



Civil Aviation Advisory Publication

CASA Maintenance Schedule

January 2012

CAAPs provide guidance, interpretation and explanation on complying with the Civil Aviation Regulations (CAR) or Civil Aviation Orders (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.

A CAAP is not intended to clarify the intent of a CAR, which must be clear from a reading of the regulation itself, nor may the CAAP contain mandatory requirements not contained in legislation.

Note: Read this advisory publication in conjunction with the appropriate regulations/orders.

The relevant regulations and other references

This publication should be read in conjunction with Regulation 42B of the *Civil Aviation Regulations 1988* (CAR 1988), and Civil Aviation Advisory Publication (CAAP) 41-2.

This CAAP will be of interest to

This 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.

Why this publication was written

Regulation 42B of CAR 1988 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.

Status of this CAAP

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 The earlier version is superseded by this document.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*.

For further information

For advice regarding the technical content of this CAAP contact the Civil Aviation Safety Authority's (CASA) Airworthiness Engineering Branch on the national phone number 131 757.

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1. Acronyms

AME Aircraft Maintenance Engineer

CAAP Civil Aviation Advisory Publication

CAO Civil Aviation Order

CAR Civil Aviation Regulations 1988

CASA Civil Aviation Safety Authority

LAME Licensed Aircraft Maintenance Engineer

2. Definitions

CASA MAINTENANCE SCHEDULE - means the schedule of maintenance set out in Schedule 5 of CAR 1988.

CLASS A AIRCRAFT - means an Australian aircraft, other than a balloon, that satisfies either or both of the following paragraphs:

- (a) the aircraft is certificated as a transport category aircraft;
- (b) the aircraft is being used, or is to be used, by the holder of an Air Operator's Certificate which authorises the use of that aircraft for the commercial purpose referred to in paragraph 206 (1) (c) of CAR 1988.

CLASS B AIRCRAFT - means an Australian aircraft that is not a class A aircraft.

DAILY INSPECTION - in relation to an aircraft 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 aircraft maintained in accordance with the CASA Maintenance Schedule means the inspection referred to in Part 2 of the schedule.

3. Important

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

3.2 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.

4. Daily Inspection Schedule

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

4.2 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.

4.3 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 aircraft'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 aircraft type;

- the holder of a valid appropriate aircraft maintenance engineer licence; or
- the holder of a valid appropriate maintenance authority covering the aircraft being inspected.

ITEM SCHEDULE

- 1 Check that ignition switches are OFF.
- 2 Check propeller blades are free from cracks, bends and detrimental nicks, that the propeller spinner is secure and free from cracks, 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 induction system and all cooling air inlets are free from obstruction.
- 4 Check the engine, where visible, for fuel and oil leaks and that the exhaust system is secure and free from cracks.
- 5 Check that oil quantity is within the limits specified by the manufacturer for safe operation and that oil filler cap, dipstick and inspection panels are secure.
- 6 Check that engine cowlings and cowl flaps are secure.
- 7 Check that landing gear tyres are free from cuts or other damage, have no plies exposed and by visual inspection are adequately inflated.
- 8 Check that landing gear oleo extensions are within normal static limits and that landing gear doors are secure.
- 9 Check wing, fuselage, empennage and, if applicable, canard surfaces are free from damage, ensure inspection panels, flight control surfaces and devices are secure.
- 10 Check interplane and centre section struts are free from damage and that bracing wires are of correct tension.
- 11 Check pitot heads and static ports are free from obstruction and that pitot cover is removed or is free to operate.
- 12 Check fuel tank filler caps, chains, vents and associated access panels for security and condition.
- 13 Check that all flight controls, trim systems and high lift devices have full and free movement in the correct sense.
- 14 Check that all radios and antennae are secure and that where visible, radio units and interwiring are secure.
- 15 Check that all drain holes are free from obstruction.
- 16 Remove any deposits of frost, snow or ice from wings, tail surfaces, canards, propeller and windscreen.
- 17 Check that each tank sump and fuel filter is free from water or foreign matter by draining a suitable quantity of fuel into a clean transparent container.
- 18 Check windscreen for cleanliness and condition.

- 19 Check instruments are free from damage, for legibility and security.
- 20 Check that seat belts, buckles and inertia reels are free from damage, secure and function correctly.

Additional items for agricultural aeroplanes

- 21 Check that 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) are secure.
- 22 Check that dump and fan brake mechanisms are free from obstructions and operate correctly.

Additional items for seaplanes

- 23 Check hull and floats are free from damage, corrosion and water accumulation.
- 24 Check float attachment struts, bracing wires and attachment fittings for security, for freedom from damage and corrosion.
- 25 Check 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.

5. Periodic Inspection Schedule

5.1 The replacement or overhaul of time-lifed components required in an Airworthiness Limitations Section of the aircraft'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.

5.2 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 aircraft.

5.3 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 aircraft.

5.4 All items are to be inspected for GENERAL CONDITION together with specific requirements where nominated.

5.5 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.

5.6 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.

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

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

5.9 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.

Executive Manager
Standards Development and Future Technology

January 2012

APPENDIX A –**THE AIRFRAME – B1 CATEGORY**

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REQUIRED PLACARDS

- (1) Check the external and internal required placards.

Note: Reference should be made to the aircraft flight manual and airworthiness directives for 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.
- (3) Inspect the internal structures and spars.
- (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.
- (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.
- (4) Inspect the strength of the fabric covering on surfaces.
- (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.

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- (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, 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 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.

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- (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 for condition and positive detent engagement.
- (3) Inspect the fuel selector valve operating linkage.

HYDRAULIC SYSTEM

- (1) Remove, clean, and refit hydraulic system filter element or if 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 ducting, pipelines and units.

OXYGEN

- (1) Inspect the crew, passenger and portable systems.
- (2) Inspect the indicating systems.

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.

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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 B –

THE ENGINE – B1 CATEGORY

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REQUIRED PLACARDS

- (1) Check the external and internal required placards.

Note: Reference should be made to the aircraft flight manual and airworthiness directives for required placards.

COWLS

- (1) Remove, clean, check cowls, cowl flaps and fastenings.

COMPRESSION CHECK

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

CYLINDER	#1	#2	#3	#4	#5	#6
RESULT						
CYLINDER	#7	#8	#9	#10	#11	#12
RESULT						
CYLINDER	#13	#14	#15	#16	#17	#18
RESULT						

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.

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- (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.

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 breaker points gap, magneto engine timing and synchronisation.
- (6) Inspect the switch and earth leads.
- (7) Refit and torque spark plugs.
- (8) Refit 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.

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- (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 for loose thread inserts, cracks, cracked and broken fins, worn baffles, and baffle seals for serviceability.
- (2) Inspect the cylinder base to crankcase area 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 all accessories and drive belts.
- (3) Inspect the engine mounts (rubbers) for delamination and set, and the engine mount bolts.
- (4) Inspect the engine mount frame for condition and evidence of overheating.
- (5) Inspect the firewall including seals and sealant.

CONTROLS

Inspect the following controls (where applicable) for full and free movement in the correct sense:

- (1) Throttle, mixture and propeller;
- (2) Alternate air, and carburettor heat;
- (3) Engine bay fuel strainer controls;
- (4) Oil cooler shutter and cowl flap; and
- (5) Turbocharger.

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PROPELLER

- (1) Inspect the propeller for static track.
- (2) Inspect the propeller hub, spinner and backplate.
- (3) Check the wooden propeller attachment bolts for looseness.
- (4) Inspect the blades 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 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 for condition and security.
- (7) Lubricate waste gate linkages and the butterfly valve.
- (8) Refit heat shield.
- (9) Inspect the flexible oil lines for condition and security.
- (10) Inspect the controllers and actuators.
- (11) Inspect the compressor by-pass door.

REFIT COWLS

Ensure that no tooling, rags or other foreign objects remain in the engine compartment before proceeding:

- (1) Inspect the latches and fasteners for correct tension;
- (2) Inspect the inlet and/or cooling air ducting;
- (3) Inspect the landing and taxi light wiring; and
- (4) Inspect the cowl flap linkage and engine drain lines.

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ENGINE GROUND RUN

Carry out an engine ground run, in accordance with the procedure specified by the manufacturer, or that specified below.

Functionally check, operate and observe the following. Observe the manufacturer's recommendations with regard to the cowling configuration required for engine ground running:

- (1) Start engine and stabilise engine temperatures and pressures;
- (2) Check the idle speed, mixture and the magneto switch operation at low R.P.M.;
- (3) Check the carburettor heat or alternate air operation;
- (4) Check the gyro vacuum/pressure indication;
- (5) Check the generator/alternator for satisfactory operation;
- (6) Check any unusual engine vibration or noises;
- (7) Check the engine response to throttle application;
- (8) Check each magneto R.P.M. drop check and propeller governor operation;
- (9) Check the static R.P.M., manifold pressure and fuel flow;
- (10) Check the idle cut-off operation; and
- (11) Remove cowls, inspect engine for oil, fuel or other fluid leaks and replace cowls.

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APPENDIX C –

THE ELECTRICAL SYSTEM – B1 AND B2 CATEGORY

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REQUIRED PLACARDS

- (1) Check the external and internal required placards.

Note: Reference should be made to the aircraft flight manual and airworthiness directives for 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 (includes: generator, inverter, regulator, interwiring, control relays and switching).
- (2) Inspect the AC distribution system.
- (3) Inspect the DC generation system (includes: generator, regulator, transformer/rectifier units, interwiring, control relays and switches).
- (4) Inspect the DC distribution system (includes: busses, circuit breakers/fuses, relays, switches and interwiring).
- (5) Inspect the starter/generator.
- (6) Inspect the indication systems.
- (7) Inspect the batteries:
 - (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.

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EQUIPMENT AND FURNISHING

- (1) Inspect the flight, passenger, buffet/galley, lavatory and cargo compartments electrical systems (including any spare bulbs and fuses).

FIRE PROTECTION

- (1) Inspect the engine fire detection system.
- (2) Inspect the other fire/smoke detection systems.
- (3) Inspect the engine fire extinguishing system.
- (4) Inspect the other fire extinguishing systems.

FLIGHT CONTROL

- (1) Inspect the electrical components and interwiring of:
 - (i) trim and flap systems;
 - (ii) lift dump and spoiler systems; and
 - (iii) 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) anti/de-ice systems; and
 - (ii) ice detection and indication systems.

CENTRAL WARNING SYSTEMS

- (1) Inspect the systems or components that give audible or visual warnings.

LANDING GEAR

- (1) Inspect the electrical components and interwiring of:
 - (i) extension/retraction systems;
 - (ii) wheels, brakes and anti-skid system;
 - (iii) nose wheel steering system;
 - (iv) position and warning system; and
 - (v) anti-retract system.

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LIGHTS		
(1) Inspect the lights in the flight, passenger, cargo and service compartments.		
(2) Inspect the lights in the exterior and emergency systems.		
PNEUMATIC		
(1) Inspect the electrical components and interwiring.		
ELECTRICAL/ELECTRONIC PANELS		
(1) Inspect the control panels, equipment racks and junction boxes.		
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 ignition harness.		
ENGINE FUEL AND CONTROL		
(1) Inspect the electrical components and interwiring.		
IGNITION		
(1) Inspect the electrical power supplies.		
(2) Inspect the booster coils, vibrator systems and high energy ignition systems.		
(3) Inspect the switching, including the performance of an insulation check of magneto switch leads.		
ENGINE STARTING		
(1) Inspect the cranking 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.		

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APPENDIX D –

THE INSTRUMENTS – B2 CATEGORY

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REQUIRED PLACARDS

- (1) Check the required external and internal placards.

Note: Reference should be made to the aircraft flight manual and airworthiness directives for required placards.

AUTO-FLIGHT

- (1) Inspect the autopilot/automatic flight control system, including flight director and stability control augmentation.
- (2) Inspect the yaw damper system.
- (3) Inspect the speed-attitude correction system including 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 inclinometers, indicators and clocks.
- (3) Inspect the recorders, including flight data recorders, performance or maintenance recorders.

NAVIGATION

- (1) Inspect the flight environment data system, including:
 - (i) central air data system;
 - (ii) pitot/static system, including instruments; and
 - (iii) stall warning system.

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- (2) Inspect the attitude and direction systems, including:
 - (i) magnetic compass;
 - (ii) vertical (attitude) gyro system;
 - (iii) directional gyro system, including magnetic referenced systems; and
 - (iv) electronic flight instrument system and multi-function displays.
- (3) Inspect the independent position determining systems, including:
 - (i) inertial navigation and/or reference systems; and
 - (ii) ground proximity warning systems.
- (4) Inspect the flight management system, including the flight management and performance management systems.

PNEUMATIC

- (1) Inspect the indicating systems, including the pressure gauge and/or warning indicators.

INSTRUMENT PRESSURE/VACUUM SYSTEM

- (1) Inspect the distribution system, including filters, manifolds, regulating valves, check valves and plumbing.
- (2) Inspect the indicating system, including the pressure gauge and/or warning system.

ENGINE FUEL AND CONTROL

- (1) Inspect the indicating systems, including fuel flow, temperature and pressure.

ENGINE INDICATING

- (1) Inspect the power indicating system, including MAP, TORQUE, EPR and R.P.M.
- (2) Inspect the temperature indication system, including CHT, EGT and Turbine temperature.
- (3) Inspect the integrated engine instrument system, including EICAS and/or ECAM.

OIL

- (1) Inspect the oil indicating systems, including quantity, pressure and temperature.

VH -	
AME	LAME

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.

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APPENDIX E –

THE RADIO SYSTEM – B2 CATEGORY

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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 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 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 IFR AIRCRAFT

COMMUNICATION

- (1) Inspect the HF communication system, including correct performance by communication with ground stations or other means.
- (2) Inspect the VHF communication system, including correct performance by communication with ground stations or other means.
- (3) Inspect the audio system, including correct operation of all distribution and amplifying systems in all modes of operation.

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NAVIGATION

- (1) Check the ADF system, for accuracy of frequency selection and correct performance in all modes of operation within the limits specified in CAO 108.34.
- (2) Check the VOR system, for correct performance within the limits specified in CAO 108.34.
- (3) Check the localiser system, for correct performance within the limits specified in CAO 108.34.
- (4) Check the glideslope system, for correct performance within the limits specified in CAO 108.34.
- (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.
- (7) Inspect the Doppler navigation system.
- (8) Inspect the weather radar system.
- (9) Check the ATC transponder system, for correct performance in all modes using the self test facility. Select code 0101 for this test.
- (10) Inspect the radio altimeter system.
- (11) Inspect the ground proximity warning system.
- (12) Inspect the electronic flight instrument system.

Note: Omega/VLF service has been decommissioned and is no longer available.

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 F –

CERTIFICATION SHEET

JOB NO:	AIRCRAFT TYPE:	AIRCRAFT REGISTRATION:	VH-
IDENTITY OF INSPECTION	IDENTITY OF SCHEDULE	MAINTENANCE RELEASE DETAILS	
EXPIRED M/R NO: ISSUED M/R NO: DATE OF ISSUE AIRCRAFT 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 - B1 CATEGORY: LICENCE NUMBER: DATE: for & on behalf of:

ENGINE - B1 CATEGORY: LICENCE NUMBER: DATE: for & on behalf of:

ELECTRICAL - B1/B2 CATEGORY:..... LICENCE NUMBER: DATE: for & on behalf of:

INSTRUMENT - B2 CATEGORY: LICENCE NUMBER: DATE: for & on behalf of:

RADIO - B2 CATEGORY: 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.

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