

## **CAP 766**

# **Light Aircraft Maintenance Programme – Aeroplanes**

CAA/LAMP/A/2007      Issue 1

Owner/operator programme ref: CAA/LAMP/A/2007 Reg: G-

Aeroplane type/model:

Engine type:

Propeller type:

AOC No: (as applicable)

Part M Subpart G Organisation: (as applicable)

Owner/operator name and address:



Applicable to EASA regulated aeroplanes



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CAA/LAMP/A/2007      Issue 1

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## Amendment Record

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## Section 1     Amendments to the Programme

### 1     Introduction

- 1.1     When necessary, amendments to the Light Aircraft Maintenance Programme – Aeroplanes (the Programme) will be made by the CAA and published on the CAA website at [www.caa.co.uk/CAP766](http://www.caa.co.uk/CAP766). On each page, material differences from the previous issue will be indicated by a marginal line.
- 1.2     CAA amendments must be incorporated in the Programme without delay and recorded on the Amendment Record in the front of this book.

### 2     Revision History

- 2.1     Issue 1 of the Programme was published in October 2007 to account for the implementation of the European Council Regulation (EC) No. 1592/2002 and Commission Regulation 2042/2003, Annex 1, Part M M.A.302.
- 2.2     Amendment 1/2008 was published in January 2008 to clarify details within the document.
- 2.3     Amendment 2/2008 was published in October 2008 to replace European Council Regulation (EC) No. 1592/2002 with European Council Regulation (EC) No. 216/2008, as a result of the change to the Regulation.

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## Section 2 Foreword

### 1 Owner/Operator Certification Statement

The undersigned undertakes to ensure that the aeroplane will continue to be maintained in accordance with the Programme, Section 3 Responsibilities and Standards. It is understood that non compliance with any of these responsibilities and standards will invalidate the Certificate of Airworthiness.

When preparing the Programme to meet the requirements of Part M, recommendations made by the airframe, engine and equipment type certificate holders and any supplementary type certificate holders have been evaluated and where appropriate have been incorporated.

Where there is conflict between the airframe, engine and equipment type certificate or supplementary type certificate holder's recommendations and this CAP 766, then the former shall take precedence.

The Programme consists of CAA Log Books CAP 398, CAP 399, CAP 400 and Time Limited Task Record CAP 543 or any alternative documents or systems acceptable to the CAA, which will be customised by completing the required continued airworthiness and maintenance details.

In accordance with Part M M.A.302(a), the data contained in the Programme will be reviewed annually for continued validity, in the light of operating experience.

It is accepted that this Programme does not prevent the necessity for complying with any new or amended regulation published by EASA, or the CAA, where these new or amended regulations may override elements of this Programme.

Name:

Position:

Signed:

For and on behalf of the owner/operator:

Date:

**Note:** Refer to Part M M.A.201(a) and (b) for the owner/operator responsibilities.

## **2      Applicability**

- 2.1      The basic Programme as published, is approved in accordance with Commission Regulation (EC) No. 2042/2003 Annex 1, and has been compiled by the CAA in accordance with Part M M.A.302 (c)(2).
- 2.2      The Programme addresses the scheduled maintenance requirements for all piston engine aeroplanes, with less than 2730kg MTOM, used for commercial and non-commercial air transport and is only applicable to European Aviation Safety Agency (EASA) regulated aeroplanes as per (EC) No. 216/2008 Article 4.

## **Section 3     Responsibilities and Standards**

### **1       Owner/Operator Responsibilities**

- 1.1     The owner/operator is responsible for the aeroplane's continuing airworthiness in accordance with Part M M.A.201.

### **2       Certificate of Release to Service**

- 2.1     On completion of any of the Programme maintenance checks, a detailed, referenced entry must be made in the relevant log book(s) with an appropriate certificate of release to service (CRS) by the certifying person.
- 2.2     CRS for aeroplanes operated for the purpose of commercial air transport shall be issued by a Part-145 organisation.
- 2.3     Except for aeroplanes released by a Part-145 organisation, the CRS shall be issued according to Part M M.A.801.
- 2.4     For privately operated aeroplanes of simple design, the pilot-owner may issue CRS in accordance with Part M M.A.803 for maintenance as listed in Part M, Appendix VIII, as applicable, and for the completion of the 50 hour check. A CRS issue is not required subsequent to the completion of the Check A.

### **3       Certifying Persons' Responsibilities**

- 3.1     Certifying persons must use their engineering skill and judgement in determining the depth of inspection needed and other matters, which could affect the airworthiness of the aeroplane.
- 3.2     Certifying persons are responsible for recording in the appropriate log book or worksheet, any defects, deficiencies or additional maintenance required, resulting from the implementation of the Programme and the issue of the certificate of release to service.

### **4       Performance of Maintenance**

- 4.1     All maintenance shall be performed following the methods, techniques, standards and instructions specified in Part M M.A.402.

## **5      Airworthiness Life Limitations (Retirement/Scrap Lives)**

- 5.1      Airworthiness life limitations shall be those published by the state of design type certificate holder and supplementary type certificate holders.
- 5.2      Airworthiness life limitations shall be recorded in CAP 543 or any alternative document or system acceptable to the CAA.

## **6      Airworthiness Directives**

- 6.1      Airworthiness directives shall be those issued by EASA, the CAA and the state of design responsible for the type certificate and supplementary type certificates.
- 6.2      Forecasting and compliance with airworthiness directives shall be recorded in CAA log book(s) CAP 398, CAP 399, CAP 400 or any alternative documents or systems acceptable to the CAA.

## **7      CAA Generic Requirements**

- 7.1      Forecasting and compliance with CAA Generic Requirements published in CAP 747 shall be recorded in CAA log book(s) CAP 398, CAP 399, CAP 400, CAP 543 or any alternative documents or systems acceptable to the CAA.

## **8      Overhaul, Additional Inspections and Test Periods**

- 8.1      Overhaul, additional inspections and test periods shall be those recommended by the type certificate holder or supplementary type certificate holders.
- 8.2      EASA and the CAA may vary or mandate overhaul and test periods and additional inspections by the issue of an airworthiness directive or CAA Generic Requirements.
- 8.3      The forecasting and compliance with overhaul, additional inspections and test periods shall be recorded in CAP 543 or any alternative document or system acceptable to the CAA.



## **9 Instructions for Continued Airworthiness**

- 9.1 Instructions for continued airworthiness consist of in-service data published by the type certificate or supplementary type certificate holder in maintenance manuals, service bulletins, service letters etc.
- 9.2 To ensure operational safety and reliability, instructions for continued airworthiness must be formally technically assessed and adopted as required by the owner/operator or Part M Subpart G continuing airworthiness management organisation.
- 9.3 Continued airworthiness instructions shall be recorded in CAA log book(s) CAP 398, CAP 399, CAP 400, CAP 543 or any alternative documents or systems acceptable to the CAA.

## **10 Changes (Modifications or Repairs)**

- 10.1 EASA approved changes, which have been carried out, must be recorded in the appropriate CAA log book(s) CAP 398, CAP 399, CAP 400, CAP 543 or any alternative documents or systems acceptable to the CAA.
- 10.2 Any additional instructions for continued airworthiness due to the change shall be recorded in CAA log book(s) CAP 398, CAP 399, CAP 400, CAP 543 or any alternative documents or systems acceptable to the CAA.

## **11 Independent Inspections**

- 11.1 The type certificate holder or supplementary type certificate holder's instructions for continued airworthiness should be followed when determining the need for an independent inspection.
- 11.2 In the absence of these inspection standards, an independent inspection must be carried out after any flight safety sensitive maintenance task, in accordance with Part M M.A.402 (a) and AMC M.A.402 (a) 4.

## **12 Scheduled Maintenance Worksheets**

- 12.1 Worksheets shown in Section 6 of the Programme shall be issued and each task signed off. These worksheets become part of the maintenance records that must be kept in accordance with Part M M.A.305(h) by the owner/operator.
- 12.2 All additional maintenance carried out should be certified on suitably referenced worksheets and included in the aeroplane records.
- 12.3 Scheduled maintenance worksheets and additional worksheets shall be cross-referenced and recorded in the certification areas of the CAA log book(s) CAP 398, CAP 399, CAP 400 or any alternative documents or systems acceptable to the CAA, giving details of airworthiness directives, component changes, scheduled and any additional maintenance carried out.

## 13 Definitions

13.1 Throughout the Programme the following terms and abbreviations have the stated definitions;

### Service/lubrication (SERVICE/LUB)

The term 'service or lubrication' requires that a component or system should be serviced and/or replenished as necessary with fuel, oil, grease, water, oxygen, etc., to a condition specified in the appropriate maintenance manual. The term may also be used to require filter cleaning or replacement.

### Inspect (INSP)

An 'inspection' is a visual check performed externally or internally in suitable lighting conditions from a distance considered necessary to detect unsatisfactory conditions/discrepancies using, where necessary, inspection aids such as mirrors, torches, a magnifying glass etc. Surface cleaning and removal of detachable cowlings, panels, covers and fabric may be required to be able to satisfy the inspection requirements.

### Operational check (OP/C)

An 'operational check' is a test used to determine that a system or component or any function thereof is operating normally.

### Functional check (F/C)

A 'functional check' is a detailed examination of a complete system, sub-system or component to determine if operating parameters are within limits of range of movement, rate of flow, temperature, pressure, revolutions per minute, degrees of travel, etc., as specified in the appropriate maintenance manual. Measured parameters must be recorded.

### Check (CHK)

A 'check' is the verification of compliance with the type design organisation's instructions for continuing airworthiness.

## Section 4 The Maintenance Check Cycle and Permitted Variations

### 1 The Maintenance Check Cycle

Check title	Content	Period
Pilot pre-flight	Refer to aeroplane flight manual	Prior to every flight
Check A	Check A items	Prior to first flight of the day
50 hour check	50 hour check items	Not exceeding 50 flying hours or 6 months, whichever is the sooner
150 hour check	50 and 150 hour check items	Not exceeding 150 flying hours
Annual check	50, 150 hour and annual check items	Not exceeding 12 months

### 2 Permitted Variations

Tasks controlled by flying hours	Maximum Variation
50 hour and 150 hour	10%
Tasks controlled by calendar time	Maximum Variation
6 months	15 days
Annual	1 month

- NOTES:**
- 1 Permitted variations for tasks controlled by flying hours should not be understood to be a maintenance planning tool, but as an exceptional means to allow the operator to fly for a limited period of time until the required check is performed.
  - 2 Permitted variations may not be applied to Airworthiness Directives, CAA Generic Requirements, airworthiness life limitations or overhaul and test periods.
  - 3 The more restrictive limit shall be applied for tasks controlled by both flying hours and calendar time.
  - 4 Any application of a permitted variation to the maintenance check cycle period must be recorded in the appropriate log book(s) together with the reason for the variation, by a person who is authorised to sign the log book entry for that particular check. Details of the permitted variation must be made visible to the pilot.
  - 5 Permitted variations are not required to be deducted from the next scheduled check.

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## Section 5 Pre-Flight

### 1 Pilot Pre-Flight Check

Pre-flight checks shall be carried out in accordance with the Aeroplane Flight Manual.

### 2 Check A – Prior to First Flight of the Day

A1	General	Remove frost, snow or ice, if present. Check that the aircraft documents are available and in order. Ensure all loose equipment is correctly stowed and the aircraft is free of extraneous items. If the aeroplane has not been regularly used, ensure before resumption of flying that: <ul style="list-style-type: none"> <li>a) either               <ul style="list-style-type: none"> <li>i) the engine has been turned weekly or run fortnightly; or</li> <li>ii) the manufacturer's recommendations have been complied with;</li> </ul> </li> <li>b) Compression appears normal when the engine is turned by hand; and</li> <li>c) Previously reported defects have been addressed.</li> </ul>	
A2	Powerplant/ engine	Check	– oil level, security of filler cap and dipstick.
		Inspect	– engine, as visible, for leaks, signs of overheating, and security of all items.
		Inspect	– air filter/intake for cleanliness.
		Check	– security of cowlings, access doors and panels.
A3	Propeller	Inspect	– blades and spinner for damage and security.
A4	Windscreen	Inspect	– for damage and for cleanliness.
A5	Fuel system	Check visually that quantities are compatible with indicator readings. Drain fuel sample from each drain point into a transparent container and check for water, foreign matter and correct colour.	
A6	Wings	Inspect	– skin covering, bracing wires, struts and flying control surfaces for damage and security of all items.
		Inspect	– pitot static vents, fuel vents and drain holes for freedom from obstruction.
		Test	– operation of stall warning device.

A7	Landing gear	Check	– shock absorbers, struts for leaks and that extension appears normal.
		Check	– tyres for inflation, damage and creep.
A8	Fuselage and empennage	Inspect	– brake installation for external evidence of leaks and for damage and security.
		Inspect	– skin covering, bracing wires, struts and flying control surfaces for damage and security of all items.
		Inspect	– drain holes and vents for freedom from obstruction.
		Inspect	– radio aerials for damage and security.
A9	Cabin area	Check	– flying and engine controls, including trimmers and flaps, for full and free movement in the correct sense.
		Check	– brake operation is normal.
		Check	– instrument readings are consistent with ambient conditions. Perform manual override and disengagement check on auto-pilot.
		Check	– avionic equipment operation, using self-test facilities where provided.
		Inspect	– seats, belts and harnesses for satisfactory condition, locking and release.
		Check	– emergency equipment properly stowed and inspection dates valid.
		Test	– operation of electrical circuits.
		Inspect	– cabin and baggage doors for damage, security and for correct operation and locking.
		Check	– markings and placards are legible.
A10	Agricultural operations	Inspect	– hopper lid, tank, pump, boom assemblies, pipe runs, blowers and spreaders for damage and security.
		Check	– emergency dump doors, fan brake and pump control for correct operation.
		<b>NOTE:</b>	At the earliest opportunity, the aeroplane must be completely cleaned to remove chemicals, and an inspection of those parts of the structure which are likely to have been contaminated, e.g. skin/covering and exposed control cables, carried out before the aeroplane is returned to service.
A11	Marine aircraft	Inspect	– hull floats, spreaders, struts, bracing wires, water rudders and alighting gear for damage, security and corrosion.
		Drain	– all bilge compartments.
		Check	– water rudder system for full and free movement in the correct sense.

## Section 6 Scheduled Maintenance

### Scheduled Maintenance Worksheets

<b>Maintenance Organisation / Pilot-Owner / AME Name:</b>			Workpack Ref:
Approval Reference or AME No:			Page 1 of
Site where maintenance being accomplished:			Note: Enter total pages of workpack issued
A/C Reg: G-	Type:	Serial No:	Total flying hours:
	Engine type-1:	Serial No:	Hours since new/overhaul:
	Engine type-2:	Serial No:	Hours since new/overhaul:
	Variable propeller type-1:	Serial No:	Hours since new/overhaul:
	Variable propeller type-2:	Serial No:	Hours since new/overhaul:
Check being carried out:	50 Flying Hours / 6 Months	150 Flying Hours	Annual
Check start date:	Check completion date:		
Note: Delete checks that are not being carried out.			

<b>Maintenance Manual References:</b> Note: Maintenance manuals must be to the latest revision.	<b>Issue/Revision No:</b>	<b>Date:</b>
Airframe:		
Engine:		
Variable propeller:		

## Final Checks (include with all checks except for the Pre-Flight Check and Check A)

Task No.	Task Description	Task Nature	Task Interval	Qualifying Inspector See Note 2		Certifying Person See Note 1	
				LH	RH	LH	RH

### Ground Run:

1	Powerplant, liquid, air and gas systems for leaks during and following ground run.	INSP	All checks				
2	Instruments, systems and services. Radio for electromagnetic interference.	OP/C	All checks				
3	Following ground run, ensure all cowlings, access panels and doors are secure.	CHK	All checks				

### Certification:

4	Workpack and Log Book entries have been completed and certified. Ensure items due in accordance with CAP 543 or the alternative document or system acceptable to the CAA, have been accomplished and certified.	CHK	All checks	N/A			
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### Type Certificate and Schedule Review:

5	Aeroplane complies with the type certificate data sheet.	CHK	Annual	N/A			
6	Mandatory placards are installed and legible.	CHK	Annual	N/A			

### Notes:

- 1. Certifying Person** Refer to Section 3 Paragraph 3.
- 2. Qualifying Inspectors** must be proven competent to ensure that all required maintenance tasks are carried out and where not completed or where it is evident that a particular maintenance task cannot be carried out to the maintenance data, then such problems will be reported to the certifying person for appropriate action.
- 3. Qualifying Mechanics** must be proven competent to carry out maintenance tasks to any standard specified in the maintenance data and will notify supervisors of defects requiring rectification to re-establish required airworthiness standards.



**50 Hour Check: Task Nos. 1 – 35**

<b>Task No.</b>	<b>Task Description</b>	<b>Task Nature</b>	<b>Task Interval</b>	<b>Qualifying Mechanic</b> See Note 3	<b>Qualifying Inspector</b>
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## Structural/Zonal:

7	External structure of fuselage, mainplanes, empennage, cowlings, nacelles, control surfaces, flaps and other high lift devices.	INSP	50 FH/ 6 months		
8	Surface de-icer system.	INSP	50 FH/ 6 months		
9	Normal and emergency doors and windows, door hinges, door hinge attachment points, required placards and operating instructions.	INSP	50 FH/ 6 months		
10	Doors, hatches and windows latching and locking.	OP/C	50 FH/ 6 months		
11	Agricultural Installations: Hopper, hopper lid, tank, pump, fan, boom assemblies, pipe runs, blowers and spreaders.	INSP	50 FH/ 6 months		
12	Agricultural Installations: Emergency dump doors, fan brake and pump control.	OP/C	50 FH/ 6 months		
13	Marine Aeroplanes: Hull, floats, spreaders, struts, bracing wires, water rudders, alighting gear and bilge compartments.	INSP	50 FH/ 6 months		
14	Marine Aeroplanes: Water rudder system.	OP/C	50 FH/ 6 months		

## Landing Gear:

15	Landing gear assemblies, shock-absorber struts/units for leaks and correct extension, brake system, brake linings, drums/discs, wheels and tyres.	INSP	50 FH/ 6 months		
16	Tyre pressures, hydraulic brake system fluid level.	SERVICE	50 FH/ 6 months		

Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic		Qualifying Inspector	
				LH	RH	LH	RH

## Flying Controls:

17	Primary/secondary flight controls and trim systems for full and free movement in the correct sense. Position indicators agree with surface movement.	OP/C	50 FH/ 6 months				
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## Liquid, Air and Gas Systems:

18	Hydraulic, pneumatic, vacuum and other fluid systems.	INSP	50 FH/ 6 months				
19	Fluid levels in reservoirs and accumulator pressures.	SERVICE	50 FH/ 6 months				
20	Pitot/static system vents, pitot head and drains clear. Pitot head correctly aligned.	INSP	50 FH/ 6 months				

## Equipment and Environmental:

21	Correct stowage of equipment, validity of date on emergency equipment.	CHK	50 FH/ 6 months				
22	Seats, belts/harnesses, attachment, locking and release.	INSP	50 FH/ 6 months				
23	Fire extinguisher for leakage or discharge.	CHK	50 FH/ 6 months				

## Lubrication:

24	Lubricate aeroplane in accordance with type design organisation recommendations.	CHK/LUB	50 FH/ 6 months				
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## Powerplant Installation:

25	Engine and propeller controls for full and free movement – throttle, mixture, carburettor heat, cowl flaps and propeller pitch.	OP/C	50 FH/ 6 months				
26	Powerplant installation.	INSP	50 FH/ 6 months				

Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic		Qualifying Inspector	
				LH	RH	LH	RH

## Air Induction:

27	Air filter, intake and induction system and turbocharger impeller.	INSP	50 FH/ 6 months				
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## Exhaust:

28	Exhaust manifold, mufflers.	INSP	50 FH/ 6 months				
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## Engine Lubrication:

29	Magnetic plugs.	CHK	50 FH/ 6 months				
30	Engine oil change. Oil filter. Screen. <b>Note:</b> In accordance with type design organisation recommendations. Next due:	SERVICE	50 FH/ or see Note				

## Fuel System:

31	Filters for cleanliness and tank vents unobstructed. Drain samples from all drain points and check for presence of water, foreign matter and correct colour.	CHK	50 FH/ 6 months				
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## Propeller:

32	Blades, spinner and backplate.	INSP	50 FH/ 6 months				
33	Accumulator dome pressure.	CHK	50 FH/ 6 months				

## Electrical System:

34	Battery, stowage/compartment, vents and drains. Electrolyte level.	INSP & SERVICE	50 FH/ 6 months				
35	Alternator/generator drive belt tension and condition.	INSP	50 FH/ 6 Months				

**150 Hour Check (include 50 hour check items): Task Nos. 1 - 71**

<b>Task No.</b>	<b>Task Description</b>	<b>Task Nature</b>	<b>Task Interval</b>	<b>Qualifying Mechanic</b>	<b>Qualifying Inspector</b>
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Structural/Zonal:

36	Internal structure of fuselage, floors, bulkheads, mainplanes, nacelles, empennage. Control surfaces, flaps and other high lift devices, structural attachment joint assemblies, struts, bracing wires and their attachments.	INSP	150 FH		
37	Wooden/Composite Construction: Vent holes, glued joints, bonded assemblies, protective treatments and finishes. <b>Note:</b> The need for removal of fabric for detailed inspection of attachments must be assessed when accomplishing this task at the annual check.	INSP	150 FH		
38	Internal corrosion protective treatments, drain holes and paths.	INSP	150 FH		
39	Static discharge wicks and attachment bases.	INSP	150 FH		

Landing Gear:

40	Structural members, attachment fittings, pivot points, shock absorbing devices, bungee rubbers, torque links, shimmy dampers, main wheels, nose/tail wheels, bearings, skids, hoses and lines, hydraulic and electric actuators, jacks, struts and wheel fairing. <b>Note:</b> Carry out with weight off the landing gear.	INSP	150 FH		
41	Main and parking brake systems, anti-skid devices.	OP/C	150 FH		
42	Normal/emergency retraction and extension, locking devices, doors and operating linkages, indicators and warning devices.	OP/C	150 FH		
43	Hydraulic/pneumatic operating system.	CHK	150 FH		

Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic	Qualifying Inspector
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## Flying Controls:

44	Hinges, brackets, push-pull rods, bellcranks, control horns, balance weights, cables, pulleys, chains, tubes, guides, fairleads, rollers, tracks, rails, screw jacks/rams, auxiliary gearboxes and other power-operated systems. <b>Note:</b> The need for removal of flying control cables and control system components for detailed inspection must be assessed when accomplishing this task at the annual check.	INSP	150 FH		
45	Turnbuckles, locking devices in safety.	CHK	150 FH		
46	Flap asymmetric protection mechanisms.	INSP	150 FH		

## Liquid, Air and Gas Systems:

47	Tanks, powerpacks, valves, pipelines, hoses, actuators, filters and venturis.	INSP	150 FH		
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## Equipment and Environmental:

48	Cabin air system, heater and blower.	INSP & OP/C	150 FH		
49	Air conditioner, oil level.	OP/C & SERVICE	150 FH		

Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic		Qualifying Inspector	
				LH	RH	LH	RH

Powerplant Installation:

50	Crankcase, accessory housings, cylinder assemblies, accessory drive belts, accessories, engine shock mounts, mount frames, bulkheads, firewalls and sealing, cooling baffles, cowlings, breathers and vents and items in engine bay for mutual interference.	INSP	150 FH				
51	Valve operating mechanism. <b>Note:</b> In accordance with type design organisation recommendations. Next due:	CHK	150 FH or see Note				
52	Cylinder compression and leakage. Record results below. Method:	CHK	150 FH				

Eng Cyl	Result	Eng Cyl	Result
1		4	
2		5	
3		6	

Eng Cyl	Result	Eng Cyl	Result
1		4	
2		5	
3		6	

Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic		Qualifying Inspector	
				LH	RH	LH	RH

## Air Induction:

53	Carburettor heat, alternative air bypass doors and control system.	INSP & OP/C	150 FH				
54	Flame traps, drains.	INSP	150 FH				

## Ignition:

55	Magnetos, harnesses, leads, switches, starting vibrators, contact breakers, cooling system and ventilators.	INSP	150 FH				
56	Magneto internal timing and timing to engine.	CHK	150 FH				
57	Magneto cam. <b>Note:</b> In accordance with type design organisation recommendations. Next due:	LUB	150 FH or see Note				
58	Spark plugs. <b>Note:</b> In accordance with type design organisation recommendations. Next due:	CHK	150 FH or see Note				

## Exhaust:

59	Cabin heat exchanger.	INSP	150 FH				
60	Turbocharger, control system, pipelines and hoses.	INSP	150 FH				

## Engine Lubrication:

61	Tanks, sumps, coolers, hoses, pipelines and vents.	INSP	150 FH				
62	Engine controls in accordance with type design organisation recommendations.	LUB	150 FH				

Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic		Qualifying Inspector	
				LH	RH	LH	RH

## Fuel System:

63	Tanks, filler caps, selector valves, pumps, pipelines, hoses, carburettor, injector systems, throttle, mixture control, fuel selector control and filler point placard.	INSP	150 FH				
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## Propeller:

64	Hub, constant speed unit, governor, accumulator, de-icing boots, slip ring and brushes, fluid systems and control system.	INSP	150 FH				
65	Pitch change mechanism for backlash.	CHK	150 FH				
66	Lubricate propeller in accordance with type design organisation recommendations.	LUB	150 FH				

## Electrical Systems:

67	Components, wiring, terminals and connectors.	INSP	150 FH				
68	Warning circuits.	OP/C	150 FH				
69	Correct type and rating of fuses and circuit breakers. Correct spare fuses carried.	CHK	150 FH				
70	Lamps and lighting. Correct spare lamps carried.	CHK	150 FH				
71	Brushes in starter, alternator and generator. <b>Note:</b> In accordance with type design organisation recommendations. Next due:	CHK	150 FH or see Note				



**Annual Check/Non-Aligned Tasks (include 50 and 150 hour check items): Task Nos. 1 – 114**

<b>Task No.</b>	<b>Task Description</b>	<b>Task Nature</b>	<b>Task Interval</b>	<b>Qualifying Mechanic</b>	<b>Qualifying Inspector</b>
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Structural/Zonal:

72	Emergency exit by internal and external release methods.	OP/C	Annual		
73	Lightning strike bonding.	CHK	Annual		
74	Internal condition of struts, control tubes and similar hollow members. <b>Note:</b> In accordance with type design organisation recommendations. Next due:	INSP	See Note		

Flying Controls:

75	Electric flap actuation system, limit switches, pitch trim motors.	INSP & OP/C	Annual		
76	Control cables for correct tension. Control neutrals and travels. Record results below.	CHK	Annual		

<b>Cable Identification</b>	<b>Temperature</b>	<b>Tension</b>		<b>Control and position (neutral, nose up etc.)</b>	<b>Angle/measurement</b>	
		<b>Required</b>	<b>Actual</b>		<b>Required</b>	<b>Actual</b>

Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic	Qualifying Inspector
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## Liquid, Air and Gas Systems:

77	Pitot/static system sense and leak.	F/C	Annual		
78	Hydrostatic test of pressure vessels. <b>Note:</b> In accordance with type design organisation recommendations. Next due:	INSP & CHK	60 months or see Note		
79	Flexible fuel and oil hoses pressure test. <b>Note:</b> In accordance with type design organisation pressure testing recommendations but in either case only until the ultimate service life, if stated, is achieved. Next due:	CHK	72 months from new, then every 36 months or see Note		
80	Internal examination and pressure testing of fluid tanks and reservoirs. <b>Note:</b> In accordance with type design organisation recommendations. Next due:	CHK	See Note		

## Equipment and Environmental:

81	Fire extinguisher contents by pressure/weight.	CHK	Annual		
82	Combustion heater. <b>Note:</b> In accordance with GR 11. Next due:	CHK	iaw GR11		
83	Ground function pressurisation check. Next due:	F/C	36 months		

## Exhaust:

84	Cabin heat exchanger pressure test. <b>Note:</b> In accordance with type design organisation recommendations. Next due:	CHK	Annual or see Note		
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Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic	Qualifying Inspector
Electrical Systems:					
85	Over/under-volt system, warnings. Load sharing.	OP/C	Annual		
86	All ground operable electrical circuits. Exercise manually operated circuit breakers.	OP/C	Annual		
87	Nickel-cadmium battery capacity test. <b>Note:</b> In accordance with equipment manufacturer's recommendations where capacity checks are recommended by the equipment manufacturer. Next due:	F/C	12 months or see Note		
88	Lead-acid battery capacity test. <b>Note:</b> In accordance with equipment manufacturer's recommendations where capacity checks are recommended by the equipment manufacturer. Next due:	F/C	12 months or see Note		
Instrument Systems:					
89	Air Speed Indicator calibration (in situ is permissible). <b>Note:</b> Measured parameters must be recorded.	F/C	Annual		
90	Altimeter calibration (in situ is permissible). <b>Note:</b> Measured parameters must be recorded.	F/C	Annual		
91	Instruments and indicators for satisfactory condition, mounting, marking and operation. <b>Note:</b> This task is applicable to all instruments and indicators that could affect the airworthiness or operating safety of the aeroplane.	F/C	Annual		
92	Readings consistent with ambient conditions. Stall warning device operation.	CHK	Annual		
93	Compass 'deviation' or 'steer by' cards – valid until next check.	CHK	Annual		
94	Instruments, displays, controllers, panels, mounts, pipes, hoses, electrical wiring, gyro filters, flux detectors and instrument transmitters.	INSP	Annual		
95	Compass swing. Next due:	F/C	36 months		

Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic	Qualifying Inspector
Avionics Radio:					
96	Aerials, insulators, controllers, instruments, displays, microphones, headsets, jackplugs and sockets.	INSP	Annual		
97	Cables and terminals, cooling systems and moisture trap areas.	INSP	Annual		
98	ELT, including battery. <b>Note:</b> In accordance with equipment manufacturer's recommendations. Next due:	CHK	See Note		
99	VHF Communication.	OP/C	Annual		
100	HF Communication.	OP/C	Annual		
101	VOR using a field test set, including flag warnings, omni-radial resolving, radio-magnetic indicator accuracy at 90° intervals, sense and course width.	F/C	Annual		
102	ILS Localiser and Glide Slope using a field test set, including flag warnings of single tone failure, centre-line accuracy, sense, course widths and audio.	F/C	Annual		
103	Marker using a field test set, including 3-tone operational check and high/low sensitivity.	F/C	Annual		
104	ADF ground function using station(s) of known bearing to establish accuracy. Audio on all bands.	F/C	Annual		
105	DME using a field test set, including frequency tolerance, range accuracy and audio.	F/C	Annual		
106	ATC Transponder using a field test set, including frequency tolerance, side lobe suppression, mode 'C' and 'S'. <b>Note:</b> The Mode 'S' checks should confirm that the aircraft assigned Mode 'S' code is correct and that any declared parameters are correct.	F/C	Annual		
107	Airborne search and weather radar in all modes.	OP/C	Annual		
108	Area and satellite navigation (GPS).	OP/C	Annual		

Task No.	Task Description	Task Nature	Task Interval	Qualifying Mechanic	Qualifying Inspector
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## Avionics Radio Cont:

109	Audio control panel, including emergency operation.	OP/C	Annual		
110	VHF Communication using a field test set, including frequency tolerance of transmitted frequencies. <b>Note:</b> In accordance with equipment manufacturer's recommendations, only where frequency tolerance checks are recommended by the equipment manufacturer. Next due:	F/C	36 months		
111	HF Communication system using a field test set, including frequency tolerance of transmitted frequencies. <b>Note:</b> In accordance with equipment manufacturer's recommendations, only where frequency tolerance checks are recommended by the equipment manufacturer. Next due:	F/C	36 months		
112	Aerials and Feeders – VSWR (DME and ATC Transponder), insulation (HF). Next due:	F/C	36 months		

## Avionics Auto-Pilot/Stabiliser:

113	Auto-Pilot/Stabiliser in all modes including manual override disengagement functions.	OP/C	Annual		
114	Displays, instruments, controllers.	INSP	Annual		
115	Auto-pilot computer, amplifier, power supply, servo motors, connections to flying control system, automatic trim system, yaw dampers and manometric system inter-connections.	INSP	Annual		

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