Australian Government
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CIVIL AVIATION ADVISORY PUBLICATION

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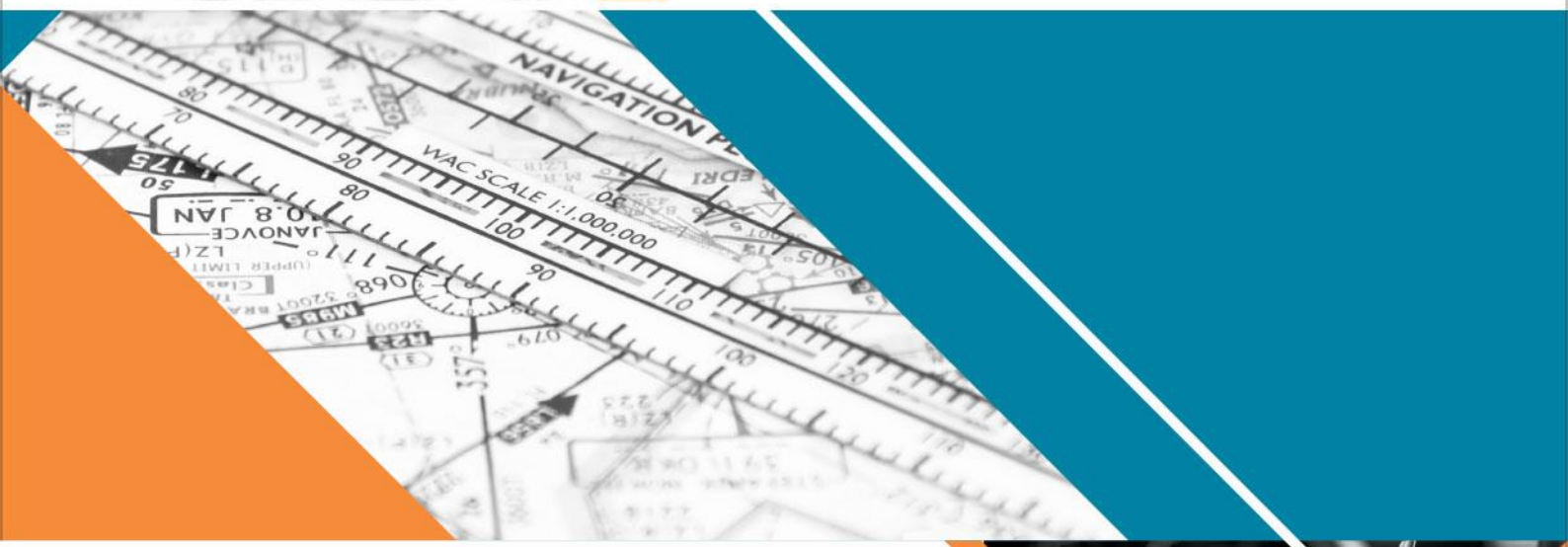

CASA maintenance schedule

Date	February 2023
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This Civil Aviation Advisory Publication (CAAP) provides guidance, interpretation and explanation on complying with the Civil Aviation Regulations 1988 (CAR) or a Civil Aviation Order (CAO).

This CAAP provides advisory information to the aviation industry in support of a particular CAR or CAO. Ordinarily, the CAAP will provide additional 'how to' information not found in the source CAR, or elsewhere.

Civil Aviation Advisory Publications should always be read in conjunction with the relevant regulations/orders.

Audience

This Civil Aviation Advisory Publication (CAAP) applies to:

- Certificate of Registration holders of class B aeroplanes;
- Registered operators of class B aeroplanes;
- Certificate of Approval holders for maintenance of class B aeroplanes;
- Licensed Aircraft Maintenance Engineers (LAME);
- Pilots holding a valid licence endorsed for class B aeroplanes; and
- Other personnel authorised to carry out maintenance of class B aeroplanes.

Purpose

Regulation 42B of CAR provides that the Certificate of Registration holder of class B aeroplanes may use the CASA Maintenance Schedule. This CAAP contains a copy of the CASA Maintenance Schedule but modified to include provision for the certification of each task and a final category and co-ordination certification. This will allow the schedule to be copied and utilised as work sheets.

The CASA Maintenance Schedule has been designed as an option to the manufacturer's maintenance schedule. Before the Certificate of Registration holder elects to use the CASA Maintenance Schedule, however, it is recommended that a study be made of the manufacturer's schedule as it is considered that the manufacturer's schedule is generally more appropriate for the maintenance of the aeroplane.

For further information

For further information on this CAAP, contact CASA's Airworthiness and Engineering Branch (telephone 131 757).

Status

This version of the CAAP is approved by the Branch Manager, Airworthiness and Engineering.

Note: Changes made in the current version are not annotated. The document should be read in full.

Version	Date	Details
v2.3	February 2023	Layout/formatting in Appendices B-F amended.
v2.2	December 2022	Administrative review only.
(1.1)	January 2016	This is the second issue of CAAP 42B-1. The earlier version is superseded by this document. It has been amended to bring it up to date with the current regulations, in particular the LAME licence categories from Part 66 of the Civil Aviation Safety Regulations 1998. Version 1.1 updates Appendix F to reflect the changes made by the Civil Aviation Legislation Amendment (Airworthiness and Other Matters—2015 Measures No. 1) Regulation 2015. **Note:** This CAAP retains the structure of the CASA maintenance schedule as set out in Schedule 5 of CAR, i.e. in sections that reflect the (now superseded) CAR 31 licence categories. It is the responsibility of the individual who is to carry out a task and the LAME who is to certify for a task to ensure that the task is within their privileges as set out in the legislation and their CASR Part 66 licence.
(1)	May 2013	This is the second issue of CAAP 42B-1. The earlier version is superseded by this document. It has been amended to bring it up to date with the current regulations, in particular the LAME licence categories from Part 66 of the Civil Aviation Safety Regulations 1998. **Note:** This CAAP retains the structure of the CASA maintenance schedule as set out in Schedule 5 of CAR, i.e. in sections that reflect the (now superseded) CAR 31 licence categories. It is the responsibility of the individual who is to carry out a task and the LAME who is to certify for a task to ensure that the task is within their privileges as set out in the legislation and their CASR Part 66 licence
(0)	March 1998	Initial CAAP.

Contents

1 Reference material

1.1 Acronyms

The acronyms and abbreviations used in this CAAP are listed in the table below.

Acronym	Description
AME	Aircraft Maintenance Engineer
CAAP	Civil Aviation Advisory Publication
CAO	Civil Aviation Order
CAR	*Civil Aviation Regulations 1988*
CASA	Civil Aviation Safety Authority
CASR	*Civil Aviation Safety Regulations 1998*
LAME	Licensed Aircraft Maintenance Engineer

1.2 Definitions

Terms that have specific meaning within this CAAP are defined in the table below. Where definitions from the civil aviation legislation have been reproduced for ease of reference, these are identified by 'grey shading'. Should there be a discrepancy between a definition given in this CAAP and the civil aviation legislation, the definition in the legislation prevails.

Term	Definition
CASA maintenance schedule	The schedule of maintenance set out in Schedule 5 of CAR.
Class A aeroplane	An Australian aeroplane that satisfies either or both of the following paragraphs: a. the aeroplane is certificated as a transport category aeroplane; b. the aeroplane is being used, or is to be used, by the holder of an Air Operator's Certificate which authorises the use of that aeroplane for the commercial purpose referred to in paragraph 206 (1) (c) of CAR.
class B AEROPLANE	An Australian aeroplane that is not a class A aeroplane.
daily inspection	In relation to an aeroplane maintained in accordance with the CASA Maintenance Schedule means the inspection referred to in Part 1 of the schedule.
periodic inspection	In relation to an aeroplane maintained in accordance with the CASA Maintenance Schedule means the inspection referred to in Part 2 of the schedule.

1.3 References

Legislation

Legislation is available on the Federal Register of Legislation website https://www.legislation.gov.au/

Document	Title
Regulation 42B of CAR 1988	

Advisory material

CASA's advisory materials are available at https://www.casa.gov.au/publications-and-resources/guidance-materials

Document	Title
CAAP 42L-1	Inspection of aircraft after abnormal flight loads, heavy landing or lightning strike

2 Important

When the Certificate of Registration holder elects to use the CASA Maintenance Schedule the election includes both the Daily and the Periodic Inspection Schedules.

The time-in-service between Periodic Inspections is to be 100 hours aeroplane time-in-service or 12 months, whichever is the earlier, and for aeroplanes below 5700 kg engaged in private operations this inspection may be performed annually irrespective of hours flown. The completion of this inspection, along with any defect rectifications performed as a result of this inspection, is to be certified for in the aeroplane's log book.

3 Daily inspection schedule

3.1.1 The daily inspection is to be carried out, and certified, before the first flight on each day the aeroplane is operated.

3.1.2 The daily inspection schedule has been prepared to cover various types of aeroplanes and refers to a number of different design features and types of construction. Only those items applicable to the aeroplane type being inspected are to be observed. It is not necessary to open inspection panels, other than those associated with engine oil or dipsticks for this inspection, but where the powerplant has quick access cowlings, it is recommended that use should be made of the increased accessibility to the engine in completing this inspection.

3.1.3 The person performing the daily inspection must be an appropriate person authorised to do so and must certify, in accordance with the approved system of certification, on the aeroplane's maintenance release for the completion of this inspection. Appropriate persons for daily inspections are:

- the pilot-in-command;
- a person holding a valid pilot licence endorsed for the aeroplane type;
- the holder of a valid appropriate aircraft maintenance engineer licence; or
- the holder of a valid appropriate maintenance authority covering the aeroplane being inspected.

4 Periodic inspection schedule

4.1.1 The replacement or overhaul of time-lifed components required in an Airworthiness Limitations Section of the aeroplane's maintenance manual and any special techniques required by the manufacturer or an Airworthiness Directive are required to be complied with. If it is clear from the terms of the manufacturer's requirement that the manufacturer considers compliance is optional, then that requirement is optional.

4.1.2 The engine inspection contained in this schedule is applicable only to piston engined aeroplanes. The schedules for the airframe, electrical, instrument and radio systems, however, may also be utilised for turbine powered aeroplanes.

4.1.3 The inspection required by this schedule shall be a thorough functional and visual check of the nominated system, component, assembly and/or installation. The inspection should be conducted making extensive use of inspection panels, access doors, detachable fairings and fillets, using adequate lighting and, where necessary, inspection aids such as mirrors, torches, work stands, etc. Surface cleaning of individual components may also be required. The condition of the nominated system, component, assembly and/or installation when so inspected shall be such as to maintain the continued airworthiness of the aeroplane.

4.1.4 All items are to be inspected for *general condition* together with specific requirements where nominated.

4.1.5 The term *general condition* includes, but is not limited to, the following:

- correct operation, full and free movement in the correct sense;
- correct rigging, alignment and tension;
- appropriate lubrication;
- correct fluid quantities or levels;
- correct air and/or nitrogen pressures;
- security, cleanliness;
- wear is within acceptable limits;
- no loose or missing fasteners;
- vents are free from obstruction;
- correct clearance;
- bonding straps correctly positioned, undamaged and secure;
- freedom from excessive:
    - leakage;
    - corrosion, deterioration of protective treatments;
    - cracking and disbonds;
    - deformation, wear, scoring, chafing, flat spots and fraying;
    - obstruction or other obvious damage; or
    - burning, arcing or heat damage; and
- that hoses are within inspection and testing periods.

4.1.6 Special attention must be paid, in agricultural aeroplanes and seaplanes, to areas where corrosion may develop and propagate. The manufacturer's instructions should be referred to for guidance.

4.1.7 Except where otherwise approved or directed by CASA the procedures and limits prepared by the aeroplane manufacturer are to be used when performing an inspection required by this schedule.

4.1.8 It is highly recommended that an engine ground run be performed prior to carrying out the inspection.

4.1.9 Provision has been made for the certification of each maintenance task, however, where the same person has completed all tasks a block certification of those tasks is permissible.

WARNING

The manufacturer's recommended safety precautions are to be observed when:

- operating radar systems;
- operating radio transmitters; or
- handling components containing electrostatic sensitive devices.

Appendix A

Daily inspection

A.1 Item schedule

1. Check that the ignition switches are off, the mixture control is lean or cut off, the throttle is closed and the fuel selector is on.
2. Check that the propeller blades are free from cracks, bends and detrimental nicks, that the propeller spinner is secure and free from cracks, that there is no evidence of oil or grease leakage from the propeller hub or actuating cylinder and that the propeller hub, where visible, has no evidence of any defect which would prevent safe operation.
3. Check that the induction system and all cooling air inlets are free from obstruction.
4. Check that the engine, where visible, has no fuel or oil leaks and that the exhaust system is secure and free from cracks.
5. Check that the oil quantity is within the limits specified by the manufacturer for safe operation and that the oil filler cap, dipstick and inspection panels are secure.
6. Check that the engine cowlings and cowl flaps are secure.
7. Check that the landing gear tyres are free from cuts or other damage, have no plies exposed and, by visual inspection, are adequately inflated.
8. Check that the landing gear oleo extensions are within normal static limits and that the landing gear doors are secure.
9. Check that the wing and fuselage surfaces are free from damage and that the inspection panels, flight control surfaces and flight control devices are secure.
10. Check that the interplane and centre section struts are free from damage and that the bracing wires are of the correct tension.
11. Check that the pitot heads and static ports are free from obstruction and that the pitot cover is removed or is free to operate.
12. Check that the fuel tank filler caps, chains, vents and associated access panels are secure and free from damage.
13. Check that the empennage surfaces are free from damage and that the control surfaces, control cables and control rods, where visible, are secure.
14. Check that the canard surfaces are free from damage and that the control surfaces, control cables and control rods, where visible, are secure.
15. Check that the flight controls, the trim systems and the high lift devices operable from the ground have full and free movement in the correct sense.
16. Check that the radios and antennae are secure and that where visible, radio units and interwiring are secure.
17. Check that the drain holes are free from obstruction.
18. Check that there is no snow, frost or ice on the wings, tail surfaces, canards, propeller or windscreen.
19. Check that each tank sump and fuel filter is free from water and foreign matter by draining a suitable quantity of fuel into a clean transparent container.
20. Check that the windscreen is clean and free from damage.
21. Check that the instruments are free from damage, legible and secure.
22. Check that the seat belts, buckles and inertia reels are free from damage, secure and functioning correctly.

A.2 Additional items for agricultural aeroplanes

1. Check that the agricultural equipment (e.g. hopper, hopper lid and fasteners, spray tanks, spray pump and lines, booms and boom supports, dump doors, fan and fan brake) is secure.
2. Check that the dump and fan brake mechanisms are free from obstructions and operate correctly.

A.3 Additional items for seaplanes

1. Check that the hull and floats are free from damage, corrosion and water accumulation.
2. Check that the float attachment struts, bracing wires and attachment fittings are secure and free from damage and corrosion.
3. Check that the water rudder and its attachments are secure and free from damage and corrosion and has full, free and correct travel.

This inspection is to be certified for on the aeroplane's maintenance release.

Any damage or defects found when complying with this inspection are to be endorsed on the maintenance release for appropriate rectification action.

Appendix B

Periodic inspection - The airframe

Table 1: Periodic inspection - The airframe

Inspection task	AME	LAME	Date completed
VH-			
Required placards (1) Check the external and internal required placards. **Note:** Reference should be made to the aircraft flight manual and airworthiness directives for the required placards.			
Mainplanes & empennage including canards (1) Inspect the skins for evidence of wrinkles, buckles, sheared or loose rivets, corrosion, disbonds and general damage. (2) If the skin is fabric, check the strength of the fabric (including control surfaces and using approved or recommended methods). (3) Inspect the internal structures and spars (including for corrosion, disbonds, distortion and damage). (4) Inspect the lift struts, interplane struts, jury struts, spreaders, chafing discs and bracing wires. (5) Inspect the flight control surfaces, slats, spoilers, tabs, flaps, mass balance weight attachments, hinge brackets, tracks and rollers. (6) Inspect the flight control system bellcranks, push pull rods, torque tubes, cables, fairleads, turnbarrells and pulleys. (7) Inspect the wing and empennage to fuselage attachments and surrounding structure (including for damage, distortion, corrosion, disbonds, cracks and loose or sheared rivets or bolts). (8) Lubricate as necessary.			
Fuselage (1) Inspect the fuselage skin for evidence of wrinkles, buckles, sheared or loose rivets, corrosion, disbonds and general damage. (2) Inspect the areas around cut-outs (such as windows and inspection apertures) for cracks and inspect the sealing and fit of all doors and emergency exits. (3) Inspect the interior (including for damage and security of installed equipment). (4) Inspect the strength of the fabric covering on surfaces (it is acceptable to measure at representative surfaces using approved or recommended methods). (5) Inspect the internal structure. (6) Inspect the locks, latches and hinges of doors, canopy, windows which may be opened and direct vision windows. (7) Check that the windshields and windows are clean and free from crazing, cracking, discoloration, delamination and scratches. (8) Inspect the seats, seat attachments, seat adjustment mechanisms, seat stops, seat belts, safety harnesses and inertia reels. (9) Inspect the control wheels, control columns, rudder pedals,			

Inspection task	AME	LAME	Date completed
control levers, control system bellcranks, push pull rods, torque tubes and cables. (10) Operate all trim controls through the complete range of travel and check them for correct trim position indication. (11) Inspect the brake master cylinders, brake lines, reservoirs, parking brake linkage and mechanical brake system operating mechanisms. (12) Check the cabin fire extinguisher for correct charge, legibility of operating instructions and condition of locking pin or seal and ensure that the extinguisher has not reached its expiry date. (13) Inspect the heating and fresh air system ducting and outlets and the airflow control valves. (14) Inspect the emergency and flotation equipment (if carried) and ensure that the equipment has not reached its expiry date. (15) Lubricate as necessary.			
Landing gear (1) Jack the aeroplane so that the landing gear is clear of the ground. (2) Inspect the undercarriage attachment to the airframe. (3) Inspect the structural members, drag and side braces, compression members, oleo struts, bracing struts and torque links. (4) Inspect the leaf or tube spring shock absorbing units and bungee rubber. (5) Inspect the flexible hoses. (6) Inspect the main wheels and tyres and the nose or tail wheels and tyres. (7) Clean the wheel bearings, check that they are free from scoring and brinelling, re-lubricate them, re-install them and adjust the bearing pre-load. (8) Inspect the brake linings or pads and the brake drums or discs. (9) Inspect the brake lines and flexible hoses. (10) Inspect the nosewheel or tailwheel steering mechanism and the shimmy dampener. (11) Inspect the landing gear retraction mechanism, the door and the door operating linkage. (12) Carry out an operational check of the landing gear and doors and ensure that the adjustment of downlocks, overcentre links, uplocks and spring tensions are within the manufacturer's specified limits. (13) Lubricate as necessary.			
Fuel system (1) Inspect the fuel tanks (where visible), lines, drains, vents, signs, filler caps, filler cap securing chains or cables, filler cap seals and scupper drains. (2) Inspect the fuel selector valves (including for condition and positive detent engagement). (3) Inspect the fuel selector valve operating linkage.			

Inspection task	AME	LAME	Date completed
Hydraulic system (1) Remove, clean, and refit hydraulic system filter element, or if it is unserviceable, install a new filter element. (2) Inspect the hydraulic system reservoirs, powerpack, accumulators, selector valves, hand pump, pipelines and flexible hoses.			
Anti-icing (1) Inspect the anti-icing and de-icing systems.			
Air-conditioning (1) Inspect the air-conditioning evaporator, condenser and compressor and the air-conditioning ducting, pipelines and units.			
Pressurisation (1) Inspect the pressurisation control system and indication system.			
Additional items for agricultural aeroplanes (1) Inspect the hopper, hopper lid and fasteners, baffles and internal braces. (2) Inspect the spreader, spreader gate and controls. (3) Inspect the spray pump fan, fan mount, fan brake, spray pump lines, booms and boom supports. (4) Inspect the emergency dump doors and dump controls.			
Additional items for seaplanes (1) Inspect the external covering and internal structure of floats or hull. (2) Drain all bilge compartments, refit and relock drain plugs. (3) Inspect the float attachment struts, bracing wires and attachment fittings. (4) Inspect the water rudders, water rudder attachments and water rudder controls, operate and check for full and free movement in the correct sense and correct locking. (5) Inspect the protective treatment and finish.			
Post inspection check On completion of the inspection, check to ensure that no tooling, maintenance equipment or rags have been left in the aeroplane and all panels, access doors, detachable fairings and fillets have been correctly secured.			

Appendix C

Periodic inspection - The engine

Table 1: Periodic inspection - The engine

<table>
<tr><th>Inspection task</th><th>AME</th><th>LAME</th><th>Date completed</th></tr>
<tr><td colspan="4">VH-</td></tr>
<tr><td>Required placards

(1) Check the external and internal required placards.

Note: Reference should be made to the aircraft flight manual and airworthiness directives for the required placards.</td><td></td><td></td><td></td></tr>
<tr><td>Cowls

(1) Remove, clean, check cowls, cowl flaps and fastenings.</td><td></td><td></td><td></td></tr>
<tr><td>Compression check

(1) Conduct a compression check of each cylinder and record the results.
(2) Nominate the compression test method used.

<table>
<tr><td>CYLINDER</td><td>#1</td><td>#2</td><td>#3</td><td>#4</td><td>#5</td><td>#6</td></tr>
<tr><td>RESULT</td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>CYLINDER</td><td>#7</td><td>#8</td><td>#9</td><td>#10</td><td>#11</td><td>#12</td></tr>
<tr><td>RESULT</td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>CYLINDER</td><td>#13</td><td>#14</td><td>#15</td><td>#16</td><td>#17</td><td>#18</td></tr>
<tr><td>RESULT</td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
</table>
</td><td></td><td></td><td></td></tr>
<tr><td>Oil system

(1) Drain the sump or tank, refit the plug and lockwire.
(2) Drain the oil cooler and refit and secure the hose.
(3) Either:
(i) Remove, inspect, clean and refit the pressure filter and lockwire; or
(ii) Remove, open, and inspect the cartridge full flow filter and fit a new cartridge and lockwire.
(4) Inspect the oil cooler, oil temperature control valves, oil tank and attachment fittings.
(5) Inspect all oil lines, fittings, breather pipe and the oil cooler shutter.
(6) Refill the sump or tank with the recommended grade and quantity of oil.</td><td></td><td></td><td></td></tr>
<tr><td>Ignition system

(1) Remove the spark plugs, clean and inspect them, check the spark plug electrode gap, test the spark plugs and renew them if required.
(2) Inspect the spark plug high tension leads and ceramics.
(3) Inspect the magneto housing.
(4) Inspect the breaker compartment and cam follower.
(5) Inspect the breaker points for serviceability and check the</td><td></td><td></td><td></td></tr>
</table>

Inspection task	AME	LAME	Date completed
breaker points gap, magneto engine timing and synchronisation. (6) Inspect the switch and earth leads. (7) Refit and torque the spark plugs. (8) Refit the spark plug high tension leads.			
Fuel system (carburettor or injection installations) (1) Place the fuel selector in the OFF position. (2) Remove, inspect, clean and refit fuel strainers and screens and lockwire. (3) Drain and flush the carburettor fuel bowl and refit the plug and lockwire. (4) Inspect the carburettor or fuel injection components. (5) Inspect the throttle and mixture shafts. (6) Inspect all fuel lines and fittings. (7) Move fuel selector from off position. (8) Inspect the auxiliary fuel pump for operation. (9) Pressurise and purge the fuel system and inspect it for leaks.			
Induction system (1) Remove the air filters, clean them, inspect them and refit or renew them. (2) Inspect the hot and alternate air systems for the integrity of seals and for serviceability of valves, shafts, bearings, magnets and hinges. (3) Inspect the induction manifold and hoses.			
Exhaust system (1) Inspect the exhaust system. (2) Remove the muffler shroud, inspect the muffler and refit the shroud. (3) Inspect the muffler internally for security of baffle cones. (4) Inspect the cabin heat flexible hoses.			
Engine cylinders and baffles (1) Inspect the cylinder assemblies (including for loose thread inserts, cracks, cracked and broken fins, worn baffles, and baffle seals for serviceability). (2) Inspect the cylinder base to crankcase area (including for evidence of fretting and loss of torque on retention nuts). (3) Inspect the rocker covers. (4) Inspect the push rod housing seals.			
Crankcase, accessory housing and firewall (1) Inspect the engine for evidence of oil leakage. (2) Inspect the accessories and drive belts. (3) Inspect the engine mounts (rubbers, including for delamination and set), and the engine mount bolts. (4) Inspect the engine mount frame (including for condition and evidence of overheating). (5) Inspect the firewall including seals and sealant.			
Controls			

Inspection task	AME	LAME	Date completed
(1) Inspect the following controls (where applicable) for full and free movement in the correct sense: (i) Throttle, mixture and propeller; (ii) Alternate air, and carburettor heat; (iii) Engine bay fuel strainer controls; (iv) Oil cooler shutter and cowl flap; and (v) Turbocharger.			
Propeller (1) Inspect the propeller for static track. (2) Inspect the propeller hub, spinner and backplate. (3) Check the wooden propeller attachment bolts (including for looseness). (4) Inspect the blades (including for nicks, backlash, creep and dimensions within manufacturer's limits). (5) Inspect the counterweights. (6) Lubricate the propeller hub (in accordance with the manufacturer's instructions). (7) Service the propeller hub with air (if applicable, in accordance with the manufacturer's instructions).			
Turbocharger (1) Remove the heat shield and inspect the turbocharger housing for cracks and oil leaks from the inlet and outlet ports. (2) Inspect the compressor and turbine wheel (including for nicks, cracked or broken blades, excess bearing drag and wheel rub against housing). (3) Inspect the rotating assembly bearing for end float. (4) Inspect the turbocharger mount. (5) Inspect the transition assembly, the induction and exhaust components and the clamps. (6) Inspect the upper deck pressure manifold and hoses (including for condition and security). (7) Lubricate the waste gate linkages and the butterfly valve. (8) Inspect the flexible oil lines (including for condition and security). (9) Inspect the controllers and actuators. (10) Inspect the compressor by-pass door. (11) Refit the heat shield.			
Refit cowls (1) Check that no tooling, rags or other foreign objects remain in the engine compartment. (2) Inspect the latches and fasteners for correct tension. (3) Inspect the inlet and cooling air ducting. (4) Inspect the landing and taxi light wiring. (5) Inspect the cowl flap linkage and engine drain lines.			
Engine ground run Carry out an engine ground run, in accordance with the procedure specified by the manufacturer, or that specified below. Observe the manufacturer's recommendations with regard to the			

Inspection task	AME	LAME	Date completed
cowling configuration required for engine ground running. (1) Chock the wheels and check the brake operation, then set the park brake. (2) Start engine and stabilise engine temperatures and pressures. (3) Check the idle speed, mixture and the magneto switch operation at low engine RPM. (4) Check the carburettor heat or alternate air operation. (5) Check the gyro or vacuum pressure indication. (6) Inspect the generator or alternator (including for satisfactory operation). (7) Check any unusual engine vibration or noises. (8) Check the engine response to throttle application. (9) Check each magneto (RPM drop check) and propeller governor for operation. (10) Check the static engine RPM, manifold pressure and fuel flow. (11) Check the idle cut-off operation. (12) Remove the cowls, inspect the engine for oil, fuel or other fluid leaks, then replace the cowls.			

Appendix D

Periodic inspection - The electrical system

Table 1: Periodic inspection - The electrical system

Inspection task	AME	LAME	Date completed
VH-			
Required placards (1) Check the external and internal required placards. **Note:** Reference should be made to the aircraft flight manual and airworthiness directives for the required placards.			
Air-conditioning (1) Inspect the distribution system electrical components and interwiring. (2) Inspect the heating and temperature control system. (3) Inspect the freon system electrical components and interwiring. (4) Inspect the air cycle system electrical components and interwiring.			
Electrical power (1) Inspect the AC generation system (including the generator, invertor, regulator, interwiring, control relays and switching). (2) Inspect the AC distribution system. (3) Inspect the DC generation system (including the generator, regulator, transformer rectifier units, interwiring, control relays and switches). (4) Inspect the DC distribution system (including the busses, circuit breakers or fuses, relays, switches and interwiring). (5) Inspect the starter generator. (6) Inspect the indication systems. (7) Inspect the batteries, including: (i) lead-acid for correct specific gravity and electrolyte level of each cell; and (ii) nickel-cadmium maintain in accordance with the manufacturer's instructions. (8) Inspect the external power system.			
Electrical equipment and furnishing (1) Inspect the flight compartment electrical equipment and furnishing (including any spare bulbs and fuses). (2) Inspect the passenger compartment electrical equipment and furnishing (including any spare bulbs and fuses). (3) Inspect the buffet or galley electrical systems, the lavatory compartment electrical systems and the cargo compartment electrical systems (including any spare bulbs and fuses).			
Fire protection (1) Inspect the engine fire detection system. (2) Inspect any other fire and smoke detection systems. (3) Inspect the engine fire extinguishing system. (4) Inspect any other fire extinguishing systems.			

Inspection task	AME	LAME	Date completed
Flight control (1) Inspect the electrical components and interwiring of: (i) the trim and flap system; (ii) the lift dump and spoiler system; and (iii) the lift augmenting system.			
Fuel (1) Inspect the electrical components and interwiring of the fuel distribution and dump system.			
Hydraulic power (1) Inspect the electrical components and interwiring of the main and auxiliary hydraulic systems.			
Ice and rain protection (1) Inspect the electrical components and interwiring of: (i) the anti/de-ice systems; and (ii) the ice detection and indication systems.			
Central warning systems (1) Inspect the systems and components that give audible or visual warnings.			
Landing gear (1) Inspect the electrical components and interwiring of the following landing gear systems: (i) the extension and retraction systems; (ii) the wheels, brakes and anti-skid system; (iii) the nose wheel steering system; (iv) the position and warning system; and (v) the anti-retract system.			
Lights (1) Inspect the lights in or on the following areas: (i) the flight compartment, the passenger compartment and the cargo and service compartment; and (ii) Inspect the lights in the exterior and emergency systems.			
Pneumatic (1) Inspect the electrical components and interwiring of pneumatic systems.			
Electrical/electronic panels (1) Inspect the electrical or electronic control panels, equipment racks and junction boxes.			

Inspection task	AME	LAME	Date completed
Doors (1) Inspect the electrical components and interwiring of passenger, crew and cargo doors.			
Propellers (1) Inspect the electrical components and interwiring of the propeller control and anti/de-ice systems.			
Powerplants (1) Inspect the electrical harnesses, excluding the ignition harness.			
Engine fuel and control (1) Inspect the electrical components and interwiring of the engine fuel and engine control systems.			
Ignition (1) Inspect the electrical power supplies. (2) Inspect the booster coils, vibrator systems and high energy ignition systems. (3) Inspect the switching, including by performing an insulation check of the magneto switch leads.			
Engine starting (1) Inspect the engine starting system.			
Post inspection check On completion of the inspection, check to ensure that no tooling, maintenance equipment or rags have been left in the aircraft and all panels, access doors, detachable fairings and fillets have been correctly secured.			

Appendix E

Periodic inspection - The instruments

Table 1: Periodic inspection - The instruments

Inspection task	AME	LAME	Date completed
VH-			
Required placards **(**1) Check the external and internal required placards. **Note:** Reference should be made to the aircraft flight manual and airworthiness directives for the required placards.			
Auto-flight (1) Inspect the autopilot or the automatic flight control system, including the flight director and stability control augmentation. (2) Inspect the yaw damper system. (3) Inspect the speed-attitude correction system, including the auto trim and mach-trim.			
Flight controls (1) Inspect the flight control surface indication systems.			
Fuel system (1) Inspect the fuel pressure and quantity indication systems.			
Hydraulic power (1) Inspect the hydraulic power indication system.			
Ice protection (1) Inspect the ice protection indication system.			
Indicating and recording (1) Inspect the instrument and control panels. (2) Inspect the independent instrument systems, including the inclinometers, indicators and clocks. (3) Inspect the recorders, including the flight data recorders, performance or maintenance recorders.			
Navigation (1) Inspect the flight environment data system, including: (i) the central air data system; (ii) the pitot/static system, including instruments; and (iii) the stall warning system. (2) Inspect the attitude and direction systems, including: (i) the magnetic compass; (ii) the vertical attitude gyro system; (iii) the directional gyro system, including the magnetic referenced systems; and (iv) the electronic flight instrument system and multi-function displays. (3) Inspect the independent position determining systems, including:			

Inspection task	AME	LAME	Date completed
(i) the inertial navigation and reference systems; and (ii) the ground proximity warning systems. (4) Inspect the flight management system, including the flight management and performance management systems.			
Oxygen (1) Inspect the crew, passenger and portable systems. (2) Inspect the indicating systems.			
Pneumatic (1) Inspect the pneumatic indicating systems, including the pressure gauge and warning indicators.			
Instrument pressure or vacuum system (1) Inspect the distribution system, including the filters, manifolds, regulating valves, check valves and plumbing. (2) Inspect the indicating system, including the pressure gauge and warning system.			
Engine fuel and control (1) Inspect the engine indicating systems, including fuel flow, temperature and pressure.			
Engine indicating (1) Inspect the power indicating system (including MAP, TORQUE, EPR and RPM). (2) Inspect the temperature indication system (including CHT, EGT and turbine temperature). (3) Inspect the integrated engine instrument system (including EICAS and ECAM).			
Oil (1) Inspect the oil indicating systems, including quantity, pressure and temperature.			
Water injection (1) Inspect the water injection indicating system.			
Post inspection check On completion of the inspection, check to ensure that no tooling, maintenance equipment or rags have been left in the aircraft and all panels, access doors, detachable fairings and fillets have been correctly secured.			

Appendix F

Periodic inspection - The radio system

Table 1: Periodic inspection - The radio system

Inspection task	AME	LAME	Date completed
VH-			
Section 1 — Applicable to all aircraft			
Required placards (1) Check the interior and exterior required placards including frequency charts. **Note:** Reference should be made to the aircraft flight manual and airworthiness directives for the required placards.			
Communication & navigation (general) (1) Inspect the accessible interwiring, plugs and sockets. (2) Inspect the microphones, headsets and cords. (3) Inspect the fuses for adequacy of spares. (4) Inspect the antennas and antenna insulators. (5) Inspect the ELT/CLB batteries for electrolyte leakage and check that the battery life has not expired. (6) Inspect the removable units, mounting racks, vibration isolators and bonding straps. (7) Inspect the switches and controllers. (8) Inspect the radio panel lamps for adequate illumination. (9) Inspect the radio indicators for legibility.			
Section 2 — Applicable to aircraft equipped for IFR			
Communication (1) Inspect the HF communication system, including for correct performance by communication with ground stations or by other means. (2) Inspect the VHF communication system, including for correct performance by communication with ground stations or by other means. (3) Inspect the audio system, including for correct operation of all distribution and amplifying systems in all modes of operation.			
Navigation (1) Check the ADF system for accuracy (including frequency selection) and correct performance in all modes of operation in accordance with the approved maintenance data for the system. (2) Check the VOR system for correct performance in accordance with the approved maintenance data for the system. (3) Check the localiser system for correct performance in accordance with the approved maintenance data for the system. (4) Check the glideslope system for correct performance in accordance with the approved maintenance data for the system. (5) Check the marker system for correct performance in all modes: an approved simulator may be used for these tests. (6) Inspect the DME system.			

Inspection task	AME	LAME	Date completed
(7) Item omitted. **Note:** Omega/VLF service has been decommissioned and is no longer available. (8) Inspect the Doppler navigation system. (9) Inspect the weather radar system. (10) Item omitted. **Note:** ATC transponder system testing is covered by airworthiness directive AD/RAD/47. (11) Inspect the radio altimeter system. (12) Inspect the ground proximity warning system. (13) Inspect the electronic flight instrument system.			
Section 3 — Applicable to all aircraft			
Post inspection check On completion of the inspection, check to ensure that all tools, maintenance equipment or rags have been removed from the aircraft and all panel, access doors, detachable fairings and fillets have been correctly secured.			

Appendix G

Certification sheet

G.1 Certification sheet

JOB NO:	AEROPLANE TYPE:	AEROPLANE REGISTRATION: VH-			
IDENTITY OF INSPECTION	IDENTITY OF SCHEDULE	MAINTENANCE RELEASE DETAILS			
		EXPIRED M/R NO:	ISSUED M/R NO:	DATE OF ISSUE	AEROPLANE T.T.I.S.

L.A.M.E. CERTIFICATION
I hereby certify that all maintenance in the category(s) for which I am responsible has been completed.

AIRFRAME: ..... LICENCE NUMBER: ..... DATE: ..... for & on behalf of: .....

ENGINE: ..... LICENCE NUMBER: ..... DATE: ..... for & on behalf of: .....

ELECTRICAL SYSTEM: ..... LICENCE NUMBER: ..... DATE: ..... for & on behalf of: .....

INSTRUMENTS: ..... LICENCE NUMBER: ..... DATE: ..... for & on behalf of: .....

RADIO SYSTEM: ..... LICENCE NUMBER: ..... DATE: ..... for & on behalf of: .....

CO-ORDINATING CERTIFICATION
I hereby certify for the completion and co-ordination of the entire inspection.

LAME: ..... LICENCE NUMBER: ..... DATE: ..... for & on behalf of: .....

A CERTIFICATION ABOVE CONSTITUTES A CERTIFICATION PURSUANT TO CAR 42ZE THAT ALL MAINTENANCE HAS BEEN PROPERLY CERTIFIED.

Note: *The person who certifies for the completion and co-ordination of the entire inspection is to ensure that any maintenance performed during the inspection has not invalidated a certification already made in another category and has been completed and properly certified.*

Appendix H

Additional work sheet

H.1 Additional work sheet

JOB NUMBER AEROPLANE TYPE AEROPLANE REGISTRATION **VH-**

ITEM	DEFECT OR WORK REQUIRED	RECTIFICATION DETAILS	A.M.E.	L.A.M.E.	LIC. NO.	DATE

A certification in column 5 above constitutes a certification pursuant to CAR 42ZE that all maintenance has been properly performed.