmitter for cleanliness, loose connections and security of mounting.			
10.13 Inspect R/H aileron trim tab actuator as follows;			
10.13.1 Smooth operation and security.			
10.13.2 Electrical wiring and connections for security.			
10.13.3 Linkages for damage, safety and security.			
10.13.4 Position transmitter for cleanliness, loose connections and security of mounting.			
10.14 Aileron trim tab position indicator for condition and security, wiring and connectors for condition and security. **Effectivity:** Mod 6/2047			
10.15 Rubber, elevator and aileron position voltage check. **Effectivity:** Mod 6/2047			
10.16 Position transmitter, inspect for security of mounting and brackets, wiring and connections for security. Clean as required. **Effectivity:** Mod 6/2047			
10.17 Flap position cable for fraying, flattening, corrosion and security of attachment, spring for condition, tension and security.			
10.18 Flap position indicator for smooth operation. **Effectivity:** Mod 6/2048			
10.19 Flap position dracon cable cord at window frame small pulley locations for condition.			
10.20 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
10.21 Do a detailed visual inspection as follows;			
10.21.1 Fuselage aileron, elevator and rudder flight control cables.			
10.21.2 Flap to elevator interconnect tab cables			
10.21.3 Flap selector valve and follow up cables.			
10.22 Do a detailed visual inspection of cable terminals as follows;			
10.22.1 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
10.22.2 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
10.22.3 Cable terminals for signs of cracks in all exposed parts of the terminals.			
10.22.4 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
10.22.5 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.			
10.22.6 If the lockwire was removed, secure the cable terminals with lockwire.			
10.23 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).			
10.23.1 Cables and tab cables, flap/interconnect and elevator trim cables for fraying corrosion, kinks, flattening, proper attachment and security.			
10.23.2 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
10.23.3 Turnbuckles for security. Replace cable where evidence of damage is found.			
10.23.4 Perform a detailed visual inspection of cable terminals for signs of corrosion pits or cracks.			
10.24 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.			
10.25 Aileron flight control cable quadrants in cabin roof for condition and security, bearings for condition, cable guides for security. Clean as required.			
10.26 Elevator control quadrants for cleanliness, damage, corrosion and security; bearings for corrosion, cleanliness and security; stops for damage.			
10.27 Elevator control lever and connecting rod for full and free movement, attaching brackets for cracks and distortion.			
10.28 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			
10.29 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			
10.30 Stall warning cam limit microswitch mechanism and propeller reset limit switch for condition and security, connector for security. **Effectivity:** Post Mod 6/1701			
10.31 Rudder position transmitter, inspect for security of mounting and brackets, wiring and connections for security. Clean as required. **Effectivity:** Mod 6/2047			
10.32 Elevator position transmitter, inspect for security of mounting and brackets, wiring and connections for security. Clean as required. **Effectivity:** Mod 6/2047			
10.33 Inspect CVR; **Effectivity:** Mod 6/2049			
10.33.1 For condition and security; bonding wires for condition and security of attachment.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
10.33.2 Inspect bonding of the mating surfaces between the unit and airframe (< 2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
10.34 Inspect FDR; **Effectivity:** Mod 6/2049			
10.34.1 For condition and security; bonding wires for condition and security of attachment.			
10.34.2 Inspect bonding of the mating surfaces between the unit and airframe (< 2.5 milliohms). **Note:** HIRF/IEL/DEL inspection. Refer to Inspection Requirements Page 7, Para 12 for details.			
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.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
11.3.5 Electronic EMI noise filters for condition, security, sign of overheat. Resistance check and condition of electrical termination. **Effectivity:** Pre Mod 6/2267			
11.3.6 Bleed resistors for condition, security, sign of overheat. Resistance check 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
11.10 Do a detailed visual inspection of the L/H wing tank fuel system components as follows (Clean as required); **Effectivity:** SOO 6095 and 6247			
11.10.1 Pressure pump.			
11.10.2 Pressure switch.			
11.10.3 Refuel shutoff valve.			
11.10.4 Transfer valve.			
11.10.5 Refuel shut off valve.			
11.10.6 Level control valve.			
11.10.7 Pipes and connector for condition, security and leakage.			
11.10.8 Electrical wiring for condition and connectors for security.			
11.11 Do a detailed visual inspection of the R/H wing tank fuel system components as follows (Clean as required); **Effectivity:** SOO 6095 and 6247			
11.11.1 Pressure pump.			
11.11.2 Pressure switch.			
11.11.3 Refuel shutoff valve.			
11.11.4 Fuel tank float. **Effectivity:** Pre Mod 6/2046			
11.11.5 Transfer valve.			
11.11.6 Refuel shut off valve.			
11.11.7 Level control valve.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
11.11.8 Pipes and connector for condition, security and leakage.			
11.11.9 Electrical wiring for condition and connectors for security.			
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 brai 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;			
15.2.6 Remove and discard the lockwire from the cable terminals. **Note:** If safety clip is installed, do not remove the safety clip.			
15.2.7 Cable terminals (excluding the hexagonal wrench flat area) for signs of corrosion pits.			
15.2.8 Cable terminals for signs of cracks in all exposed parts of the terminals.			
15.2.9 If corrosion pits and/or cracks are found on any cable terminal, remove and applicable cable assembly and replace with new cable assembly.			
15.2.10 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.			
15.2.11 If the lockwire was removed, secure the cable terminals with lockwire.			
15.2.12 Steering cables for tension.			
15.2.13 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 #1 ADF Antenna **Effectivity:** Mod 6/2003 & Mod SOO 6209			
17.25 ADAHRS - Magnetometer (KSG 7210) **Effectivity:** Mod 6/2049 & Mod SOO 6209 and Post Mod 6/2171			
17.25.1 Inspect unit for condition and security, bonding wires for condition and security of attachment.			
17.25.2 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.			
17.26 #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
17.26.1 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 #2 ADF Antenna **Effectivity:** Mod 6/2003 & Mod SOO 6209			
17.27.1 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.			
17.28 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 ad 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			
22.2			
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 linit 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 73 – ENGINE FUEL AND CONTROL – LH			
33.1 Remove and discard P3 filter element.			
33.2 Install new P3 filter element.			
C 1000.34 73 – ENGINE FUEL AND CONTROL – RH			
34.1 Remove and discard P3 filter element.			
34.2 Install new P3 filter element.			
C 1000.35 76 – ENGINE CONTROLS			
35.1 Overhead console flight control and flap selector aluminum quadrants for condition and security, freedom of movement, cable attachment for security.			
35.2 Overhead console flight control and flap selector pulleys for smoothness and freedom of operation.			
C 1000.36 OPERATIONAL CHECKS			
36.1 Perform the following Operational Checks;			
36.1.1 Instrument pneumatic system for correct vacuum and/or pressure, as applicable.			
36.1.2 Bleed air shutoff valves.			
36.1.3 Wing tank fuel system (SOO 6095 and 6247). Power On.			
36.1.4 ECTM/FOQA (IONode) (SOO 6288) Data Capture System. Power on.			
36.1.5 QAR (SOO 6356). Power on.			
36.1.6 STA 111 Cabin Fans (SOO 6378). Power on.			
36.1.7 STA 332 Blower (SOO 6379). 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
36.2 Leak check the following items, as applicable, after installation;			
36.2.1 Instrument pneumatic system (bleed air) filters.			
36.2.2 Engine-driven air pumps system filters (nacelles and under floor).			
36.2.3 Engine-driven dry air pump operational pressure test with engine running.			
C 1000.37 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 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-6-400 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-6-400 – 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 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 Maintenance Manuals

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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-6-400 MP		
1.4	Overhaul all components that have completed published operating limits.	DHC-6-400 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 C		
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 to 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	Wing DeVore bleed air ducts for condition and security. **Effectivity:** Mod 6/1614			
5.14	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	Volt meter for condition and security. **Effectivity:** Pre Mod 6/2028			
7.3	Loadmeters for condition and security. **Effectivity:** Pre Mod 6/2028			
7.4	Nose electrical wiring and connectors forward of instrument panel for condition and security, bonding wires for condition.			
7.5	Electrical wiring and connectors under flight compartment floor for condition and security, bonding wires for condition.			
7.6	Electrical wiring in flight compartment for condition and connectors for security.			

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

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
7.7	Electrical wiring and connectors in empennage for condition and security, bonding wires for condition.			
7.8	External power for condition and security, bus bars for condition.			
7.9	Battery relays for condition and security, bus bars for condition. **Effectivity:** SOO 6371			
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.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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.			
11.5 L/H wind tank filler caps for security and proper fit, seals for deterioration, filler neck for condition, security, scoring and chipping. Clean as required. **Effectivity:** SOO 6095 and 6247			
11.6 R/H wind tank filler caps for security and proper fit, seals for deterioration, filler neck for condition, security, scoring and chipping. Clean as required. **Effectivity:** SOO 6095 and 6247			
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			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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.			
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 lad bolt torque arks 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 brush wear. **Effectivity:** Pre Mod 6/2028 A.D 67-33-01, if applicable			
16.2 Anti-collision (Beacon) light on lower fuselage surface for brush wear (if installed). **Effectivity:** Pre Mod 6/2028 A.D 67-33-01, if applicable			
16.3 Strobe light flasher unit (if installed) for condition, connector for security. **Effectivity: Pre** Mod 6/2028			
16.4 L/H wing tip fairing for cracks, delamination and security. Strobe light power supply (if installed) for condition and security. **Effectivity:** Pre Mod 6/2028 and Mod 6/1513			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
16.5 L/H wing position light power supply (if installed) for condition and security. **Effectivity:** Pre Mod 6/2447 and Mod 6/2028			
16.6 R/H wing tip fairing for cracks, delamination and security. Strobe light power supply (if installed) for condition and security. **Effectivity:** Pre Mod 6/2028 and Mod 6/1513			
16.7 R/H wing position light power supply (if installed) for condition and security. **Effectivity:** Pre Mod 6/2447 and Mod 6/2028			
16.8 Cabin interior passenger warning lights for condition and security. **Effectivity:** Pre Mod 6/2028			
16.9 Cabin interior passenger lights for condition and security. **Effectivity:** Pre Mod 6/2028			
16.10 Nose baggage compartment lights for condition and security.			
16.11 Aft baggage compartment lights for condition and security.			
16.12 Door unlocked warning system for condition and security, limit switches and actuator mechanisms for condition and security. Operate each door separately.			
16.13 Flight and cabin electrical wiring in ceiling area for condition, connectors and security. Clean and required.			
C 1500.17 34 – NAVIGATION			
17.1 Radio navigation equipment shock mounts for condition, cracks, corrosion and security, vibration isolator for condition, bonding wire for condition and security.			
17.2 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.			

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

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
18.1.3	L/H engine mounting plates for cracks, damage and security.			
18.1.4	L/H engine pressure indicators for condition and security.			
18.1.5	L/H engine driven dry air pump for condition and security. **Effectivity:** Mod 6/1166			
18.1.6	L/H engine driven air pump system pressure regulating valve for condition and security, pipes and flexible hoses for condition, connections for security			
18.1.7	L/H Automatic water drain for security			
18.1.8	L/H Automatic water drain for security			
18.1.9	R/H engine pressure regulators for damage and security.			
18.1.10	R/H engine pressure relief valves for damage and security.			
18.1.11	R/H engine mounting plates for cracks, damage and security.			
18.1.12	R/H engine pressure indicators for condition and security.			
18.1.13	R/H engine driven dry air pump for condition and security. **Effectivity:** Mod 6/1166			
18.1.14	R/H engine driven air pump system pressure regulating valve for condition and security, pipes and flexible hoses for condition, connections for security			
18.1.15	Emergency instrument vacuum valve for condition and security, ese of operation.			
18.1.16	Pressure and suction indicators for condition and security.			
18.1.17	All pipes for condition, connections for security, flexible hoses for condition.			
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			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
19.3 L/H cabin door for condition, corrosion and security, seals for condition and security			
19.4 R/H cabin door for condition, corrosion and security, seals for condition and security			
19.5 Inspect the airstair door as follows:			
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			
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.			

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS

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

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;			
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. .			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
23.2 Inspect the vertical stabilizer as follows; **Effectivity:** Mod 6/2417			
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 to 50 hours**

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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 to 50 hours**

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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	Strobe light power supply (in installed) for condition and security.			
24.7	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.			
24.8	Wing strut link for condition, corrosion and bush for security. **Effectivity:** Pre Mod 6/1174			
24.9	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.			
24.10	Internal structure of nacelle, where accessible, for condition, cracks, buckling and corrosion.			
24.11	Aileron bellcranks for corrosion and security, bearings for condition. Clean as required.			
24.12	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.			
25.6	Strobe light power supply (in installed for condition and security.			

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

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
25.7	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.			
25.8	Wing strut link for condition, corrosion and bush for security. **Effectivity:** Pre Mod 6/1174			
25.9	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.			
25.10	Internal structure of nacelle, where accessible, for condition, cracks, buckling and corrosion.			
25.11	Wing main hinge arms for corrosion, cracks and wear. **Effectivity:** Pre Mod 6/1334			
25.12	Flap hinge arm attachments for condition, cracking, corrosion and jo-bolts for security. **Effectivity:** Pre Mod 6/1335			
25.13	Inboard and outboard foreflap hinge arms for condition, corrosion, security and bearings for security. **Effectivity:** Pre Mod 6/1336 and 6/1349			
25.14	Wing inboard trailing flap hinge arms for condition, corrosion, security and bearings for security. **Effectivity:** Pre Mod 6/1337			
25.15	Aileron hinge arms for condition, corrosion, security and bearings for security. **Effectivity:** Pre Mod 6/1338			
25.16	Aileron bellcranks for corrosion and security, bearings for condition. Clean as required.			
25.17	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 to 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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 to 50 hours**

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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 collector tank 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 to 50 hours**

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
28.9	Bonding wires for condition and security.			
28.10	Engine nacelle waste fuel return line and connections for condition and security. **Effectivity:** Pre Mod 6/1583			
28.11	Engine waste fuel return pipes (Devore system, in installed, where visible) for condition, leakage and connections for 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 collector tank 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.			
29.10	Engine nacelle waste fuel return line and connections for condition and security. **Effectivity:** Pre Mod 6/1583			
29.11	Engine waste fuel return pipes (Devore system, in installed, where visible) for condition, leakage and connections for security.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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.			
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.			

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

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
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.			
33.2.5	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.			
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 to 50 hours**

MAINTENANCE ACTION		REF	MECH INITIALS	RII INTIALS
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 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-6-400 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-6-400 – 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 Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ 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-6-400 MP		
1.4 Overhaul all components that have completed published operating limits.	DHC-6-400 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 C		
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.			

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 Clamps for security and no evidence of movement on main flight control cable.			
5.2.5 Bridle cable tensions.			
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.			
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.			
C 1700.6 23 – COMMUNICATIONS			
6.1 Pressure test coupler. **Effectivity:** Mod SOO 6215, Mod 6/2049 **NOTE:** Refer to PSM 1-64-2, Maintenance Manual.			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
C 1700.7 24 – ELECTRICAL POWER			
7.1 Perform the following inspections on the power distribution box;			
7.1.1 Condition and security			
7.1.2 Terminals, connectors and relays for condition and security			
7.1.3 Signs of overheat, arching			
7.1.4 Torque on large terminal posts			
7.1.5 Clean as required			
7.1.6 Current limiters (Mod 6/1651) for condition and serviceability.			
7.2 Perform the following inspections on generator control box;			
7.2.1 Condition and security			
7.2.2 Terminals, connectors and relays for condition and security			
7.2.3 Signs of overheat, arching			
7.2.4 Torque on large terminal posts			
7.2.5 Clean as required			
7.2.6 Current limiters (Mod 6/1651) for condition and serviceability.			
C 1700.8 27 – FLIGHT CONTROLS			
8.1 Elevator control quadrants for cleanliness, damage, corrosion and security, bearings for corrosion, cleanliness and security, stops for damage.			
8.2 Rudder trim tab controls for full and free movement, security of attachment at rudder and elevator trim control console.			
8.3 Elevator trim tab controls for full and free movement, security of attachment at rudder and elevator trim control console.			
8.4 Perform the following inspections on flap position cable;			
8.4.1 Corrosion fraying, kinks, flattening, proper attachment and security.			
8.4.2 Spring for condition, tension and security.			
8.4.3 Indicator for smooth operation.			
8.4.4 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
8.4.5	Small pulley locations for condition.			
8.5	Perform the following inspections on flap/elevator interconnect trim tab and flap indicator cables;			
8.5.1	No fraying, condition, corrosion, flattening and security of attachment.			
8.5.2	Pulleys for condition, security and freedom of operation.			
8.5.3	Turnbuckles for security.			
8.6	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).			
8.6.1	No fraying, corrosion, flattening, proper attachment and security.			
8.6.2	Pulleys for condition and freedom of movement.			
8.6.3	Pulley brackets and guides for condition and security.			
8.6.4	Turnbuckles for security.			
8.7	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).			
8.7.1	No fraying, corrosion, flattening, proper attachment and security.			
8.7.2	Pulleys for condition and freedom of movement.			
8.7.3	Pulley brackets and guides for condition and security.			
8.7.4	Turnbuckles for security.			
8.8	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
8.8.1	No fraying, corrosion, flattening, proper attachment and security.			
8.8.2	Pulleys for condition and freedom of movement.			
8.8.3	Pulley brackets and guides for condition and security.			
8.8.4	Turnbuckles for security.			
8.9	Perform the following inspections on rudder trim tab controls (flight compartment to empennage);			
8.9.1	Full and free movement.			
8.9.2	Cables for fraying, kinks, corrosion, flattening, proper attachment and security.			
8.9.3	Pulleys for condition and freedom of movement.			
8.9.4	Pulley brackets and guides for condition and security.			
8.9.5	Turnbuckles for security.			
8.10	Perform the following inspections on elevator trim tab controls (flight compartment to empennage);			
8.10.1	Full and free movement.			
8.10.2	Cables for fraying, kinks, corrosion, flattening, proper attachment and security.			
8.10.3	Pulleys for condition and freedom of movement.			
8.10.4	Pulley brackets and guides for condition and security.			
8.10.5	Turnbuckles for security.			
8.11	Fuselage aileron, elevator and rudder flight control cables.			
8.12	Flap to elevator interconnect tab cables.			
8.13	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
8.14 All trim tab cables for tensions.			
8.15 Wing root rib/flap pushrod support rollers, lubricate inside of space and bolt.			
C 1700.9 28 – FUEL			
9.1 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 1700.10 32 – LANDING GEAR			
10.1 Main gear fairings for cracks, delamination and security, seals for tears, deterioration and security.			
10.2 Nose gear attachment fittings for corrosion and cracks. **Note**: Preload bolt torque marks for proper alignment.			
10.3 Landing gear stay struts for cracks, corrosion and security.			
10.4 Main landing gear upper and lower fuselage attachment fittings for condition and security.			
C 1700.11 34 - NAVIGATIONS			
11.1 Standby compass swing.			
C 1700.12 54 – RH NACELLE			
12.1 Internal structure of wing and nacelle, where accessible, condition, cracks, buckling and corrosion.			
C 1700.13 54 – LH NACELLE			
13.1 Internal structure of wing and nacelle, where accessible, condition, cracks, buckling and corrosion.			
C 1700.14 55 – LH STABILIZER			
14.1 Accessible internal structure of horizontal and vertical stabilizer for corrosion, cracks, buckling and security.			
14.2 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
14.3 Horizontal stabilizer leading edge skin for condition; dents scores and fasteners for security; and aft of deicing boots, if installed, for surface corrosion.			
14.4 Rudder skin for condition, dents, scores, buckling; leading edge silicon aerodynamic seal for adhesion and security.			
14.5 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			
14.6 Elevator skin for condition, dents, scores, buckling; leading edge silicon aerodynamic seal for adhesion and security.			
14.7 Elevator torque tube for condition, corrosion and security of fasteners.			
C 1700.15 57 – WING – LH			
15.1 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.			
15.2 Aileron and flap bellcranks for corrosion and security; bearings for condition. Clean as required.			
C 1700.16 57 – WING – rH			
16.1 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.			
16.2 Aileron and flap bellcranks for corrosion and security; bearings for condition. Clean as required.			
C 1700.17 POST INSPECTION			
17.1 Inspect for operation and leaks.			
17.2 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			

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

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
17.3	Clean aircraft and engine once maintenance is completed.			
17.4	Perform Functional Check Flight if required per DHC-6-400 Maintenance Manual or AFM as appropriate.			
17.5	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-6-400 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-6-400 MP		
1.4 Overhaul all components that have completed published operating limits.	DHC-6-400 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 C		
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 Instrument pneumatic system - Automatic water drain for security.			
15.2 Inspect the following instrument pneumatic system (vacuum-operated) components for condition and security;			
15.2.1 By-pass valve			

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

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
15.2.2 Suction relief valve			
15.2.3 Air ejectors			
15.2.4 Low pressure warning switch			
C 3000.16 52 – DOORS			
16.1 Flight compartment to cabin sliding door for condition, smooth operation and security, magnetic catch for proper operation. Clean as required.			
16.2 Cabin roof hatch for proper operation, seal for condition and security. **NOTE**: Use special tool No. SD3103 to install hatch and seal.			
C 3000.17 53 - FUSELAGE			
17.1 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			
17.2 Hockey stick frames Station 239.88 at cabin floor level for condition, corrosion and fasteners for condition and security. Clean area as required.			
17.3 Cabin and flight compartment bulkheads for condition, equipment stowage and brackets for condition and security.			
17.4 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.			
17.5 Nose cap back-up structure for condition, corrosion and cracks, fasteners for security. **Effectivity:** Pre Mod 6/2020			
17.6 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			
17.7 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
17.8 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			
17.8.1 Fuselage frame lug Station 219 at wing strut lower attachment area. **NOTE**: Also see figures in PSM 1-6-7, Part 3, Figure 9			
17.8.2 Wing strut upper and lower beam area and strut link. **NOTE**: Also see figures in PSM 1-6-7, Part 3, Figure 10			
17.8.3 Fuselage forward spar beam Station 200.00 and box structure, fasteners for security.			
17.8.4 Fuselage forward spar Station 200.00 adapters.			
17.9 Remove cabin floor panels			
17.10 Inspect sub floors (Fuel Cells) for condition and security.			
17.11 Reinstall cabin floor panels			
17.12 Cabin roof hatch for proper operation; seal for condition and security. Use special tool No. **SD3103** to install hatch and seal.			
17.13 Fuselage hockey stick frames Station 239.88 at cabin floor level for condition, corrosion and fasteners for condition and security. Clean area as required.			
C 3000.18 54 – L/H NACELLE			
18.1 Firewall for condition, buckling and cracks and fasteners for security.			
C 3000.19 54 – R/H NACELLE			
19.1 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 3000.20 55 – STABILIZERS			
20.1 Inspect the vertical stabilizer as follows;			
20.2 Mid hinge arm adapter fitting for condition, corrosion and security. **Effectivity:** Mod 6/1339			
20.3 Top hinge arm adapter fitting for condition, corrosion and security. **Effectivity:** Mod 6/1339			
20.4 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			
20.5 Inspect the rudder as follows for condition, corrosion and security;			
20.5.1 Mid hinge arm **Effectivity:** Mod 6/1340			
20.5.2 Upper hinge arm			
20.5.3 Mid hinge arm adapter fitting			
20.5.4 Upper hinge arm adapter fitting			
20.6 Inspect the elevator as follows for condition, corrosion and security, bearings for condition;			
20.6.1 Mid hinge arm adapter fitting **Effectivity:** Mod 6/1342			
20.6.2 Outer hinge arm adapter fitting **Effectivity:** Mod 6/1342			
20.6.3 Root rib **Effectivity:** Mod 6/1769			
20.6.4 Mid hinge arm **Effectivity:** Mod 6/1342			
20.6.5 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
20.7 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 3000.21 57 – L/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.			
21.2 Wing rear spar cap for condition, cracking, carrion, bush 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			
21.8 Wing strut link for condition, corrosion, bush for security. **Effectivity:** Mod 6/1174			
C 3000.22 57 – R/H WING			
22.1 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
22.2 Wing rear spar cap for condition, cracking, carrion, bush and fasteners for security. **Effectivity:** Mod 6/1301			
22.3 Wing to fuselage forward steel adapters for condition and security. **Effectivity:** Mod 6/1887 AMD EO69080-1/2 **NOTE:** Refer to TAB 678/6			
22.4 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.			
22.5 Flap hinge arm attachment for condition, corrosion and security. **Effectivity:** Mod 6/1335			
22.6 Inboard and outboard foreflap hinge arms for condition, corrosion and security and bearing for security. **Effectivity:** Mod 6/1336 and 6/1349			
22.7 Inboard trailing flap hinge arms for condition, corrosion and security and bearing for security. **Effectivity:** Mod 6/1337			
C 3000.23 61 -L/H PROPELLERS			
23.1 Propeller synchronizer system control box and 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			
23.2 Beta range backup system control box for condition and security of mounting. Clean as required. **Effectivity:** Pre Mod 6/2014			
C 3000.24 61 -R/H PROPELLERS			
24.1 Propeller synchronizer system control box and 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			
24.2 Beta range backup system control box for condition and security of mounting. Clean as required. **Effectivity:** Pre Mod 6/2014			

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 71 – L/H POWER PLANT			
25.1 Generator cooling duct for condition and security.			
C 3000.26 76 – R/H POWER PLANT			
26.1 Generator cooling duct for condition and security.			
C 3000.27 76 – L/H ENGINE CONTROLS			
27.1 Engine control pulley brackets for condition and security.			
C 3000.28 76 – R/H ENGINE CONTROLS			
28.1 Engine control pulley brackets for condition and security.			
C 3000.29 79 – L/H OIL			
29.1 Remove oil cooler			
29.2 Pressure test.			
29.3 Reinstalled oil cooler			
C 3000.30 79 – R/H OIL			
30.1 Remove oil cooler			
30.2 Pressure test.			
30.3 Reinstalled oil cooler			
C 3000.31 OPERATIONAL CHECKS			
31.1 Bleed air heating system. Power on.			
31.2 Pitot system.			
31.3 Flight control surfaces for alignment with external rigging marks; for rudder check dimension ‘L’.			
31.4 All trim and gear tabs for free play.			
31.5 Fuel forward and aft low level warning system. Adjust tank levels to obtain indication. Power on.			
31.6 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
31.7	Intake deflector system. Power on.			
31.8	Main fuel quantity indicating system (calibration).			
31.9	Propeller deicing timer.			
31.10	Pneumatic system pressure test.			
C 3000.32	**POST INSPECTION**			
32.1	Inspect for operation and leaks.			
32.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
32.3	Clean aircraft and engine once maintenance is completed.			
32.4	Perform Functional Check Flight if required per DHC-6-400 Maintenance Manual or AFM as appropriate.			
32.5	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-6-400 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-6-400 – 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

7.4 COMPONENT TESTS

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

Reference: DHC-6 Controlled Inspection Program

MAINTENANCE ACTION	REF	MECH INITIALS	RII INTIALS
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-400 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 Date: _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

CHECK: F 3000NT – FUNCTIONAL CHECKS
FREQUENCY: Every 3000 Hours
NOTE: Bench Test – Component removed from aircraft. No Tolerance

7.5 FUNCTIONAL CHECKS

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

Reference: DHC-6 Maintenance Program

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: Bench Test – Component removed from aircraft. 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-400 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: _____

8 POWERPLANT INSPECTIONS

The following Powerplant inspections shall be performed in conjunction with Maritime Helicopters CAMP General Manual and applicable Pratt & Whitney Maintenance Manuals as listed.

CHECK: **P 0100 – ENGINE INSPECTION**
FREQUENCY: **EVERY 100 HOURS**
NOTE:

8.1 INSPECTIONS

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

Reference: DHC - 6 PSM 1-65-2 MM, Pratt & Whitney PT6A-34 MM

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
P 0100.1 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.	Pratt & Whitney PT6A MM		
1.4 Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6A MM		
P 0100.2 PLACARDS AND MARKINGS			
2.1 Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your aircraft.			
P 0100.3 CORROSION CONTROL			
3.1 Perform a visual corrosion inspection on any area's access during this CAMP inspection.			
P 0100.4 ENGINE EXTERNALS			
4.1 Inspect the following on all tubing, wiring, control linkages, hoses assemblies; **NOTE**: Pay particular attention to rear linkage cam box, fuel control unit arm, telescopic rod and rod end fittings.			
4.1.1 All accessible connections, clamps and brackets for attachment.			
4.1.2 Accessible lockwire and safety cable for security and installation.			
4.1.3 Wear, chafing, cracks and corrosion.			
4.1.4 Fuel and oil lines for leaks.			

CHECK: P 0100 – ENGINE INSPECTION
FREQUENCY: EVERY 100 HOURS
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
4.1.5	All insulated air tubes for sign of swelling, cracking, bulging of rubber sheath material. Refer to repair section and SB1687. Replace as necessary.			
4.1.6	Disconnect rod ends and clean using solvent (PWC11-027) or (PWC11-031).			
4.1.7	Examine rod end for corrosion, roughness in rotation, side play and radial play.			
4.1.8	Lubricate with light grease (PWC04-001) after engine external wash.			
4.1.9	After lubrication reinstall rod ends and torque to specified value.	76-10-00		
4.1.10	Check free movement of linkage.			
4.1.11	Cleanliness of air inlet screen.	72-20-00		
4.1.12	Gas generator case external surfaces and fire seal mount ring brackets for cracks, distortion and corrosion	72-3--04		
4.1.13	Fire seal mount rings for cracks and attachment of brackets and seals.	72-30-01/-02		
4.1.14	Exhaust duct for cracks and distortion.	72-50-05 Maintenance Practices		
4.1.15	Propeller shaft seal for oil leaks.	72-10-00		
4.1.16	Accessories attachment and linkages, air, oil and fuel lines.	73-10-07/-08		
P 0100.5	**ENGINE INTERNALS**			
5.1	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.		

CHECK: P 0100 – ENGINE INSPECTION
FREQUENCY: EVERY 100 HOURS
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
P 0100.6	**SYSTEMS**			
6.1	Check oil level.	SERVICING		
6.2	Check condition and locking of oil filler cap.	72-60-00		
6.3	Inspect and clean oil filter elements and secondary screen (coarse hat-type screen attached to the inner end of the filter). **NOTE:** Light traces of sediment only may be removed from the main filter screen. All other contamination requires replacement of filter Element. Any foreign material found in main oil filter or on chip detector, should be identified before further inspection/operation 79-20-02 MAINTENANCE PRACTICES.	79-20-02		
6.4	Perform a visual inspection of the fuel pump **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.			
6.5	Check scavenge oil pump housing for leaks			
6.6	Perform a visual inspection of the fuel pump for installation and leakage.	72-10-02 Fuel Pump Maint Pract		
6.7	Inspect outlet filter for foreign matter or distortion.	73-10-02		
6.8	Check drain valve for installation and leaks.	73-10-06		
6.9	Inspect FCU for installation, linkages and pneumatic tubes.	73-20-00		
6.10				
6.11	Examine the FCU for bearing washout, shown by blue dye (grease and fuel mixed) at FCU vent.	Fault Iso Operating Problems		
6.12	Check starting flow control/flow divider for installation and leaks.	73-10-04		
6.13	Check oil-to-fuel heater installation.	73-10-00 Ign Exciter Maint Pract		
6.14	Check P3 filter for installation. **NOTE:** Visually inspect the P3 filter for corrosion. If the filter shows presence of corrosion, discard the filter and replace with a new filter.	73-10-07		

CHECK: P 0100 – ENGINE INSPECTION
FREQUENCY: EVERY 100 HOURS
NOTE:

MAINTENANCE ACTION		REF	MECH INITIALS	RII INITIALS
6.15	Inspect pneumatic tubes and lines for cracks and damages especially at the end fittings and joints.			
6.16	Clean or replace pneumatic system filter, dependent on condition, service experience or environment.	73-10-07		
6.17	Clean and inspect Post-SB1495 P3 filter drain valve housing assembly.	73-10-07		
P 0100.7	**POST INSPECTION**			
7.1	Inspect for operation and leaks.			
7.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
7.3	Perform Functional Check Flight if required per PT6A Maintenance Manual or AFM as appropriate.			
7.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: P 0100 – ENGINE INSPECTION
FREQUENCY: EVERY 100 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-400 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 – P 0100 – 100 Hour Powerplant Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

CHECK: **P 0400 – ENGINE INSPECTION**
FREQUENCY: **EVERY 400 HOURS**
NOTE:

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

Reference: DHC - 6 PSM 1-65-2 MM, Pratt & Whitney PT6A-34 MM

	MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
P 0400.1	**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.	Pratt & Whitney PT6A MM		
1.4	Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6A MM		
P 0400.2	**PLACARDS AND MARKINGS**			
2.1	Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your aircraft.			
P 0400.3	**CORROSION CONTROL**			
3.1	Perform a visual corrosion inspection on any area's access during this CAMP inspection.			
P 0400.4	**INSPECTIONS**			
4.1	Check magnetic chip detector(s) for continuity, open circuit must exist indicating no contamination at pole tips. If continuity is there, remove and examine for contamination. Any foreign material found on the chip detector or in the main oil filter must be identified before further inspection/operation.	79-20-02 Oil Filter Housing and Check Valve NOTE 3		
4.2	Perform a deceleration check. **Effectivity**: Post-SB1568	71-00-00 Power Plant Adj Test		
4.3	Examine the ignition exciter/current regulator for installation and condition.	74-10-00 Ign/Exciter Maintenance Practices		

CHECK: P 0400 – ENGINE INSPECTION
FREQUENCY: EVERY 400 HOURS
NOTE:

MAINTENANCE ACTION	REF	MECH INITIALS	RII INITIALS
4.4 Examine the ignition cables for chafing, wear and installation.			
4.5 Examine the spark igniters for cleanliness and erosion.	74-20-00		
4.5.1 Perform a functional check.	Cables & Spark Ignig Maint Pract		
P 0400.5 POST INSPECTION			
5.1 Inspect for operation and leaks.			
5.2 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.			
5.3 Perform Functional Check Flight if required per Pratt & Whitney PT6A Maintenance Manual or AFM as appropriate.			
5.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).			

CHECK: **P 0400 – ENGINE INSPECTION**
FREQUENCY: **EVERY 400 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-400 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 – P 0400 – 400 Hour Powerplant Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ Start
Aircraft S/N: _____ Date: _____
Engine S/N: _____

Aircraft Start Total Time: _____
Engine Start Total Time: _____
Engine Start Total Cycles: _____

Signature: _____ Certificate Type & No: _____

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

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)

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	-	-	-	-

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

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	

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		

B CORROSION CONTROL

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

B.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

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
53–12	**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

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
53-13	**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

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
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

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
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

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
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

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
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

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
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

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
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