**Appendix A to Aircraft Maintenance Programme**

**Minimum Inspection Programme task/inspection checklist/worksheet**

(Annex II with **≤ 2000 kg MTOM – Reglugerð 694/2010 msb.**)

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| **Aircraft registration:** |  | **Aircraft total time:** |  | **Aircraft Tach:** |  |
| **Station:** |  | **Work Order:** |  | **Date – period:** |  |
|  |
| **Documentations/manuals used including revision status** |
| **Document Type** | **Document reference** | **Revision** |
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**Note 1:** The below task list is based on paragraph 6.4(c) and (d) in Regulation 694/2010 as amended.

**Note 2:** To be performed every annual/100 h interval, whichever comes first. tolerance of 1 month or 10 h may be applied to the interval. The next interval shall be calculated from the time the inspection takes place.

**Note 3:** Use the current manufacturer’s maintenance manual to accomplish each task/inspection.

**Note 4:** Proper function of back-up or secondary systems and components should be included for every instance where a check is performed for improper installation/operation.

**Note 5:** State **Y** (yes) **N** (no) in defect column. All defect must be recorded on a worksheet or in the appropriate logbook(s) with rectification taken.

**(Annual / 100 hour inspection)**

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| **System / component / area** | **Task & Inspection detail** | **DefectYes / No** | **Accomplished(initial)** |
| **GENERAL** |
| General | Remove or open all necessary inspection plates, access doors, fairings, and cowlings. Clean the aircraft and aircraft engine as required. |  |  |
| Lubrication/servicing | Lubricate and replenish fluids in accordance with manufacturer’s requirements. |  |  |
| Markings | Check that side and under-wing registration markings are correct. If applicable, check that an exemption for alternate display is approved.Identification plate for National Aviation Authority registered aircraft is present. Other identification markings on fuselage in accordance with local (national) rules. |  |  |
| Weighing: | Review weighing record to establish accuracy against installed equipment.The aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known. |  |  |
| **AIRFRAME** |
| Fabric and skin | Inspect for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.NOTE: When checking composite structures, check for signs of impact or pressure damage that may indicate underlying damage. |  |  |
| Fuselage structure | Check frames, formers, tubular structure, braces, and attachments. Inspect for signs of corrosion. |  |  |
| Systems andcomponents | Inspect for improper installation, apparent defects, and unsatisfactory operation. |   |  |
| Pitot/static system | Inspect for security, damage, cleanliness, and condition. Drain any water from condensation drains. |  |  |
| General | Inspect for lack of cleanliness and loose equipment that might foul the controls. |  |  |
| Tow hooks | Inspect for condition of moving parts and wear.Check service life.Carry out operational test. |  |  |
| **CABIN AND COCKPIT** |
| Seats, safety belts andharnesses | Inspect for poor condition and apparent defects.Check for service life. |  |  |
| Windows, canopiesand windshields | Inspect for deterioration and damage, and for function of emergency jettison. |  |  |
| Instrument panelassemblies | Inspect for poor condition, mounting, marking, and (where practicable) improper operation.Check markings of instruments in accordance with Flight Manual. |  |  |
| Flight and enginecontrols | Inspect for improper installation and improper operation. |  |  |
| Speed/weight/manoeuvre placard | Check placard is correct and legible and accurately reflects the status of the aircraft. |  |  |
| All systems | Inspect for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment. |  |  |
| **LANDING GEAR** |
| Shock-absorbingdevices | Inspect for improper fluid level.Inspect for wear and deformation of rubber pads, bungees, and springs. |  |  |
| All units | Inspect for poor condition and insecurity of attachment. |  |  |
| Retracting and lockingmechanism | Inspect for improper operation. |  |  |
| Linkages, trusses andmembers | Inspect for undue or excessive wear fatigue and distortion. |  |  |
| Hydraulic lines | Inspect for leakage.Check service life. |  |  |
| Electrical system | Inspect for chafing and improper operation of switches. |  |  |
| Wheels | Inspect for cracks, defects, and condition of bearings. |  |  |
| Tires | Inspect for wear and cuts. |  |  |
| Brakes | Inspect for improper adjustment and wear.Carry out operational test. |  |  |
| Floats and skis | Inspect for insecure attachment and obvious or apparent defects. |  |  |
| **WING AND CENTRE SECTION** |
| All components | Inspect all components of the wing and centre section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecurity of attachment. |  |  |
| Connections | Inspect main connections (e.g. between wings, fuselage, wing tips) for proper fit, play within tolerances, wear or corrosion on bolts and bushings. |  |  |
| **FLIGHT CONTROLS** |
| Control circuit/stops | Inspect control rods and cables. Check that the control stops are secure and make contact. |  |  |
| Control surfaces | Inspect aileron, flap, elevator, air brake and rudder assemblies, hinges, control connections, springs/bungees, tapes and seals.Check full range of motion and free play. |  |  |
| Trim systems | Inspect trim surfaces, controls, and connections.Check full range of motion. |  |  |
| **EMPENNAGE** |
| All components andsystems | Inspect all components and systems that make up the complete empennage assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation. |  |  |
| **AVIONICS AND ELECTRICS** |
| Batteries | Inspect for improper installation, improper charge and spillage and corrosion. |  |  |
| Radio and electronicequipment | Inspect for improper installation and insecure mounting.Carry out ground function test. |  |  |
| Wiring and conduits | Inspect for improper routing, insecure mounting, and obvious defects. |  |  |
| Bonding and shielding | Inspect for improper installation, poor condition, and chafing and wear of insulation. |  |  |
| Antennas | Inspect for poor condition, insecure mounting, and improper operation. |  |  |
| **POWERPLANT** |
| Engine section | Inspect for visual evidence of excessive oil, fuel or hydraulic leaks and sources of such leaks. |  |  |
| Studs and nuts | Inspect for looseness, signs of rotation and obvious defects. |  |  |
| Internal engine | Inspect for cylinder compression (record measures for each cylinder) and for metal particles or foreign matter in oil filter, screens and sump drain plugs. If there is weak cylinder compression, inspect for improper internal condition and improper internal tolerances. |  |  |
| Engine mounts | Inspect for cracks, looseness of mounting, and looseness of the engine to mount attachment. |  |  |
| Flexible vibrationdampeners | Inspect for poor condition and deterioration. |  |  |
| Engine controls | Inspect for defects, improper travel, and improper safe tying. |  |  |
| Lines, hoses andclamps | Inspect for leaks, improper condition, and looseness. |  |  |
| Exhaust stacks | Inspect for cracks, defects, and improper attachment. |  |  |
| Turbocharger andintercooler | Inspect for leaks, improper condition, and looseness of connections and fittings. |  |  |
| Liquid cooling systems | Inspect for leaks and proper fluid level. |  |  |
| Electronic enginecontrol | Inspect for signs of chafing and proper electronics and sensor installation. |  |  |
| Accessories | Inspect for apparent defects in security of mounting. |  |  |
| All systems | Inspect for improper installation, poor general condition, defects and insecure attachment. |  |  |
| Cowling | Inspect for cracks and defects.Check cowling flaps. |  |  |
| Cooling baffles andseals | Inspect for defects, improper attachment, and wear. |  |  |
| Fuel tanks | Inspect for improper installation and connection. |  |  |
| **CLUTCHES AND GEARBOXES** |
| Filters, screens, andchip detectors | Inspect for metal particles and foreign matter. |  |  |
| Exterior | Inspect for oil leaks. |  |  |
| Output shaft | Inspect for excessive bearing play and condition. |  |  |
| **PROPELLER** |
| Propeller assembly | Inspect for cracks, nicks, binds, and oil leakage. |  |  |
| Propeller bolts | Inspect for proper installation, looseness, signs of rotation, and lack of safe tying. |  |  |
| Propeller controlmechanism | Inspect for improper operation, insecure mounting, and restricted travel. |  |  |
| Anti-icing devices | Inspect for improper operation and obvious defects. |  |  |
| **MISCELLANEOUS** |
| Ballistic rescue system | Inspect for proper installation, unbroken activation mechanism, proper securing while on ground, validity of inspection periods of pyrotechnic devices, and parachute packing intervals. |  |  |
| Other miscellaneousitems | Inspect installed miscellaneous items that are not otherwise covered by this listing for improper installation and improper operation. |  |  |
| **OPERATIONAL CHECKS** |
| Power and rpm | Check that power output, static and idle rpm are within published limits. |  |  |
| Magnetos | Check for normal function. |  |  |
| Fuel and oil pressure | Check they are within normal values. |  |  |
| Engine temperatures | Check they are within normal values. |  |  |
| Engine | For engines equipped with automated engine control (e.g. FADEC), perform the published run-up procedure and check for discrepancies. |  |  |
| Engine | For dry-sump engines and engines with turbochargers and for liquid cooled engines, check for signs of disturbed fluid circulation. |  |  |
| Pitot-static system | Perform operational check. |  |  |
| Transponder | Perform operational check. |  |  |

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| **After completion of all maintenance** | **Task & Inspection detail** | **Accomplished (initial)** |
| Error capturing after performance of critical maintenance tasks | Ensure error-capturing methods after performance of critical maintenance tasks. The methods is independent inspection or reinspection when only one person is available. Critical maintenance tasks are but not limiting to: 1. installation, rigging and adjustment of flight controls
2. aircraft stability control systems (auto pilot, fuel transfer)
3. installation and rigging of aircraft engines and propeller
 |  |
| Carry out general verification to ensure: | - the aircraft is clear of all tools, equipment and any other extraneous parts and material |  |
| - that all access panels removed have been refitted  |  |
| Aircraft certificate of release to service | At the completion of all maintenance and verification above, when satisfied that all maintenance required has been properly carried out, issue aircraft release to service in the appropriate logbook(s) |  |

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| **Date completed:** |  |  |
| **Part-66 Licence number:** |  |  |
| **Certifying staff Name:** |  |  |
| **Certifying staff signature:** |  |  |