05

TIME LIMITS MAINTENANCE CHECKS

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TIME LIMITS / MAINTENANCE CHECKS

GSAC (GROUPEMENT POUR LA SECURITE DE L' AVIATION CIVILE), ON BEHALF OF THE MINISTER RESPONSIBLE FOR CIVIL AVIATION, HAS ADMITTED THAT THE CONTENTS OF CHAPTER 5, MODIFIED BY REVISION 19, SATISFY, FOR FRENCH USERS, THE REQUIREMENTS OF THE ACCEPTED MAINTENANCE SCHEDULE DEFINED BY ARTICLE 7.4 OF THE DECREE DATED 24TH JULY 1991 CONCERNING THE CIVIL AIRCRAFT OPERATING GENERAL CONDITIONS IN GENERAL AVIATION.

Original version dated Sept. 1991, letter from BUREAU VERITAS,
Reference MAE/AVI/TAB-200/91-JC/GV dated Dec. 5th, 1991.

Revision 19 dated DEC 11, EASA.21J.013.12043 T/N-DOA dated June 06, 2012

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GENERAL

This MAINTENANCE MANUAL has been compiled in compliance with the following regulations :

- Decree of July 24, 1991 : concerning operating conditions of general air aviation civil aircraft.
- FAR PART 23 Paragraph 23.1529 (Amdt. 8)

1. DEFINITION OF MAINTENANCE

Preventive maintenance is applicable to all components which affect airworthiness and consists of a set of operations to ensure that the aircraft safety remains at an acceptable level. In general terms, it comprises :

- inspections : examinations, at various levels, aimed at objectively assessing the condition of a component,
- operations, which may be preprogrammed or not : these operations may be directed at either maintaining the condition of the component or taking corrective action shown to be necessary by inspections,
- replacement of life-limited parts,
- special operations carried out to ensure that operational characteristics do not change or as a result of unforeseen incidents.

Within the context of this definition, the Maintenance Manual is a document which describes the operations which must be carried out to keep the aircraft in operational condition and, in particular, conserve its airworhiness and to service equipment and the communications / navigation radio systems. It is applicable to aircraft used under normal operating conditions.

NOTE : Under no circumstances can GSAC (Groupement pour la Sécurité de l'Aviation Civile, ex-Bureau VERITAS) approval of this document be interpreted as being equivalent to a TPP Maintenance Manual approval.

A. Terminology

For the purposes of this document, the following terms shall have the meanings indicated below :

1) Visual inspection

This is one of the routine inspection operations defined in the "MAINTENANCE PHILOSOPHY", Paragraph 2. It consists of a careful visual examination of the component in-situ to check its condition.

Example : detection of cracks or corrosion.

2) Detailed inspection

This is one of the detailed inspection operations defined in the "MAINTENANCE PHILOSOPHY", Paragraph 2. It involves a thorough inspection of a component, after removal, either with the naked eye or using a magnifying glass or other inspection technique (dye penetrant check, magnetic particle inspection, eddy currents, etc...).

3) Check

This operation is included both in the routine inspection and the detailed inspection. It involves ensuring that a part, or its condition, complies with requirements by taking measurements or using an inspection instrument.

Example : Flight control cable tension check.

4) Bench test

This is a test to check the complete operation of the equipment involved. It may be carried out either after removal of the equipment and its installation on a bench or in the aircraft using a mobile rig.

5) Operational check

This check simply confirms that a system or an equipment item is in good working order. These tests require no special equipment or installations other than those provided in the aircraft (power supplies). They should be similar to the checks carried out by the crew.

6) Operational test

This test ensures that all aspects of the operation of a system or an equipment item comply with the minimum requirements imposed by the design specification for that system or equipment item. The test may require additional ground equipment and must be more accurate and detailed than the operational check. The test definition must include all information necessary to carry out these tests in order to check the characteristics of the system or equipment item so as to maintain its reliability at an acceptable level. Moreover, no other documents are required to achieve this objective.

B. Meaning of abbreviations

AD	:	Airworthiness Directive
AI	:	Annual Inspection
ATA	:	"Air Transport Association"
CA	:	Calibration
CEIRB	:	Operation certificate for the aircraft radio and electrical systems
ED	:	Detailed inspection - refer to Paragraph 1.A., Terminology
EF	:	Operational test - refer to Paragraph 1.A., Terminology
EO	:	Operational check - refer to Paragraph 1.A., Terminology
EV	:	Visual inspection - refer to Paragraph 1.A., Terminology
PB	:	Bench test - refer to Paragraph 1.A., Terminology
PH	:	Remaining propeller life
PM	:	Remaining engine life
RES	:	Dye-penetrant check
RG	:	General overhaul
RGH	:	General propeller overhaul
SB	:	Service Bulletin
TL	:	Operating life before general overhaul
TPP	:	Public Transport Passengers
VA	:	Yearly inspection
VE	:	Condition check
VL	:	Service life
VP25 "A"	:	First 25-hour inspection
VP50 "2A"	:	Minor maintenance inspection after 50 hours
VP100 "4A"	:	Minor maintenance inspection after 100 hours
XR	:	Radiographic inspection

C. List of reference documents used

1) Manufacturers' documents

- Maintenance Manual
- Service Bulletins and Service Letters
- Illustrated Parts Catalog
- Pilot's Operating Handbook
- OPERATOR'S MANUAL (LYCOMING)
- OPERATOR'S MANUAL
- Radio manuals (depending on equipment installed) :
  . KING
  . NARCO
  . COLLINS
  . BECKER
- Autopilot manuals (depending on equipment installed) :
  . EDO AIRE
  . KING

2) Sundry documents

- **GSAC** documents (Groupement pour la Sécurité de l'Aviation Civile, ex-BUREAU VERITAS)

2. MAINTENANCE PHILOSOPHY

The manufacturer recommends scheduled inspections - refer to 05-20-02, 05-20-03, 05-20-04 and 05-20-05, special inspections carried out when the time limits have elapsed as indicated in 05-10-00. An inspection called "ANNUAL INSPECTION" - refer to 05-20-06 is also scheduled in the cycle of inspections. Its purpose is to locate and correct any damage due to aging which might not necessarily be detected during routine inspections. In addition, this procedure means that a date does not need to be fixed for the MAJOR INSPECTION. Except for doors and cowls removals, this operation does not require any major disassembly and is therefore considered as part of minor maintenance. However, the schedule for a yearly inspection also includes inspections necessary after an intermediate period, i.e. those for which the interval between inspections would be too short if included in the basic operation or too long if included in the major inspection schedule.

A. Maintenance methods

The acknowledged maintenance methods applicable to the various components of this type of aircraft are summarized hereafter :

1) Limited life (TL) maintenance :

Any component subject to an operating life limit must be removed before reaching the number of operating hours indicated in 05-10-00 :

- flight hours, operating hours, number of landings or cycles,

- real time.

NOTE : If two inspection time requirements are listed for a same inspection, either hourly, calendar or cyclical, apply both and whichever requirement occurs first determines the application limit.

After removal, the component must :

- either undergo general overhaul,
- or be subjected to an inspection not affecting T.B.O.,
- or be withdrawn from service [life limit (VL)].

2) Maintenance including a check of condition (VE)

A component subject to maintenance, including a condition check, must undergo inspection operations which determine its condition. Once its condition has been determined, apply the appropriate maintenance operations. In this manual, the condition is determined by :

- routine inspections,
- detailed inspections.

B. Time calculation

The TBO and Inspection Time Limits are calculated in block hours, unless otherwise agreed by local authorities in application of operational regulations in force in the aircraft registration country.

C. Updatings (SB, SL and AD)

The schedules do not include manufacturers recommendations issued in the form of Service Bulletins (SB), Service Letters (SL) or Airworthiness Directives (AD) when the Maintenance Manual is updated after SB, SL or AD issue. Prescriptions of a repetitive nature in the aircraft maintenance procedure are introduced by adding pages to Chapter 05 which are updated simultaneously with the Maintenance Manual.

D. Changes of maintenance intervals

Any changes in maintenance intervals which are reasonable in the light of experience gained, can be requested from the appropriate Departments, subject to an experimental procedure.

LIST OF OFFICIAL PUBLICATIONS IN FORCE

1. GENERAL

This section deals with the following official publications :

- SOCATA service bulletins - refer to 05-00-03,
- SOCATA service letters - refer to 05-00-04,
- SOCATA service information letters - refer to 05-00-05,
- SOCATA technical instructions - refer to 05-00-06,
- Aircraft airworthiness directives - refer to 05-00-07,
- Engine airworthiness directives - refer to 05-00-08,
- Propeller airworthiness directives - refer to 05-00-09,
- Equipment airworthiness directives - refer to 05-00-10,
- SOCATA modifications - refer to 05-00-11.

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SOCATA SERVICE BULLETINS

NOTE : Avco Lycoming publishes Service Bulletins (SB) occasionally. These require the application of inspection procedures not included in this manual. They are generally limited to a specific type of engine and are cancelled once corrective action has been taken. All of these publications can be obtained from Avco Lycoming distributors or from the factory. Refer to the latest issue of Service Letter No. L114 for further information on a subscription to these publications. Maintenance plants must possess a file of these publications kept constantly up-to-date.

SB		SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
No. (SB 10)	ATA					
1	39-01	Electrical wiring	R		N / A	
2	52-03	Cockpit door	R		N / A	
3	27-15	Anti-tab	R		N / A	
4	27-16	Elevator control	R		Up to S / N 41, except S / N 35, 36, 39 and 40	
5	55-06	Horizontal stabilizer	M	79-251 (A)	Up to S / N 70, except S / N 18, 19, 45, 49 and 50	
6	28-15	Fuel tank	M	80-59 (A)	Up to S / N 63, except S / N 58	
7	11-05	Temporary modification of authorized forward C.G limitations	M		Superseded by SB 13	
8 8 / 1 8 / 2	55-07	Horizontal stabilizer	M	81-82 (A)	Superseded by SB 15	
9	34-02	Utilisation of the aircraft without wheel spats	F		N / A	
10	27-17	Wing flaps	M	81-202 (A)	N / A	
11	32-19	Interconnection of nose wheel	R		Up to S / N 238 inclusive, except S / N 5, 6, 9, 126, 151, 178, 188, 194, 223 and 225 to 238 for which retrofit was carried out in factory	
12	32-20	Landing gear	R		Up to S / N 235 inclusive	9067

N / A Not applicable
(*) F Facultative
M Mandatory
R Recommended
(**) TI or KIT at the latest revision

SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
13	11-06	Forward C.G location range	M		Superseded by SB 13 / 1	
13 / 1	11-06	Forward C.G location range	M	81-202 (A)	Up to S / N 239	
14	55-08	Horizontal stabilizer	M	82-94 (A)	Up to S / N 274 inclusive	
15	55-09	Horizontal stabilizer	M	82-94 (A)	Superseded by SB 15 / 1	
15 / 1	55-09	Horizontal stabilizer	M	82-94 (A)	Replacement of horizontal stabilizer Up to S / N 274 inclusive Rear fuselage modifications Up to S / N 171 inclusive	
16	71-09	Engine mount	M	82-128 (A)	Superseded by SB 16 / 1	
16 / 1	71-20	Engine mount	M	82-128 (A) R1	Up to S / N 299 inclusive and for all engine mounts bearing the reference TB10 51000000	
17	78-05	Heat exchanger support on exhaust system	R		Superseded by SB 17 / 1	
17 / 1	78-05	Heat exchanger support on exhaust system	R		Up to S / N 374 inclusive except those on which SB 19 has been complied with	
18	27-18	Elevator tab with cable control	M	82-144 (A)	S / N 278, 279, 280, 281, 286, 287, 288, 289, 290, 291, 294, 295, 296, 297, 298, 299, 301, 302, 304, 307, 308, 310, 313, 314, 315, 316, 318	
19	78-05	Exhaust assembly	R		Up to S / N 374 inclusive	
20	71-09	Engine mount N° TB20 51000001	M	84-21 (A)	N / A	

N / A Not applicable
(*) F Facultative
M Mandatory
R Recommended
(**) TI or KIT at the latest revision

SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
21	42-12	End fittings on nose landing gear centering device	M	84-74 (A)	N / A	
22	52-30	Draining of electrical fuel pump on firewall	R		N / A	
23	32-60	Setting of landing gears micro-switches	M	85-4 (A)	N / A	
24	27-30	Attachment of elevator tab control on elevator tab levers	M	85-43 (A)	Up to S / N 479 inclusive	9105 9104
25	55-10	Balance weight support of horizontal stabilizer	M	85-90 (A)	Up to S / N 474 inclusive	9109
26	57-30	Water draining off under wings	M	85-15 (A)	N / A	
27	27-10	Aileron control, transmission relays hinges between flyweels and torque tubes	R		From S / N 1 to 544, plus 555	
28	57-60	Ailerons balancing	M	87-031 (A)	N / A	
29	27-00	Stabilator control rod	M	87-003 (A)	From S / N 1 to 709 except 652, 653, 661, 664, 665, 672, 691 and 701 to 706	9127
30	32-30	Main landing gears boxes	M	87-030 (A)	N / A	
31	32-40	"SATMO" hydraulic pipes	R		Superseded by SB 10-31 / 1	
10-31 / 1	32-40	"SATMO" hydraulic pipes	R		Superseded by SB 10-31 / 2	
10-31 / 2	32-40	"SATMO" hydraulic pipes	R		Main landing gears from S / N 1 to S / N 1620, except S / N 1513 R.H. braking station : OPT 521 from S / N 1 to S / N 1348, plus S / N 1436, 1454 and 1455	
32	72-40	Mounting flange of the exhaust pipe on the turbo-charger	M	87-042 (A)	N / A	

N / A Not applicable
(*) F Facultative
M Mandatory
R Recommended
(**) TI or KIT at the latest revision

SB		SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
No. (SB 10)	ATA					
33	32-40	Brake hydraulic pipes attachment	M	87-118 (A)	From S / N 1 to 755 except 630, 631, 634, 636, 643, 648, 649, 656 to 659, 661 to 664, 750 to 753	9138 9139
34	29-10	Landing gear hydraulic pipe	M	87-117 (A)	N / A	
35	51-00	Horizontal stabilizer rear attachment frame	M	87-141 (A)	Superseded by SB 35 / 1	
35 / 1	51-00	Horizontal stabilizer rear attachment frame	M	87-141 (A) R2	From S / N 1 to 795 not equipped with modification No. 70	9142 9143 9144 9145
36	12-20	Reinforcement of anti-corrosion protection on in service airplanes	R		Superseded by SB 10-092-20	
37	29-10	Emergency landing gear valve P / N Z00. 13001.14 (Gerdes A115-4)	R		N / A	
38	77-20	Engine operation (TIT)	R		N / A	
39	27-50	Maximum authorised airspeed with flaps in take-off position	F		N / A	
40	32-10	Washer on main landing gears hinged strut	R	89-096 (A) R2	N / A	
41	12-20	Oil draining and oil filter replacement	R		Superseded by SB 41 Amdt. 1	
41 Amdt. 1	12	Oil draining and oil filter replacement	R		All	
42	53-20	Frame n° 0 (Firewall)	M	89-175 (A)	Superseded by SB 42 / 1	
42 / 1	53-20	Frame n° 0 (Firewall)	M	89-175 (A) R1	N / A	
43	25-10	Front seats sliders	M	89-098 (A)	Superseded by SB 43 / 1	

N / A Not applicable
(*) F Facultative
M Mandatory
R Recommended
(**) TI or KIT at the latest revision

SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
43 / 1	25-10	Front seats sliders	M	89-098 (A) R1	Front seats (equipped with a high lever tilting system) which equip (or have equipped) TB aircraft from S / N 776 to 873 except 833, 834, 836 and 838 to 849 plus 865	
44	25-10	Front seats safety belts	M	89-097 (A)	Superseded by SB 10-044-25 Amdt. 1	
10-044 Amdt. 1	25-10	Front seats safety belts	M	89-097 (A) R1	All	
45	32-30	Landing gear articulated stays	M	89-096 (A)	Superseded by SB 45 / 1	
45 / 1	32-30	Landing gear articulated stays	M	89-096 (A) R1	Superseded by SB 45 / 2	
45 / 2	32-30	Landing gear articulated stays	M	89-096 (A) R2	N / A	
46	32-30	Nose landing gear lever adjusting screws	M	89-108 (A)	Superseded by SB 46 / 1	
46 / 1	32-30	Nose landing gear lever adjusting screws	M	89-108 (A) R1	N / A	
47	28-20	Auxiliary fuel pump (electric booster pump)	R		Superseded by SB 47 / 1	
47 / 1	28-20	Auxiliary fuel pump (electric booster pump)	R	89-183 (A) R1	N / A	
48	28-20	Fuel tanks	M	89-177 (A)	Superseded by SB 48 / 1	
48 / 1	28-20	Fuel tanks	M	89-177 (A) R1	Superseded by SB 48 / 2	
48 / 2	28-20	Fuel tanks	M	89-177 (A) R2	Superseded by SB 48 / 3	
48 / 3	28-20	Fuel tanks	M	89-177 (A) R3	From S / N 1 to 1037	9154 9155
49	53-20	Attachment of console side on frame n° 0	M	91-160 (A)	N / A	

N / A Not applicable
(*) F Facultative
M Mandatory
R Recommended
(**) TI or KIT at the latest revision

SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
50	79-20	Engine oil system	M		Superseded by SB 50 / 1	
50 / 1	79-20	Engine oil system	M	90-143 (A)	All	
51	71-60	Carburator air bleed on engine cowling	M	90-240 (A)	From S / N 1 to 994 if equipped with the lateral air bleed on the lower cowling	9173
52	52-40	Fuel tanks tight doors	R		From S / N 1 to 1173	
53	31-50	Warning lights panel connectors	R		From S / N 1 to 947 except from 823 to 849 and 888	
54	79-20	Engine oil circuit	R		N / A	
55	71-60	Engine air inlet filter	M	90-229 (AB) R2	All	
10-056	32	Main gear door hinge	R		N / A	
57	55-10	Attachment of horizontal stabilizer balance weight	M	91-031 (A)	From S / N 1 to 1217 inclusive	
58	52-10	Catches on cabin access doors	M	91-143 (A)	Superseded by SB 58 / 1	
58 / 1	52-10	Catches on cabin access doors	M	91-143 (A) R1	Aircraft which catches last inspection occured for more than 100 operating hours ago or which have totalized more than 100 hours since delivery date	
59	30-60	Propeller deicing electrical circuit protection	M	91-144 (A)	N / A	
60	22-10	Autopilot control system	M	91-145 (A)	N / A	
61	28-20	Fuel tanks outlet filter	M	91-246 (A)	N / A	
10-062	78	Exhaust system	M	92-152 (A) R2	Superseded by SB 10-072-78	
10-063	78	Exhaust system	M	92-206 (A)	N / A	
10-064	28	Fuel tank air vent system	M	92-155 (A)	Superseded by SB 10-064 / 1	

N / A Not applicable
(*) F Facultative
M Mandatory
R Recommended
(**) TI or KIT at the latest revision

SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
10-064 / 1	28	Fuel tank air vent system	M	92-155 (A) R1	From S / N 1 to 1499 except 1443, 1447, 1454, 1455, 1459, 1470, 1472, 1489, 1491 and from S / N 1493 to 1498	
10-065	78	Exhaust system	R		Superseded by SB 10-065-78 Amdt. 1	
10-065 Amdt. 1	78	Exhaust system	R		N / A	
10-066	32	Brake master cylinder	F		From S / N 1	
10-067	28	Fuel tank air vent system	M	92-225 (A)	Superseded by SB 10-067-28 Amdt. 1	
10-067 Amdt. 1	28	Fuel tank air vent system	M	92-225 (A) R1	N / A	
10-068	61	Reinforced spinner for deiced propeller	R		N / A	
10-069	61	Reinforced spinner	R		Aircraft equipped with variable pitch propeller	9170
10-070	32	Landing gear hydraulic system	F		N / A	
10-071	55	Rudder balance weight	M	93-012 (A)	Superseded by SB 10-071-55 Amdt. 1	
10-071 Amdt. 1	55	Rudder balance weight	M	93-012 (A)	Superseded by SB 10-071-55 Amdt. 2	
10-071 Amdt. 2	55	Rudder balance weight	M	93-012 (A) R1	Superseded by SB 10-071-55 Amdt. 3	
10-071 Amdt. 3	55	Rudder balance weight	M	93-012 (A) R2	N / A	
10-072	78	Exhaust system	M	92-152 (A) R2	Superseded by SB 10-072-78 Amdt. 1	
10-072 Amdt. 1	78	Exhaust system	M	92-152 (A) R3	Superseded by SB 10-072-78 Amdt. 2	
10-072 Amdt. 2	78	Exhaust system	M	92-152 (A) R4	From S / N 1 to 1619	9183
10-073	78	Exhaust system	M	92-206 (A) R1	Superseded by SB 10-073-78 Amdt. 1	

N / A Not applicable
(*) F Facultative
M Mandatory
R Recommended
(**) TI or KIT at the latest revision

AAAA
Validity : S / N 1 - 9999

SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
10-073 Amdt. 1	78	Exhaust system	M	92-206 (A) R2	Superseded by SB 10-073-78 Amdt. 2	
10-073 Amdt. 2	78	Exhaust system	M	92-206 (A) R3	N / A	
10-074	78	Exhaust system	M	94-067 (A)	Superseded by SB 10-074-78 Amdt. 1	
10-074 Amdt. 1	78	Exhaust system	M	94-067 (A) R1	N / A	
10-075	25	Front seats	M	94-114 (A)	Superseded by SB 10-075-25 Amdt. 1	
10-075 Amdt. 1	25	Front seats with tilting back-rest (provided with a setting knob)	M	94-114 (A) R1	All the front seats with tilting back-rest installed on the TB aircraft from February 1991 and up to the aircraft S / N 1479. The aircraft S / N 1192, 1193, 1308, 1426 to 1433, 1448, 1461, 1462, 1464 to 1469, 1471, 1473 to 1477 are not included. All the front seats with tilting back-rest supplied or installed as spares from February 1991 and which have no serial number.	9193

N / A Not applicable
(*) F Facultative
M Mandatory
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(**) TI or KIT at the latest revision

SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
10-076	77	Tachometer sensor bracket	R		From S / N 823 to 849, 888, 948 to 1184, 1186 to 1191, 1194 to 1213, 1215 to 1305, 1307 to 1324, 1326, 1328 to 1333, 1338, 1340 to 1347, 1349, 1356 to 1372, 1377 to 1381, 1383 to 1387, 1398 to 1400, 1404, 1408, 1409, 1412, 1415	
10-077	53	Cabin floor	R		From S / N 1 to 1628	9192
10-078	27	Electric flap motor "LPMI"	R		From S / N 1531 to 1543, 1545, 1546, 1548 to 1551, 1553 to 1567, 1570 to 1574, 1576 to 1580	
10-079	76	Mixture control	M	94-115 (A)	N / A	
10-080	57	Attachment fittings of main landing gear hinged strut	M	94-266 (A)	Superseded by SB 10-080-57 Amdt. 1	
10-080 Amdt. 1	57	Hinged strut attachment bearings (fittings) on main landing gears	M	94-266 (A) R1	Superseded by SB 10-080-57 Amdt. 2	
10-080 Amdt. 2	57	Hinged strut attachment bearings (fittings) on main landing gears	M	94-266 (A) R2	Superseded by SB 10-080-57 Amdt. 3	
10-080 Amdt. 3	57	Hinged strut attachment bearings (fittings) on main landing gears	M	1994-266 (A) R3	N / A	
10-081	57	Wing front attachments	M	94-264 (A)	Superseded by SB 10-081-57 Amdt. 1	
10-081 Amdt. 1	57	Wing front attachments	M	94-264 (A) R1	From S / N 1 to 9999	9081 9110 9198
10-082	57	Wing rear attachment fittings	M	94-249 (A)	Superseded by SB 10-082-57 Amdt. 1	
10-082 Amdt. 1	57	Wing rear attachment fittings	M	94-249 (A) R1	N / A	
10-083	55	Fin intermediate rib attachment	M	94-248 (A)	Superseded by SB 10-083-55 Amdt. 1	

N / A Not applicable
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SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
10-083 Amdt. 1	55	Fin intermediate rib attachment	M	94-248 (A)	From S / N 1 to 1609	
10-084	57	Wing ribs, fuel tank area	M	94-247 (A)	From S / N 1038 to 1442, 1444 to 1462, 1464 to 1581, 1583 to 1606, 1608 to 1619, 1629, and aircraft from S / N 1 to 1037 on which the tank rib has been repaired since the application of the modification No. 78	
10-085	57	Main landing gear support ribs	M	94-265 (A)	Superseded by SB 10-085-57 Amdt. 1	
10-085 Amdt. 1	57	Main landing gear support ribs	M	94-265 (A) R3	Superseded by SB 10-085-57 Amdt. 2	
10-085 Amdt. 2	57	Main landing gear support ribs	M	94-265 (A) R4	From S / N 1 to 9999	9108
10-086	71	Air intake box flap	R		S / N 324 to 1701, 1707 to 1747	
10-087	23	VHF 2 rigid antenna	F		N / A	
10-088	23	KMA 24-02 audio selection box wiring	F		N / A	
10-089	77	Engine monitoring cluster	R		N / A	
10-090	23	Directional gyro	R		N / A	
10-091	57	Attachment bearing of main landing gear hinged strut repaired in service	M	95-084 (A)	N / A	
10-092	20	Reapplication and follow-up of anti-corrosion protection on in service aircraft	R		All	
10-093	27	Flap actuator	R		From S / N 1531 to 1673, 1678, 1720, 1722, 1731 and 1736	
10-094	32	Landing gear hydraulic system flow regulator	F		N / A	

N / A Not applicable
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(**) TI or KIT at the latest revision

SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
10-095	57	Flap / wing interference	F		From S / N 1 to 1675, 1678 to 1691, 1698	
10-096	23	Transponder-induced headset radio noise	R		Superseded by SB 10-096-23 Amdt. 1	
10-096 Amdt. 1	23	Transponder-induced headset radio noise	R		From S / N 1 to 1701, 1707 to 1731, 1734 to 1741 equipped with audio box KING KMA 24	
10-097	74	Power plant starting system	R		S / N 823 to 849, 888, 948 to 1794	
10-098	00	Removal of ferry flight installation	F		Superseded by SB 10-098-00 Amdt. 1	
10-098 Amdt. 1	00	Removal of ferry flight installation	F		All	
10-099	28	Fuel level	M	1999-062 (A)	14-volt aircraft S / N 1 to 822, 850 to 887, 889 to 947 with engine monitoring cluster at amendment D	
10-100	28	Filtering adapter on gaging conditioner	F		Aircraft fitted with capacity gaging system (Modification No. MOD. 87) with conditioner, P / N JC 9106 A00 0100, up to S / N 1792	
10-101	55	Horizontal stabilator	R		Superseded by SB 10-101-55 Amdt. 1	
10-101 Amdt. 1	55	Horizontal stabilator fittings	R		Superseded by SB 10-101-55 Amdt. 2	

N / A Not applicable
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SB No. (SB 10)	SB ATA	SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
10-101 Amdt. 2	55	Horizontal stabilator fittings	R		S / N 1 to 1864, 1867 to 1869 which hinge bearings have more than 2000 flight hours or installed for more than 10 years (whichever occurs first)	
10-102	32	Landing gear hydraulic system	R		N / A	
10-103	25	Upper attachment of front belts	M	96-143 (A)	Aircraft equipped with upholstering on upper duct posts From S / N 1 to 1701, 1707 to 1750, 1758 to 1763, 1767 to 1769	9209
10-104	25	Upper attachment of front belts	M	96-142 (A)	Aircraft not equipped with upholstering on the upper duct posts From S / N 1 to 1701, 1707 to 1750, 1758 to 1763, 1768	9210
10-105	32	Landing gear	M	97-032 (A)	N / A	
10-106	23	Radio master printed circuit	R		S / N 1 to 1885 equipped with radio master	
10-107	32	Landing gear electrohydraulic generator	R		N / A	
10-108	73	TB 200 fuel flowmeter pipe	M	1999-061 (A)	Superseded by SB 10-108-73 Amdt. 1	
10-108 Amdt. 1	73	TB 200 fuel flowmeter pipe	M	1999-061 (A) R1	N / A	
10-109	00	Technical documentation	R		Superseded by SB 10-109-00 Amdt. 1	
10-109 Amdt. 1	00	Technical documentation	R		Superseded by SB 10-109-00 Amdt. 2	
10-109 Amdt. 2	00	Technical documentation	R		Superseded by SB 10-109-00 Amdt. 3	

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(**) TI or KIT at the latest revision

SB		SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
No. (SB 10)	ATA					
10-109 Amdt. 3	00	Technical documentation	R		Superseded by SB 10-109-00 Amdt. 4	
10-109 Amdt. 4	00	Technical documentation	R		All	
10-110	55	Change of horizontal stabilizer fitting material	F		S / N 480 to 1864, 1867 to 1869 S / N 1 to 480 with kit OPT10 909600 or OPT10 910300	
10-111	78	Low noise exhaust	F		Superseded by SB 10-111-78 Amdt. 1	
10-111 Amdt. 1	78	Low noise exhaust	F		Superseded by SB 10-111-78 Amdt. 2	
10-111 Amdt. 2	78	Low noise exhaust	F		From S / N 1	
10-112	61	Propeller governor control	M	1999-386 (A)	N / A	
10-113	32	Main landing gear shock-absorber	R		Aircraft equipped with shock-absorbers P / N TB10 4106600000 S / N 1 to 14, 21, 22, 24, 26, 48, 49	
10-114	55	Rudder bearing	M	2001-002 (A)	S / N 1 to 2006, 2008, 2010, 2012 to 2016 for realization of opening S / N 1 to 9999 for the visual inspection	
10-115	25	Unlocking of seats	M	2001-005 (A)	Seats with seating made of stamping P / N TB10 74106XXX, TB10 74203XXX or TB10 74936XXX for which the modification No. MOD. 165 has not been applied at the factory	9273

N / A Not applicable
(*) F Facultative
M Mandatory
R Recommended
(**) TI or KIT at the latest revision

SB		SUBJECT	CL *	A.D. (DGAC)	VALIDITY	TI or KIT (OPT 10) No. (**)
No. (SB 10)	ATA					
10-116	32	Tightening of nose gear mount bolts	M	2001-001 (A)	N / A	
10-117	11	Oil placard	R		N / A	
10-118	71	Suppression of fine dust air filter	R		All	

N / A Not applicable
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SOCATA SERVICE LETTERS

SL		SUBJECT	VALIDITY	TI or KIT (OPT 10) No. (*)
No.	ATA			
1	/	Cancelled		
2	/	Cancelled	Replaced by SB 6	
3	/	Propeller cone TB9 - TB10	From S / N 158	
4	/	Engine control TB9 - TB10		
5	/	Equipment warranty		
6	/	TB9 - TB10 tightness of cabin access panels and improvement of locking system operation	Superseded by SL 6 / 1	
6 / 1	/	TB9 - TB10 tightness of cabin access panels and improvement of locking system operation	From S / N 175	
7	/	TB9 - TB10 tightness of air scoops "NACA"	From S / N 175	
8 and 8 / 1	/	TB9 - TB10 aircraft fuel tanks siphoning	Superseded by SL 8 / 2	
8 / 2	/	TB9 - TB10 aircraft fuel tanks siphoning	From S / N 175	
9	/	TB9 - TB10 reinforcement of rear seat cross-beam	From S / N 175	
10	/	Parking brake - TB9 and TB10 aircraft	From S / N 242	
11	/	Parking brake hydraulic fluid tank all models TB9 - TB10 - TB20	Up to S / N 364	
12	/	Elevator tab cylinder protection against frost	Superseded by SL 12 / 1	
12 / 1	/	Elevator tab cylinder protection against frost	S / N 1 to 339	
14	/	Repercussion of TB10 fatigue tests on TB9, TB10, TB20 and TB21 airplanes	Superseded by SL 14 / 1	
14 / 1	/	Repercussion of TB10 fatigue tests on TB9, TB10, TB20 and TB21 airplanes	Superseded by SL 10-14 / 2	
10-14 / 2	/	Repercussion of TB10 fatigue tests on TB9, TB10, TB20 and TB21 airplanes	Cancelled Content included in Maintenance Manual	
16	/	Hydraulic parking brake	From S / N 341	
18	/	TB aircraft battery	TB (CN 85.130)	
19	/	Bearing plates riveted on R.H. and L.H. flaps	S / N 1 to 485	9100
20	71	Engine mounts - monitoring improvement	Aircraft having an engine mount with the riveted manufacturer plate	
21	49	Magnetos selector - modification of a lug	S / N 1 to 587	

(*) TI or KIT at the latest revision

SL No.	SL ATA	SUBJECT	VALIDITY	TI or KIT (OPT 10) No. (*)
22	32	Main landing gear		
24	51	Water discharge holes under fuselage rear section	S / N 1 to 771 except 656	
25	12	Cancelled	Replaced by SB 41	
27	52	Catches on access doors	Superseded by SB 58	
28	28	Fuel selector	S / N 731 to 750 except 744	
29	78	Burnt gases discharge	Superseded by SL 10-029 / 1	
10-029 / 1	78	Burnt gases discharge	Superseded by SB 10-062-78 Appendix included in Maintenance Manual	
10-030	57	Wing inspection door	Superseded by SL 10-030-57 Amdt. 1	
10-030 Amdt. 1	57	Wing inspection door	All	9187 9188
10-031	79	Oil filter	S / N 1 to 1569	9184
10-032	05	Maintenance programs	Superseded by SL 10-032-05 Amdt. 1	
10-032 Amdt. 1	05	Maintenance programs	Cancelled	
10-033	71	Engine mount	From S / N 1	
10-034	71	Engine lower cowling	S / N 1 to 387 plus 393	9179
10-037	76	Carburator heating control	Superseded by SL 10-037-76 Amdt. 1	
10-037 Amdt. 1	76	Carburator heating control	S / N 1 to 1822	9231
10-038	78	Exhaust pipe	Superseded by SL 10-038-78 Amdt. 1	
10-038 Amdt. 1	78	Exhaust pipe	S / N 1 - 9999 not equipped with MOD. 125 "Inconel exhaust pipe"	9195
10-039	77	Tachometer sensor support	S / N 823 to 849, 888, 948 to 9999	9218

(*) TI or KIT at the latest revision

SL		SUBJECT	VALIDITY	TI or KIT (OPT 10) No. (*)
No.	ATA			
10-041	34	KT 76A transponder	Refer to BENDIX / KING SB No. SB KT 76A-7	
10-043	72	Recall of piston pin Part No. LW-14077	Refer to TEXTRON LYCOMING SB No. 527B	
10-044	37	Vacuum pump	S / N 1 to 1809	A904.02
10-045	56	Installation of windshield with screws	From S / N 1	9215
10-046	71	Engine cowling thermal shields	S / N 1 to 1818	9225
10-047	79	Oil cooler	Superseded by SL 10-047-79 Amdt. 1	
10-047 Amdt. 1	79	Oil cooler	S / N 1 to 1822, 1824, 1825, 1827 to 1842	9235
10-048	71	Engine bulkheads	S / N 1 to 1836, 1839 to 1842	9233
10-049	55	Elevator tab hinges	Superseded by SL 10-049-55 Amdt. 1	
10-049 Amdt. 1	55	Elevator tab hinges	S / N 1 to 1822, 1824, 1825, 1827 to 1830	9217
10-051	27	Flap control	Refer to validity of TI OPT10 9212-27 and OPT10 9240-27	9212 9240
10-052	00	Consequences of dates on on-board equipment	S / N 1 - 9999	

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SOCATA SERVICE INFORMATION LETTERS

SIL		SUBJECT	VALIDITY
No.	ATA		
(IB) 1	/	Engine control	
(IB) 2	/	Hinge of elevator trim tab	Up to and including No. 400
(IB) 3	/	Repairing of leading edge and/or rear part of wing in the area located in level with the aileron support	
(SI) 6	/	Kits and Options	
(SI) 7	/	Kits	
(SI) 8	/	Service Bulletin for XA 9510 control unit TKS ice protection system	
(SI) 9	/	SOCATA technical documentation	Superseded by SI 9 Amdt. 1
(SI) 9 Amdt. 1	/	SOCATA technical documentation	Superseded by SI 9 Amdt. 2
(SI) 9 Amdt. 2	/	SOCATA technical documentation	Superseded by SI 9 Amdt. 3
(SI) 9 Amdt. 3	/	SOCATA technical documentation	Superseded by SI 9 Amdt. 4
(SI) 9 Amdt. 4	/	SOCATA technical documentation	Superseded by SI 9 Amdt. 5
(SI) 9 Amdt. 5	/	SOCATA technical documentation	Superseded by SIL 10-009 Amdt. 6
SIL 10-009 Amdt. 6	00	Technical publications	Superseded by SIL 10-009 Amdt. 7
SIL 10-009 Amdt. 7	00	Technical publications	Superseded by SIL 10-009 Amdt. 8
SIL 10-009 Amdt. 8	00	Technical publications	Superseded by SIL 10-009 Amdt. 9
SIL 10-009 Amdt. 9	00	Technical publications	
SIL 10-010	00	Training periods for familiarization to TB series (TB9 - TB10 - TB200 - TB20 - TB21) maintenance	Superseded by SIL 10-010-00 Amdt. 1
SIL 10-010 Amdt. 1	00	Training periods for familiarization to TB series (TB9 - TB10 - TB200 - TB20 - TB21) maintenance	Superseded by SIL 10-010-00 Amdt. 2
SIL 10-010 Amdt. 2	00	Training periods for familiarization to TB series (TB9 - TB10 - TB200 - TB20 - TB21) maintenance	Superseded by SIL 10-010-00 Amdt. 3
SIL 10-010 Amdt. 3	00	Training periods for familiarization to TB series (TB9 - TB10 - TB200 - TB20 - TB21) maintenance	Superseded by SIL 10-010-00 Amdt. 4
SIL 10-010 Amdt. 4	00	Training periods for familiarization to TB series (TB9 - TB10 - TB200 - TB20 - TB21) maintenance	
SIL 10-011	00	Hot line	

SIL		SUBJECT	VALIDITY
No.	ATA		
SIL 10-012	32	MICHELIN tires	
SIL 10-013	00	SOCATA fleet follow-up	
SIL 10-014	77	Replacement of mechanical tachometers	

SOCATA TECHNICAL INSTRUCTIONS

TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9065		F / E	Siphoning of TB9 fuel tanks		
9066		*	Tightness of cabin access panels and improvement of locking system ; Tightness of air scoops NACA	DELIVER SL No. 6 and 7	SL 6 SL 7
9067		*	Retrofit kit of nose landing gears	DELIVER SB No. 12	SB 12
9068		*	Parking brake	DELIVER SL No. 10	SL 10
9070		*	Ground power receptacle for AUSTRALIA		
9071		*	Modif. of fuel and oil pressure transmitter position		
9073		F / E	Elevator tab actuator housing for ball-type control	S / N 1 - 274	
9074		F / E	New voltage regulator LAMAR BOO 371-5		
9075		F / E	New starter relay RBM 70 112 225 5		
9081	53	F / E	Frame No. 1 reinforcement in wing front attachment area	S / N 400 - 412, 414 - 9999	SB 10-081
9083		F	Valve parking brake		
9084		*	Locking improvement of oil inspection doors		
9085		F	Locking improvement of access door		
9087		F / E	Elevator tab actuator housing for cable-type control	S / N 275 - 340	
9090		*	L.H. wing tip - Spare parts from S / N 275 to 425		
9091		*	R.H. wing tip - Spare parts from S / N 275 to 425		
9094		*	L.H. wing tip - Spare parts up to S / N 274		
9095		*	R.H. wing tip - Spare parts up to S / N 274		
9096		F / E	Modification of horizontal stabilizer ball-joints without supply of horizontal stabilizer		
9097		*	Addtion of centering rings on upper cowl		
9098		*	Addtion of centering pins on lower cowl		

II Installation Instruction
(1) F French
E English
* TI, which has not been created
(**) SB or SL at the latest revision

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Validity : S / N 1 - 9999

TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9100		F / E	Friction plate on flaps	Superseded by OPT10 9100 Amdt. 1	
9100 Amdt. 1		F / E	Friction plate on wing flaps	S / N 1 - 478	SL 19
9103		F / E	Modification of horizontal stabilizer hinge ball-joints with stabilizer supply	Superseded by OPT10 9103 Amdt. 1	
9103 Amdt. 1		F / E	Modification of horizontal stabilizer hinge ball-joints with stabilizer supply	Superseded by OPT10 9103 Amdt. 2	
9103 Amdt. 2		F / E	Modification of horizontal stabilizer hinge ball-joints with stabilizer supply	S / N 1 - 479	
9104		*	Trim control attachment on elevator tab levers		SB 24
9105		*	Additional equipment for trim control attachment on elevator tab levers		SB 24
9107		*	Additional equipment for JPC anti-collision unit or light		
9108		*	Landing gear rib reinforcement	Refer to Chapter 57-00-00 of the Maintenance Manual	SB 10-085
9109		F / E	Modification of horizontal stabilizer balance boom		SB 25
9110	57	F / E	Reinforcement of wing forward attachment	Superseded by OPT10 9110-57 Amdt. 1	
9110 Amdt. 1	57	F / E	Reinforcement of wing forward attachment	Superseded by OPT10 9110-57 Amdt. 2	
9110 Amdt. 2	57	F / E	Reinforcement of wing forward attachment		SB 10-081
9111		F / E	Installation of radio master switch		
9112		*	Engine controls panel RICHARD & PECKLY	S / N 275 - 9999	
9116		F / E	Flaps control manipulator	Superseded by OPT10 9116 Amdt. 1	
9116 Amdt. 1		F / E	Flaps control manipulator	Aicraft equipped with option No. 569.00 "Flaps control preselection" S / N 1 - 560	
9117		*	Inspection doors in front of windshield		
9119		*	DALE fan for Option 504		

II Installation Instruction
(1) F French
E English
* TI, which has not been created
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AAAA
Validity : S / N 1 - 9999

TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9122		F / E	Doors locks "KESO"	Superseded by OPT10 9122 Amdt. 1	
9122 Amdt. 1		F / E	Doors locks "KESO"	Superseded by OPT10 9122 Amdt. 2	
9122 Amdt. 2		F / E	Doors locks "KESO"	Superseded by OPT10 9122 Amdt. 3	
9122 Amdt. 3		F / E	Doors locks "KESO"	S / N 146 - 730	
9124		F / E	Ailerons balancing	S / N 1 - 707	
9126		F / E	Flanges / rudder	Aircraft equipped with rudder TB10 32000001	
9127		F / E	Stabilator control rod	S / N 1 - 651, 654 - 660, 662, 663, 666 - 671, 673 - 690, 692 - 700, 707 - 709	SB 29
9129		F / E	Wing flaps position indicator RICHARD & PECKLY	Superseded by OPT10 9129 Amdt. 1	
9129 Amdt. 1		F / E	Wing flaps position indicator RICHARD & PECKLY	S / N 1 - 560	
9131	27	F / E	Nose gear / rudder control connecting rod	Superseded by OPT10 9131-27 Amdt. 1	
9131 Amdt. 1	27	F / E	Nose gear / rudder control connecting rod	S / N 1 - 663, 665 - 709	
9134		F / E	Diode assy on battery relay	S / N 1 - 730	
9135		F / E	Diode assy on hour meter wiring	S / N 588 - 9999, all aircraft equipped with option No. 057100 "HOUR METER"	
9136		F / E	Aircraft fueling port restrictor kit	S / N 275 - 9999	
9138		*	Brake hydraulic pipe repair	DELIVER SB No. 33	SB 33
9139		*	Brake hydraulic pipes attachment	DELIVER SB No. 33	SB 33
9140		F / E	"KESO" door locks	Superseded by OPT10 9140 Amdt. 1	
9140 Amdt. 1		F / E	"KESO" door locks	S / N 1 - 145	
9142		F / E	Rear frame No. 9	S / N 1 - 399	SB 35

II Installation Instruction
(1) F French
E English
* TI, which has not been created
(**) SB or SL at the latest revision

AAAA
Validity : S / N 1 - 9999

TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9143		F / E	Rear frame No. 9	S / N 400 - 450	SB 35
9144		F / E	Rear frame No. 9	S / N 451 - 795	SB 35
9145		F / E	Reinforcement of frame No. 9	Superseded by OPT10 9145 Amdt. 1	
9145 Amdt. 1		F / E	Reinforcement of frame No. 9	Superseded by OPT10 9145 Amdt. 2	
9145 Amdt. 2		F / E	Reinforcement of frame No. 9	S / N 1 - 795	SB 35
9147		F / E	TB 9 - TB 10 exhaust pipe	Superseded by OPT10 9147 Amdt. 1	
9147 Amdt. 1		F / E	TB 9 - TB 10 exhaust pipe	Superseded by OPT10 9147 Amdt. 2	
9147 Amdt. 2		F / E	TB 9 - TB 10 exhaust pipe	S / N 1 - 9999	
9151		F / E	Reinforcement of "PMV" rear seat back-rest	S / N 1 - 804	
9154 9155		F / E	Fuel tanks	Superseded by OPT10 9154/9155 Amdt. 1	
9154 9155 Amdt. 1		F / E	Fuel tanks	Superseded by OPT10 9154/9155 Amdt. 2	
9154 9155 Amdt. 2		F / E	Fuel tanks	Superseded by OPT10 9154/9155 Amdt. 3	
9154 9155 Amdt. 3		F / E	Fuel tanks	Superseded by OPT10 9154/9155 Amdt. 4	
9154 9155 Amdt. 4		F / E	Fuel tanks	Superseded by OPT10 9154/9155 Amdt. 5	
9154 9155 Amdt. 5		F / E	Fuel tanks	S / N 1 - 1037	SB 48
9156		*	Tools	S / N 1 - 1037	SB 48
9157		F / E	Fuel pressure switch union	Superseded by OPT10 9157-73 Amdt. 1	

II Installation Instruction
(1) F French
E English
* TI, which has not been created
(**) SB or SL at the latest revision

TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9157 Amdt. 1	73	F / E	Fuel pressure switch union	S / N 1 - 1073	
9164		F / E	Tachometer magnetic sensor	S / N 948 - 1042, 1044	
9170	61	F / E	"Strengthened" propeller cone	Superseded by OPT10 9170-61 Amdt. 1	
9170 Amdt. 1	61	F / E	"Strengthened" propeller cone	Superseded by OPT10 9170-61 Amdt. 2	
9170 Amdt. 2	61	F / E	"Strengthened" propeller cone	Aircraft equipped with variable pitch propeller	SB 10-069
9171	52	F / E	"KESO" doors locks	Superseded by OPT10 9171-52 Amdt. 1	
9171 Amdt. 1	52	F / E	"KESO" doors locks	S / N 146 - 1421	
9173		F / E	Lateral air bleed on lower engine cowling	S / N 1 - 994 if equipped with lateral air bleed on lower cowling	SB 51
9177		*	Locking of indicator light panel connectors	S / N 1 - 587	
9178		*	Locking of indicator light panel connectors	S / N 588 - 822, 850 - 887, 889 - 947	
9179	71	F / E	Power plant lower cowling	S / N 1 - 387, 393	SL 10-034
9183		*	Basic exhaust system	S / N 1 - 1619	SB 10-072
9184	79	F / E	Oil filter	S / N 1 - 9999	SL 10-031
9187 9188	57	F / E	Wing inspection doors	Superseded by OPT10 9187/9188-57 Amdt. 1	
9187 9188 Amdt. 1	57	F / E	Wing inspection doors	Superseded by OPT10 9187/9188-57 Amdt. 2	
9187 9188 Amdt. 2	57	F / E	Wing inspection doors	Superseded by OPT10 9187/9188-57 Amdt. 3	
9187 9188 Amdt. 3	57	F / E	Wing inspection doors	S / N 1 - 9999	SL 10-030
9192	53	F / E	Cabin floor	S / N 1 - 9999	SB 10-077
9193	25	F / E	Front seats with tilting rest	Superseded by OPT10 9193-25 Amdt. 1	

II Installation Instruction
(1) F French
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AAAA
Validity : S / N 1 - 9999

TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9193 Amdt. 1	25	F / E	Front seats with tilting rest	All front seats with tilting rest installed from Feb. 91 and thru S / N 1479 except 1192, 1193, 1308, 1426 - 1433, 1448, 1461, 1462, 1464 - 1469, 1471, 1473 - 1477 ; All front seats with tilting rest supplied or installed as spares from this same date and which have no serial number	SB 10-075
9195	78	F / E	Exhaust pipe	Superseded by OPT10 9195-78 Amdt. 1	
9195 Amdt. 1	78	F / E	Exhaust pipe	S / N 1 - 9999 not equipped with MOD. 125 "Inconel exhaust pipe"	SL 10-038
9198	55	F / E	Frame No. 1 reinforcement in wing front attachment area	Superseded by OPT10 9198-55 Amdt. 1	
9198 Amdt. 1	55	F / E	Frame No. 1 reinforcement in wing front attachment area	S / N 1 - 399, 413	SB 10-081
9200 II	33	F / E	WHELEN unit	S / N 823 - 849, 888, 948 - 1746	
9208		*	Kit for front seat support, Model 95		
9209		*	Kit for improvement of belt attachment	Aircraft equipped with upholstering on upper duct posts From S / N 1 to 1701, 1707 to 1750, 1758 to 1763, 1767 to 1769	SB 10-103
9210		*	Kit for improvement of belt attachment	Aircraft not equipped with upholstering on the upper duct posts From S / N 1 to 1701, 1707 to 1750, 1758 to 1763, 1768	SB 10-104

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KIT No. (OPT 10)	ATA	(1)			
9211	27	F / E	Flap control (APR ---> RUSSENBERGER)	S / N 1 - 1817 except aircraft equipped with option 569 or C569 "Flap preselection"	
9212	27	F / E	Flap control (APR ---> APR)	Superseded by OPT10 9212-27 Amdt. 1	
9212 Amdt. 1	27	F / E	Flap control (APR ---> APR)	S / N 1 - 1817 except aircraft equipped with option 569 or C569 "Flap preselection"	SL 10-051
9215 II	56	F / E	Installation of windshield with screws	Superseded by II OPT10 9215-56 Amdt. 1	
9215 II Amdt. 1	56		Installation of windshield with screws	Superseded by TI OPT10 9215-56 Amdt. 2	
9215 Amdt. 2	56		Installation of windshield with screws	Superseded by TI OPT10 9215-56 Amdt. 3	
9215 Amdt. 3	56		Installation of windshield with screws	S / N 1 - 9999	SL 10-045
9216		*	Installation of starter relay diode	S / N 823 to 849, 888, 948 to 1794	
9217	55	F / E	Elevator tab hinges	S / N 1 - 1822, 1825, 1828, 1829	SL 10-049
9218	77	F / E	Tachometer sensor support	S / N 823 - 849, 888, 948 - 1809	SL 10-039
9225	71	F / E	Engine cowling thermal shields	S / N 1 - 1818	SL 10-046
9231	76	F / E	Carburator heating control	Superseded by OPT10 9231-76 Amdt. 1	
9231 Amdt. 1	76	F / E	Carburator heating control	S / N 1 - 1822	SL 10-037
9233	71	F / E	Engine bulkheads	Superseded by OPT10 9233-71 Amdt. 1	
9233 Amdt. 1	71	F / E	Engine bulkheads	Superseded by OPT10 9233-71 Amdt. 2	
9233 Amdt. 2	71	F / E	Engine bulkheads	S / N 1 - 1842	SL 10-048
9235	79	F / E	Oil cooler	Superseded by OPT10 9235-79 Amdt. 1	

II Installation Instruction
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AAAA
Validity : S / N 1 - 9999

TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9235 Amdt. 1	79	F / E	Oil cooler	S / N 1 - 1822, 1824, 1825, 1827 - 1842	SL 10-047
9237	00	F	Transformation of a TB9 to the standard definition S / N 765, 879 to 947	S / N 1 - 764, 766 - 878 with constant speed propeller	
9238 II	79	F / E	Oil pressure transmitter	S / N 1 - 968, 970 - 1184, 1186 - 1213, 1215 - 1477, 1479 - 1505, 1509 - 1512	
9239	28	F / E	Replacement of fuel filter/selector	S / N 944 - 947, 984 - 1830, 1836 - 1838, 1843 and S / N 731 - 943, 948 - 983 after support P/N TB20 52026108 installation	
9240	27	F / E	Flap control (RUSSENBERGER ---> APR)	S / N 1 - 1818, 1820 - 1822, 1824, 1825, 1827 - 1842, 1844 - 1867 with modification No. MOD.127 or which have applied Technical Instruction OPT10 9211-27, except aircraft equipped with option 569 or C569 "Flap preselection"	SL 10-051
9244	55	F / E	Horizontal stabilizer hinge with horizontal stabilizer replacement	S / N 1 - 479 on which mandatory SB No. 15 and 25 have been applied	
9245	55	F / E	Horizontal stabilizer hinge without horizontal stabilizer replacement	S / N 1 - 479 on which mandatory SB No. 15 and 25 have been applied	
9246	77	F / E	Engine monitoring cluster	S / N 969, 1185, 1214, 1478, 1506 - 1508, 1513 - 9999	

II Installation Instruction
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TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9247	57	F / E	L.H. wing replacement	S / N 1 to 425 with 20.1 U.S. gal (76 L) fuel tank, for telescopic leg main landing gear (with 4 lower attachments)	
9248	57	F / E	R.H. wing replacement	Superseded by OPT10 9248-57 Amdt. 1	
9248 Amdt. 1	57	F / E	R.H. wing replacement	S / N 1 to 425 with 20.1 U.S. gal (76 L) fuel tank, for telescopic leg main landing gear (with 4 lower attachments)	
9249	57	F / E	L.H. wing replacement	Superseded by OPT10 9249-57 Amdt. 1	
9249 Amdt. 1	57	F / E	L.H. wing replacement	S / N 426 to 9999 with 20.1 U.S. gal (76 L) fuel tank, for telescopic leg main landing gear (with 4 lower attachments)	
9250	57	F / E	R.H. wing replacement	Superseded by OPT10 9250-57 Amdt. 1	
9250 Amdt. 1	57	F / E	R.H. wing replacement	S / N 426 to 9999 with 20.1 U.S. gal (76 L) fuel tank, for telescopic leg main landing gear (with 4 lower attachments)	
9251	57	F / E	L.H. wing replacement	Superseded by OPT10 9251-57 Amdt. 1	
9251 Amdt. 1	57	F / E	L.H. wing replacement	Aircraft for trailing arm main landing gear (with 4 lower attachments)	
9252	57	F / E	R.H. wing replacement	Superseded by OPT10 9252-57 Amdt. 1	
9252 Amdt. 1	57	F / E	R.H. wing replacement	Aircraft for trailing arm main landing gear (with 4 lower attachments)	
9253	57	F / E	L.H. wing replacement	Superseded by OPT10 9253-57 Amdt. 1	

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TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9253 Amdt. 1	57	F / E	L.H. wing replacement	S / N 1 to 425 with 26.9 U.S. gal (102 L) fuel tank, for telescopic leg main landing gear with 4 lower attachments (wing without rear attachment)	
9254	57	F / E	R.H. wing replacement	Superseded by OPT10 9254-57 Amdt. 1	
9254 Amdt. 1	57	F / E	R.H. wing replacement	S / N 1 to 425 with 26.9 U.S. gal (102 L) fuel tank, for telescopic leg main landing gear with 4 lower attachments (wing without rear attachment)	
9255	57	F / E	L.H. wing replacement	Superseded by OPT10 9255-57 Amdt. 1	
9255 Amdt. 1	57	F / E	L.H. wing replacement	S / N 426 to 9999 with 26.9 U.S. gal (102 L) fuel tank, for telescopic leg main landing gear with 4 lower attachments (wing without rear attachment)	
9256	57	F / E	R.H. wing replacement	Superseded by OPT10 9256-57 Amdt. 1	
9256 Amdt. 1	57	F / E	R.H. wing replacement	S / N 426 to 9999 with 26.9 U.S. gal (102 L) fuel tank, for telescopic leg main landing gear with 4 lower attachments (wing without rear attachment)	
9270	33	F / E	Replacement of LABINAL navigation lights by WHELEN navigation lights	Aircraft equiped with LABINAL navigation lights	
9271	33	*	WHELEN R.H. navigation light	Refer to OPT10 9270-33	

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TI			SUBJECT	VALIDITY	SB or SL No. (**)
KIT No. (OPT 10)	ATA	(1)			
9272	33	*	WHELEN rear navigation light	Refer to OPT10 9270-33	
9273	00	*	Unlocking of seats	Seats with seating made of stamping P / N TB10 74106XXX, TB10 74203XXX or TB10 74936XXX for which the modification No. MOD. 165 has not been applied at the factory	

II Installation Instruction
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AIRCRAFT AIRWORTHINESS DIRECTIVES

A.D. (DGAC)	SB or SL SOCATA	U.S. A.D.	SUBJECT	APPLICATION		
				Inspection		Continuous interval
				Before	In progress	
79-251 (A)	SB 5		Pitch control			25 h
80-59 (A)	SB 6		Fuel tank filler neck			
81-57 (A)			Propeller cone			10 h
81-82 (A)	SB 15 (Previously 8, 8/1 and 8/2)		Horizontal stabilizer			100 h
81-202 (A)	SB 13 / 1		Forward C.G. limit			
82-94 (A)	SB 14		Rear horizontal stabilizer			50 h
	SB 15		Rear horizontal stabilizer			50 h
82-128 (A) R1	SB 16 / 1		Engine mount			50 h
82-144 (A)	SB 18		Elevator tab			
85-43 (A)	SB 24		Elevator tab			100 h
85-90 (A)	SB 25		Horizontal stabilizer			
85-130 (A)	SL 18		Battery tray			
87-003 (A)	SB 29		Elevator control rod end			100 h
87-118 (A)	SB 33		Brake hydraulic pipes attachment			
87-141 (A) R2	SB 35/1		Fuselage rear frame / Horizontal stabilizer attachment			100 h
89-097 (A) R1	SB 10-044-25 R1		Front seats safety belts			1 year
89-098 (A) R1	SB 43/1		Front seats sliders			
89-177 (A) R3	SB 48/3	90-02-18 Amdt 39-6619	Fuel tanks			50 h
90-143 (A)	SB 50/1	90-25-17 Amdt 39-6807	Oil cooler			
90-240 (A)	SB 51		Carburator air bleed on engine cowling			
91-031 (A)	SB 57	91-15-10 Amdt 39-7074	Horizontal stabilizer balance weight			Before each flight
91-143 (A) R1	SB 58/1		Catches on cabin access doors			100 h

A.D. (DGAC)	SB or SL SOCATA	U.S. A.D.	SUBJECT	APPLICATION		
				Inspection		Continuous interval
				Before	In progress	
92-152 (A) R4	SB 10-072-78 R2		Exhaust system			
92-155 (A) R1	SB 10-064-28 R1		Fuel tanks air vent system			
94-114 (A) R1	SB 10-075-25 R1		Front seats			
94-247 (A)	SB 10-084-57		Wing rib, fuel tank area			
94-248 (A)	SB 10-083-55 R1		Fin intermediate rib			
94-264 (A) R1	SB 10-081-57 R1	98-16-03 Amdt 39-10677	Wing front attachments			2000 h and/or 3000 land.
94-265 (A) R4	SB 10-085-57 R2	98-04-47 Amdt 39-10358	Main landing gear			1000 h and/or 1500 land.
96-142 (A)	SB 10-104-25	98-04-03 Amdt 39-10316	Upper attachment of front belts			
96-143 (A)	SB 10-103-25	98-04-03 Amdt 39-10316	Upper attachment of front belts			
1999-062 (A)	SB 10-099-28		Fuel system : engine control panel			
1999-319 (A)			Verification of the presence of the vertical stabilizer forward junction doubler			
2001-002 (A)	SB 10-114-55 SOCATA repair No. 20-018		Rudder bearing (ATA 27)			
2001-005 (A)	SB 10-115-25		Seat unlocking (ATA 25)			

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ENGINE AIRWORTHINESS DIRECTIVES

A.D. (DGAC)	SB or SL or SI	U.S. A.D.	SUBJECT	APPLICATION		
				Inspection		Continuous interval
				Before	In progress	
	SB LYCOMING No. 176	55-02-02	LYCOMING engines : drive adaptor gasket			
	SB LYCOMING No. 254A	59-10-07	LYCOMING engines : cylinder baffle clamps			
63-19-1	SI LYCOMING No. 1073		Crankshaft oil seal retaining plate safety kit			
	SB LYCOMING No. 302	66-06-03 Amdt 39-708	LYCOMING engines : connecting rod assemblies P/N 74503 and 74308			
	SB LYCOMING No. 307	66-20-04 Amdt 39-277	LYCOMING engines : Oil filter adapter gasket P/N 74904			
68-70-IMP	SB LYCOMING No. 293B	63-23-02 Amdt 39-627	LYCOMING O-320 engines			500 h
77-16-IMP (AB)	SB LYCOMING No. 367-F	73-23-01 Amdt 39-2804	LYCOMING engines (various models) : inspection of piston pins			
77-152-IMP (AB)	SB LYCOMING No. 385 C or No. 381 B	75-08-09 Amdt 39-3013	LYCOMING engines : oil pump drive sheft and drive impeller			
87-095-IMP (A) R1	SB LYCOMING No. 477A and SB LYCOMING Sup No. 1	87-10-06 Amdt 39-6293	AVCO LYCOMING engines : inspection of rocker arms			
91-209-IMP (AB)	SB LYCOMING No. 475-RA	91-14-22 Amdt 39-6916	Inspection of crankshaft gear and its retaining bolt			
92-188-IMP (AB)	SB LYCOMING No. 501 B	92-12-05 Amdt 39-8265	LW 14077 piston pin			
96-179-IMP (AB)	SB LYCOMING No. 381C, 385C and its Supplement, 454B, 455D, 456F and 524 and SI 1009A	96-09-10 Amdt 39-9586	Replacement of oil pump impellers			
97-028-IMP (AB)	MSB TEXTRON LYCOMING No. 527B	97-01-03 Amdt 39-9874	Cancelled and replaced by A.D. 97-234-IMP (AB)			

A.D. (DGAC)	SB or SL or SI	U.S. A.D.	SUBJECT	APPLICATION		
				Inspection		Continuous interval
				Before	In progress	
97-234-IMP (AB)	MSB TEXTRON LYCOMING No. 527C	97-15-11 Amdt 39-10085	Replacement of piston pins [Replaces A.D. 97-028-IMP (AB)]			
98-116-IMP (A)	MSB TEXTRON LYCOMING No. 505B and 530A	98-02-08 Amdt 39-10291	Crankshaft inspection			
98-413-IMP (A)		98-17-11 Amdt 39-10713	TEXTRON LYCOMING engines installed on US registered TB aircraft			
1999-088 (A) R2	SB TEXTRON LYCOMING No. 388B Supplement 1 and BI GSAC No. 1999/02(A)		TEXTRON LYCOMING engines : valve guides			400 h
2001-139 (A)			TEXTRON LYCOMING and TELEDYNE CONTINENTAL motors : Piston engines and engine parts – Faulty maintenance (ATA 05, 72)			

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PROPELLER AIRWORTHINESS DIRECTIVES

A.D. (DGAC)	SB or SL or SI	U.S. A.D.	SUBJECT	APPLICATION		
				Inspection		Continuous interval
				Before	In progress	
78-022-IMP (AB) R1	SB HARTZELL No. 118D, SL HARTZELL No. 61S and 69 and HARTZELL Bulletin No. 101D	77-12-06 Amdt 39-3097	HARTZELL propeller			X
2001-164-IMP (AB)		2001-07-03 Amdt 39-12168	HARTZELL propellers : propeller blade shanks (ATA 61)			

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EQUIPMENT AIRWORTHINESS DIRECTIVES

A.D. (DGAC)	SB or SL or SI	U.S. A.D.	SUBJECT	APPLICATION		
				Inspection		Continuous interval
				Before	In progress	
66-4-2			Turn coordinator			
67-45-4			Safety belts			
69-74-IMP		69-24-03 Amdt 39-881	MARVEL SCHEBLER carburettors			
70-8-5			Safety belts and harnesses			
72-1			Passenger and pilot safety belts of German origin			
72-56-IMP (AB) R2	SB LYCOMING No. 330B	72-06-05 R2 Amdt 39-5338	MARVEL SCHEBLER carburettors			
72-131			MARVEL SCHEBLER carburettors (correction to A.D. 72-56-IMP)			X
74-158-IMP		74-24-13 Amdt 39-2028	UNITED INSTRUMENTS INC altimeters			
75-18-IMP	SB LYCOMING No. 376 or SB BENDIX No. 556 B	74-26-09 Amdt 39-2050	BENDIX SCINTILLA magnetos (S20, S200, S1200)			
75-38			BENDIX magnetos (ERRATUM to A.D. 75-18-IMP)			
75-75-IMP	SB No. KI 525-1 and SB No. KG 102-6	75-05-07 Amdt 39-2100	KING RADIO CORPORATION (KCS 55)			
75-97			BENDIX magnetos (correction to A.D. 75-18-IMP)			
77-102-IMP (AB)		75-05-04 Amdt 39-2098	WHELEN strobe lights			
77-168-IMP (AB)	SB BENDIX No. 583	76-07-12 Amdt 39-3024	BENDIX ignition switches			100 h
79-166-IMP (A)	SL AIRBORNE No. 22A	79-13-08 Amdt 39-3507	AIRBORNE dry air pumps			

A.D. (DGAC)	SB or SL or SI	U.S. A.D.	SUBJECT	APPLICATION		
				Inspection		Continuous interval
				Before	In progress	
80-166-IMP (AB)		80-01-05 R1 Amdt 39-3851	PACIFIC SCIENTIFIC C° safety belts - closing buckles			
82-172-IMP (AB)	SB BENDIX No. 623A or SB LYCOMING No. 464A	82-20-01 Amdt 39-4658	BENDIX magnetos			
82-172-IMP (AB)			ERRATUM to BENDIX Magnetos A.D. 82-172-IMP (AB)			
83-136-IMP (A)	SB PACIFIC SCIENTIFIC C° No. 1107261-25-01	83-11-03 Amdt 39-4662	PACIFIC SCIENTIFIC C° safety harness			
84-73 (AB)	SB No. 1 TRW		SECURAIGLON safety belts			
85-181-IMP (AB)	SB FACET AEROSPACE PRODUCT No. A1-84A	66-05-04 Amdt 39-5122	MARVEL SCHEBLER carburettors			
86-53-IMP (AB)		86-05-02 Amdt 39-5317	UNITED INSTRUMENTS INC altimeters			
87-176-IMP (AB)	Safety Advisory Letter PACIFIC SCIENTIFIC C° dated August 4, 1986	87-20-05 Amdt 39-5693	PACIFIC SCIENTIFIC C° safety belts : belt retractor shaft			
90-229 (AB) R2	SB SOCATA No. 55		Air filter check			
92-161-IMP (AB) R2	SB CSF No. CF-1-92 Rev 1 or SB LYCOMING No. 504 or SB CESSNA No. 92-22	93-19-04 Amdt 39-8700	Carburettor float			
92-212-IMP (AB) R2	SB AERO ACCESSORIES INC No. 001	92-20-07	Cancelled and replaced by A.D. 93-055-IMP (AB) R1			
93-055-IMP (AB) R1	SB AERO ACCESSORIES INC No. 001 and 002	93-11-11 Amdt 39-8584	Replacement of HP and LP fuel pump [Replaces A.D. 92-212-IMP (AB) R2]			

A.D. (DGAC)	SB or SL or SI	U.S. A.D.	SUBJECT	APPLICATION		
				Inspection		Continuous interval
				Before	In progress	
93-215-IMP (AB)	SB PRECISION AIRMOTIVE No. MSA-2 R1	93-18-03 Amdt 39-8688	Replaced by A.D. 98-115-IMP (A)			
94-075-IMP (AB) R2	SB TCM No. MSB 644	94-01-03 R2 Amdt 39-9271	Magneto inspection			
	CSB TCM No. MSB 641 and SB LYCOMING No. 517	94-06-09 Amdt 39-8895	BENDIX or TCM magnetos			
96-154-IMP (AB) R1	Brackett document 1/194	96-09-06 Amdt 39-9580	Air filter replacement			
96-162-IMP (AB)	SB TCM No. MSB 645 and SB 639	96-12-07 Amdt 39-9649	Magnetos : inspection of automatic impulse coupling system			500 h
98-115-IMP (A)	SB PRECISION AIRMOTIVE No. MSA-2 R1, R2 and R3	98-01-06 Amdt 39-10270	PRECISION AIRMOTIVE (previously FACET MARVEL SCHEBLER) carburettors [Replaces A.D. 93-215-IMP (AB)]			1 year and/or 100 h and/or periodic
98-335 (AB)	IB ALLIEDSIGNAL No. 423 ALERT, Software Bulletin ALLIEDSIGNAL No. SWB KLN 89B - SW2		Receiver autonomous integrity monitoring RAIM of the GPS KLN 89B			
98-342-IMP (AB)	SB ALLIEDSIGNAL No. KT 76A-7 and SL SOCATA No. SL 10-041-34	98-14-03 Amdt 39-10637	Replaced by A.D. 98-446-IMP (AB)			
98-444-IMP (AB) R1	SL PARKER HANNIFIN AIRBORNE No. 48	98-23-01 Amdt 39-10882	Dry air pump equipment (defective flexible coupling)			

A.D. (DGAC)	SB or SL or SI	U.S. A.D.	SUBJECT	APPLICATION		
				Inspection		Continuous interval
				Before	In progress	
98-446-IMP (AB)	SB ALLIEDSIGNAL No. KT 76A-7 and SL SOCATA No. SL 10-041-34	98-14-03 Amdt 39-10637	Risk of transmission of misleading encoding altimeter information (transponder) [Replaces A.D. 98-342-IMP (AB)]			
2000-079 (AB)		99-24-10 Amdt 39-11434	Model SVS III standby vacuum systems (ATA 37)			1 year and 2 years
2001-023 (AB) R1			VHF navigation system : VHF radio-navigation and landing receivers F.M. immunity (ATA 34)			

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SOCATA MODIFICATIONS

MOD. No.	SUBJECT	CLASSIF.	TI*	SB*
1	Electrical system protection	minor		1
2	Deflection limitation of door inside handle	minor	9085	2
3	Anti-tab actuator attachment	minor		3
4	Elevator rod	minor		4
5	Improvement of elevator attachment	Major		5
6	Electrical additional equipment for IFR and night VFR	minor		
9	Installation of the filler neck base draining pipe	minor		6
10	Installation of voltage regulator and of overvoltage relay in cockpit	minor		
11	Metallic propeller cone	minor		
12	Reinforced horizontal stabilizer	Major		15
13	Ullage air vent	Major	9065	
14	Teflon oil and fuel pipes	minor		
16	Landing gear compass	Major	9067	12
17	Hot air relief valve	minor		
18	Pitch trim cable-driven control	Major		
19	New fuel tank plug - CANCELLED	minor		
20	New wing tip	Major		
21	Elevator reinforcement	Major		14 15
22	Engine mount reinforcement	Major		16
24	Access door metallic structure	Major		
25	Fuel gaging	Major		
26	Front belt with rigid strand	minor		
27	Change of rear bench seating material	Major		
28	Flight controls rear support	Major		
29	Anti-tab hinges	minor		
30	Alternators new controls	minor	9074 9075	

(*) TI or SB at the latest revision

MOD. No.	SUBJECT	CLASSIF.	TI*	SB*
31	Parking brake hydraulic locking	minor		
32	Reinforcement of wing FWD attachment on frame 1	Major	9082	
33	New conception of exhaust assembly	Major		19
34	Cabin sound-proofing foam	Major		
35	New type of oil cooler	minor		
37	Modification of alternator ventilation	minor		
38	Aileron balancing	Major		
39	Upholstering material variant : ailerons, flaps, horizontal stabilizer, anti-tab	Major		
40	Baggage compartment load increase	Major		
43	Improvement of engine cooling	Major		
45	Horizontal stabilizer hinge ball-joint (without MOD. 109)	Major	9103 9096	10-101-55 10-110-55
	Horizontal stabilizer hinge ball-joint (with MOD. 109)	minor	9244 9245	
48	Trim control attachment on pitch trim lever	Major	9104	24
49	Modification of horizontal stabilizer balance weight support rigidity	Major	9109	25
51	Improvement of cabin ventilation	minor		
53	New warning lights	minor		
58	New upholsterings : Model 86	minor		
62	New attachment of rods ends	minor	9126 9127 9131	29
63	Aileron balance weight	Major		
64	Variant 25CD4 + 35CD4 ---> 15CDV6	Major		
65	New instruments lighting : Model 87	minor		
66	New fuel system	Major		
67	New engine controls	minor	9112	
68	New compass boss of main landing gear	minor		
69	FWD seat structure	minor		

(*) TI or SB at the latest revision

MOD. No.	SUBJECT	CLASSIF.	TI*	SB*
70	Reinforcement of frame No. 9	Major	9142 9143 9144 9145	35
72	Evolution of aircraft definition from S / N 879 to 947, plus 765	Major	9237	
73	FWD seats 3 points harness	minor		
76	Powerplant fuel pipe routing	minor		
77	28 V generation	Major		
78	Improvement of fuel tank	Major	9154 9155	48
86	Flaps actuator LPMI	minor		
87	Capacitor gages and new engine parameters sensors installation	minor		
88	Whip antenna P / N MA033 J01 MAT EQUIPEMENT	minor		
89	New front seat rails and new front brackets	Major		
90	Seat material and cabin covering skin	Major		
93	Main landing gear new attachment axis and wing lower surface access door	minor		
94	Tire variants	minor		
96	Carburettor heating tube	minor		
98	Front seat belt upper anchor point (Retrofit)	Major		10-103-25
99	Cabin fan hose	minor		
100	Replacement of fuel filter/selector - From S / N 731	minor	9239	
102	Improvement of the fuselage wrinkling strength - From S / N 2000	minor		
103	Change of exhaust gasket part number	minor		10-072-78
107	Standardization of fixed landing gear aircraft fuselages	minor		
109	Change of horizontal stabilator fitting material	Major minor		10-101-55 10-110-55
110	Wheel support	minor		
111	Front seat belt upper anchor point	minor		
113	Tachometer mount reinforcement	minor	9218	

(*) TI or SB at the latest revision

MOD. No.	SUBJECT	CLASSIF.	TI*	SB*
114	Carburettor heating control end	minor	9231	
115	Door reinforcement : rod attachment area	minor		
116	Improvement of the wing leading edge wrinkling strength	minor		
117	Inner anti-corrosion protection of landing gear housings	minor		
119	Trailing arm main landing gear (Retrofit)	Major		
121	Trailing arm main landing gear	Major		
122	Improvement of front cowling under hull	minor		
123	Engine bulkhead reinforcement	minor	9233	
125	Inconel exhaust pipe	minor		
126	Pedestal lever machining	minor		
127	Improved flap switch	minor	9211 9212	
128	Elevator trim tab hinge pin	minor	9217	
129	Cowling and seal thermal shields	minor	9225	
130	Replacement of DIRUPTOR circuit-breaker P/N 76426-1628.1A	minor		
131	Oil cooler union improvement	minor	9235	
132	Main landing gear wheel installation (telescopic leg) (SB CLEVELAND 7050)	minor	TB104100 2015-32	
133	Propeller cone rear flange - airplanes equipped with option 575 “Constant speed propeller”	minor		
139	TB9 propeller 58” - Trade name “SPRINT”	Major		
140	Evolution of capacitive gage system equipment (gages and oscillators)	minor		
142	Flight control rods : evolution of condition, material and protection	minor		
143	Change of reference for flap preselection control switch	minor	9241	
144	Change of reference for flap control switch	minor	9240 9212	
145	Installation of a new magnetic sensor for tachometer	minor		
147	“WHELEN” navigation lights	minor	9270	

(*) TI or SB at the latest revision

MOD. No.	SUBJECT	CLASSIF.	TI*	SB*
148	Elevator trim	minor		
151	Enlargement of cockpit height and baggage compartment door, modifications integration	Major		
152	Modification of wing spar material	Major		
156	Seats standardization	minor		
157	Emergency lighting dome lights	minor		
161	AIRBORNE vacuum pump P/N 215 CC	minor		
165	Front seat structure - airplanes equipped with option F901 or Post-MOD. 156	Major		10-115-25
167	Wing main attachment fitting	minor		
168	Opening on rudder skin (visual inspection)	Major		10-114-55
170	Structural modifications for “Premium” range - From S / N 2115	minor		
176	Evolution of NORIS tachometers	minor		
179	Spares for mechanical tachometers	minor	9275	
180	MAGNETI MARELLI fuel flow transducer as a replacement for VEGLIA 14 V	minor		
181	FALGAYRAS tachometer-hourmeter	minor		
185	Industrialization of wing tips	minor		
187	ANJOU AERO safety belt	minor		
189	CHAMPION P/N CH 215CC or AERO ACCESSORIES P/N AA 215CC vacuum pump	minor		
192	Change of upper duct side windows	minor		
193	MID CONTINENT turn coordinator 1394T100(3Z) 14V	minor		
194	Tightening torques and RTV sealant on gaging attachments	minor		
10-0209-27 Edit. 2	Material variant for 1/2 gimbal joint on pylon	Major		
10-0213-53	Forward table reinforcement	minor	9298	
10-0214-53	Frame C7 reinforcement	minor	9297	
10-0217-57	Flap skin reinforcement	minor	9296	
10-0221-71	Tightening of engine vibration isolator attachment pins	minor		10-150-71
10-0222-23	Improvement of flap control plate accessibility	minor		
10-0225-24	Replacement of power relays	minor		

(*) TI or SB at the latest revision

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TIME LIMITS

DESCRIPTION AND OPERATION

1. COMPONENT TIME OR OPERATING LIMITS

All components not listed hereafter shall be inspected as detailed in Chapter 05-20-00 and repaired, overhauled or replaced as required.

The components indicated below shall be overhauled or replaced during regular maintenance operations, at the due point as close as possible to the specified limitation without exceeding it.

NOTE : The terms "time limit" and "operating limit" shall be understood as follows :

Time limit : a component with time limit must be replaced by a component with full potential, new or reconditioned, as defined in the regulation in force.

Operating limit : a component with operating limit must be overhauled as defined in the regulation in force.

The time and operating limits are given in flight hours.

A. Equipment

SOCATA PART NUMBER	ATA	EQUIPMENT AND UPPER ASSEMBLY(IES)	TIME LIMIT	OPERATING LIMIT	REMARKS
Z00.N6069557220	24	Alternator ALY 8420 - LW 14308		Engine overhaul	
Z00.N6069557222 Z00.N6069557223	24	Alternator ALU8421 LS- LW14326 ALX 8521 ALU 8421		Engine overhaul	
ELT90A2560102001	25	Battery assembly for ELT 90, 91, 96 or 97 emergency locator transmitter	Refer to remarks		Battery assembly to be replaced every 4 years or whatever event occurs first : - if ELT has been used for an unknown period or by mistake, - if battery assembly has been used for more than 7 cumulative hours, - before life limit date indicated on ELT, - after 48 hours of continuous operation.
ELT90A2560009100 ELT90A2560010001	25	Seals for ELT 90, 91, 96 or 97 emergency locator transmitter	12 years		

SOCATA PART NUMBER	ATA	EQUIPMENT AND UPPER ASSEMBLY(IES)	TIME LIMIT	OPERATING LIMIT	REMARKS
Z00.N6022977222	25	JOLLIET JE2-1978-3 battery for JOLLIET JE2-1978-1 emergency locator transmitter	Refer to remarks		Battery to be replaced whatever event occurs first : - if ELT has been used for an unknown period or by mistake, - if battery has been used for more than 1 cumulative hour, - before life limit date indicated on battery.
Z00.N6055637225	25	NARCO 57674-1 battery for NARCO ELT10 emergency locator transmitter	Refer to remarks		Battery to be replaced whatever event occurs first : - if ELT has been used for an unknown period or by mistake, - if ELT has been used in an ermergency, - if battery has been used for more than 1 cumulative hour, - before life limit date indicated on battery.
	25	P/N 452-3063 battery for ARTEX ELT 200 transmitter	Refer to remarks		Battery to be replaced whatever event occurs first : - if ELT has been used for an unknown period or by mistake, - if ELT has been used in an ermergency, - if battery has been used for more than 2 cumulative hours, - before life limit date indicated on battery.

SOCATA PART NUMBER	ATA	EQUIPMENT AND UPPER ASSEMBLY(IES)	TIME LIMIT	OPERATING LIMIT	REMARKS
	25	Battery P/N S1820506-99 for KANNAD121AF emergency locator transmitter	Refer to remarks		Battery to be replaced every 6 years and whatever event occurs first : - if ELT has been used for an unknown period or by mistake - if ELT has been used in an ermergency, - if battery has been used for more than 2 cumulative hours, - before life limit date indicated on battery.
	26	Extinguisher			
Z00.N6049857220		MAIP H1 10AIR	10 years		
Z00.N7257640001		RC INDUST. 210R-205U	10 years		
Z00.N7257182214		AREOFEU AFT15	10 years		
Z00.N7257182215		AREOFEU FH15	10 years		
	26	Extinguisher	5 years		
Z00.N6048507221		L'HOTELLIER 863520-00			
Z00.N7284526357	28	LE BOZEC 402A12-5 filter for fuel selector / filter assembly	300 hrs / 1 year		(S / N 731 - 9999)
	34	VFR equipment		Calibration Refer to remarks	Must be performed by an approved radio center in compliance with the regulation in force in the country of use. (Examples : - FAR Part 91.411 and 91.413 : 24 months, - GSAC Instruction bulletin P-41-15, Ed. 1 dated September 2000 : . operational test plus flight check every 4 years maximum, . check on test bench every 6 years for equipment with French type approval prior to January 1, 1980 - refer to GSAC Instruction bulletin P-04-30.).

SOCATA PART NUMBER	ATA	EQUIPMENT AND UPPER ASSEMBLY(IES)	TIME LIMIT	OPERATING LIMIT	REMARKS
	34	IFR equipment		Calibration Refer to remarks	Must be performed by an approved radio center in compliance with the regulation in force in the country of use. (Examples : - FAR Part 91.411 and 91.413 : 24 months, - GSAC Instruction bulletin P-41-15, Ed. 1 dated September 2000 : . operational test plus flight check every 18 months maximum, . check on test bench every 3 years for equipment with French type approval prior to January 1, 1980 - refer to GSAC Instruction bulletin P-04-30.).
	34	Altimeter Encoding altimeter Altitude encoder		Calibration Refer to remarks	Must be performed by an approved radio center in compliance with the regulation in force in the country of use. Example : FAR Part 91.411 and 91.413 = 24 months.
	34	Transponder		Calibration Refer to remarks	Must be performed by an approved radio center in compliance with the regulation in force in the country of use. Example : FAR Part 91.411 and 91.413 = 24 months.
Z00.N6018157232 OPT10 A90401 OPT10 A90402	37	AIRBORNE filter 1J4-7 for : Vacuum system	Replacement of filter 1 year / 500 hrs		
Z00.N6018157222 OPT8098 09604	37	AIRBORNE 211 CC (mechanical) vacuum pump drive	Refer to remarks		Replacement recommended every 6 years in accordance with AIRBORNE SL 17 at the latest revision
TB10 25012102	52	Access door latches in AU4G	1500 hrs		SOCATA SB 58 at the latest revision

SOCATA PART NUMBER	ATA	EQUIPMENT AND UPPER ASSEMBLY(IES)	TIME LIMIT	OPERATING LIMIT	REMARKS
TB10 25072100 TB10 25072101 TB10 25073000	52	Access door steel latches		2000 hrs Refer to remarks	Dye penetrant inspection
Z00.N6081027221 Z00.N6081027231	61	Propeller SENSENICH 74.DM6.S8.061 SENSENICH 74.DM6.S8.054		Overhaul	Ref. GSAC P41-45 fascicle at the latest revision or Advisory circular 20-37 at the latest revision
Z00.N6036387231	61	HARTZELL propeller HC-C2YL-1BF/F7663 A-4		Overhaul	Ref. GSAC P41-45 fascicle or HARTZELL SL 61-61 or Advisory circular 20-37 at the latest revision
Z00.N6036387230	61	HARTZELL propeller governor (constant speed propeller) F4-27		Refer to remarks	HARTZELL SL 61-61 at the latest revision
Z00.N6092557276 Z00.N6092557264 Z00.N6092557299	72	LYCOMING engine and equipment O320-D2A (14V fixed pitch propeller) O320-D1A (14V constant speed propeller) O320-D2A (28V fixed pitch propeller, strainer) O320-D2A (28V fixed pitch propeller, disposable filter)		Overhaul	LYCOMING SL 213 and SI 1009 or Ref. GSAC P41-40 fascicle at the latest revision
	73	MARVEL carburettor 72394 MA-4SPA		Engine overhaul	
Z00.N6092557291 Z00.N6092557290 Z00.N6007107223 Z00.N6007107224	74	Magnetos TCM 66HC25SFNN TCM 66HP-OSANN TCM S4LN20 TCM S4LN21		Engine overhaul or 4 years	LYCOMING SB 515 (SB 643 TCM) at the latest revision
	74	Magnetos SLICK 4270 SLICK 4273		Engine overhaul	Maintenance & Overhaul Manual SLICK L-1037 at the latest revision

SOCATA PART NUMBER	ATA	EQUIPMENT AND UPPER ASSEMBLY(IES)	TIME LIMIT	OPERATING LIMIT	REMARKS
Z00.N6092567224	74	Magnetos SLICK 4370 SLICK 4373		Engine overhaul	Maintenance & Overhaul Manual SLICK L-1363 at the latest revision
Z00.N6069557224 Z00.N6069557225 Z00.N6069557226 Z00.N6092557294 Z00.N6092557296	80	PRESTOLITE starter ELECTROSYSTEMS MZ 4222 - LW15571 (14V) LW15572 (28V) MHB 4016 (28V) LYCOMING 31B21064 (28V) 05K21302 (28V kit)		Engine overhaul	

B. Airframe

Refer to Chapter 05-50-05.

C. Hoses (Ref. fascicle GSAC P-61-15 at the latest revision)

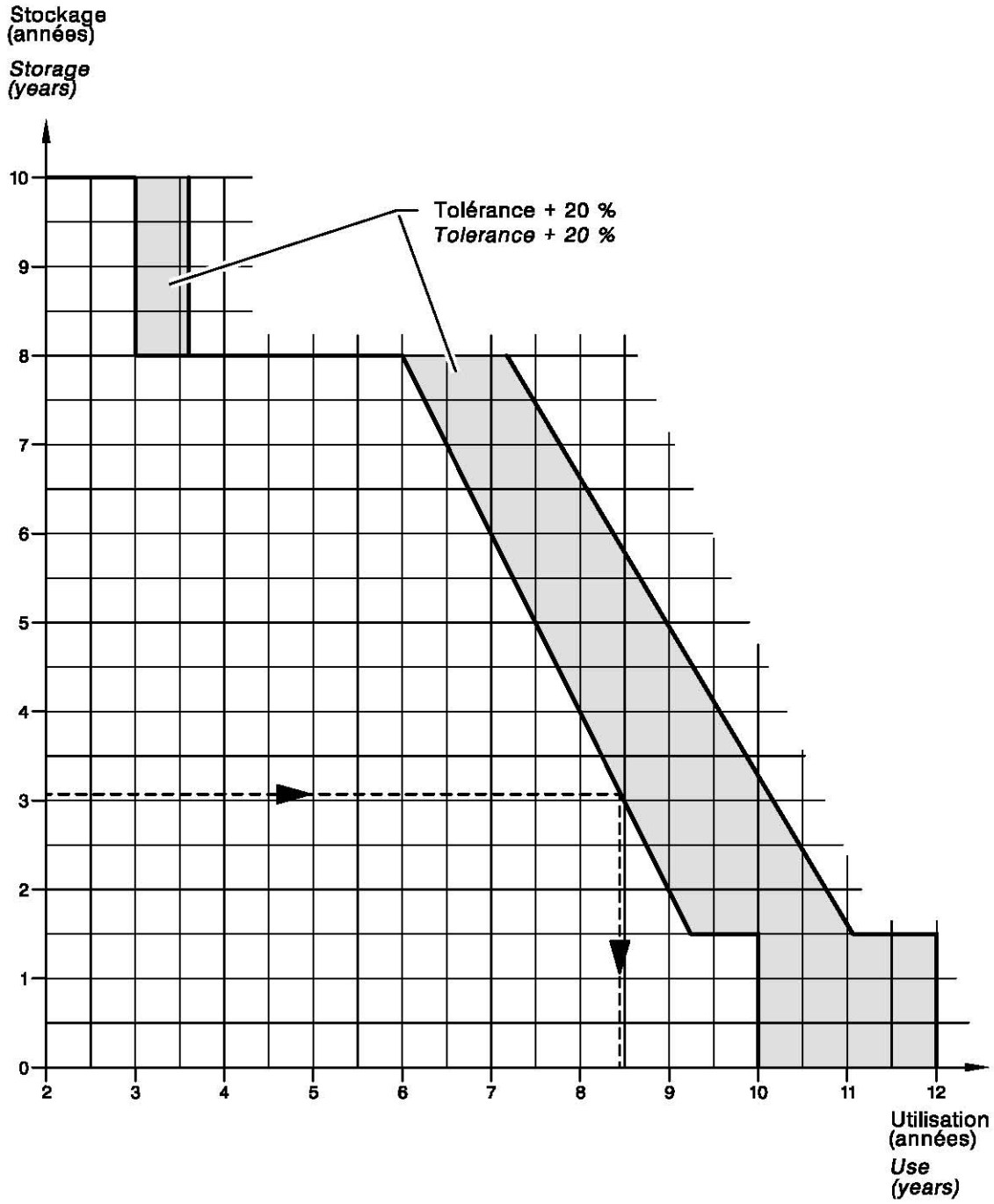
NOTE : Refer to Figure 1 to determine the service life according to storage time. LYCOMING hoses (ATA 71, 73, 76, 77 and 78), refer to "Service Instruction TEXTRON LYCOMING No. 1274" : teflon hoses or teflon hoses with silicone coated-fire sleeves : unlimited life limit. All the other LYCOMING hoses (elastomer) have a 10-year time limit.

PART NUMBER	ATA	HOSE LOCATION	MATERIAL	TIME LIMIT
TB09 53016100	79	Oil cooler supply	Elastomer HB 6110 Elastomer ESPA 351 Teflon HB-F8118F Teflon TECHFLEX 124.8 Teflon TITEFLEX R101.8 (Range 130) Teflon AEROQUIP AE466-8	10 years 10 years Unlimited Unlimited Unlimited Unlimited
TB10 45017000	32	Brake on landing gear leg Master cylinder brake at R.H. and L.H. stations	Teflon	Unlimited
TB10 45052000	32	Brake on landing gear leg	Teflon TITEFLEX	Unlimited
TB10 50002130	21	Air regulation in power plant	SPIRAGAINE 2013	10 years
TB10 50002131	21	Air regulation in power plant	SPIRAGAINE 2013	10 years
TB10 50002132	21	Air regulation in power plant	SPIRAGAINE 2013	10 years
TB10 50002134	21	Air regulation in power plant	SPIRAGAINE 2001-U	10 years
TB10 50002135	21	Air regulation in power plant	SPIRAGAINE 2013	10 years

PART NUMBER	ATA	HOSE LOCATION	MATERIAL	TIME LIMIT
TB10 50002136	21	Carburettor heating	SPIRAGAINE 2013	10 years
TB10 50002157	21	Air regulation in power plant	SPIRAGAINE 2013	10 years
TB10 50002158	21	Air regulation in power plant	SPIRAGAINE 2013	10 years
TB10 50002159	21	Air regulation in power plant	SPIRAGAINE 2013	10 years
TB10 50002161	21	Air regulation in power plant	SPIRAGAINE 2060	10 years
TB10 50002166	21	Carburettor heating	SPIRAGAINE 2060	10 years
TB10 52029000	28 79	Engine pump / carburettor Oil transmitter supply	Elastomer HB 6110 Elastomer ESPA 351 Teflon HB-F8118F Teflon TECHFLEX 124.4 Teflon TITEFLEX A.71520122 R101.4 (Range 130)	10 years 10 years Unlimited Unlimited Unlimited
TB10 52029001	73	Fuel pressure transmitter	Elastomer HB 6110 Elastomer ESPA 351 Teflon HB-F8118F Teflon TECHFLEX 124.4 Teflon TITEFLEX A.71520217 R101.4 (Range 130)	10 years 10 years Unlimited Unlimited Unlimited
TB10 52030000	28	Booster pump / engine pump	Elastomer HB 5170 Teflon HB-F8118F	10 years Unlimited
TB10 52035114	28	Fuel selector - filter / drain	Elastomer HB 5180 dia. 0.24 in (6 mm)	2000 hrs or 10 years
TB10 53013100	79	Oil breather	Elastomer HB 5110 dia. 0.71 in (18 mm) ESPA 18 LP	10 years 10 years
TB10 53016100	79	Oil cooler supply	Elastomer HB 6110 Elastomer ESPA 351 Teflon HB-F8118F Teflon TECHFLEX 124.8 Teflon TITEFLEX R101.8 (Range 130)	10 years 10 years Unlimited Unlimited Unlimited
TB10 53016103	79	Oil transmitter supply	Elastomer HB 6110 Elastomer ESPA 351 Teflon HB 5022-2 F8118F Teflon TECHFLEX 124.4 Teflon TITEFLEX A.71550276 R101.4 (Range 130)	10 years 10 years Unlimited Unlimited Unlimited

PART NUMBER	ATA	HOSE LOCATION	MATERIAL	TIME LIMIT
TB10 53016106	79	Oil cooler supply	Elastomer HB 6110 Elastomer ESPA 351 Teflon HB-F8118F Teflon TECHFLEX 124.8 Teflon TITEFLEX A.71540197 R101.8 (Range 130)	10 years 10 years Unlimited Unlimited Unlimited
TB10 65914106	21	Radio ventilation	SPIRAGAINE 2013	10 years
TB10 73005109	21	Air regulation in fuselage	SPIRAGAINE 2001-U	10 years
TB10 73005111	21	Air regulation in fuselage	SPIRAGAINE 2001-U	10 years
TB10 73006106	21	Air regulation in fuselage	SPIRAGAINE 2001-U	10 years
TB10 73006107	21	Air regulation in fuselage	SPIRAGAINE 2001-U	10 years
TB10 73009120	21	Air regulation in fuselage	SPIRAGAINE 2013	10 years
TB10 73009122	21	Air regulation in fuselage	SPIRAGAINE 2013	10 years
TB10 73009124	21	Air regulation in fuselage	SPIRAGAINE 2013	10 years
TB10 73009125	21	Air regulation in fuselage	SPIRAGAINE 2013	10 years
TB10 73009126	21	Air regulation in fuselage Radio ventilation	SPIRAGAINE 2013	10 years
TB20 50000119	24	Alternator ventilation	SPIRAGAINE 2013	10 years
TB20 73006106	21	Air regulation in fuselage	SPIRAGAINE 2001	10 years
TB20 73006107	21	Air regulation in fuselage	SPIRAGAINE 2001	10 years
TB20 73010108	21	Air regulation in fuselage	SPIRAGAINE 2013	10 years
TB20 73015130	21	Air regulation in fuselage	SPIRAGAINE 2013	10 years
TB20 73015131	21	Air regulation in fuselage	SPIRAGAINE 2013	10 years
TB20 73015133	21	Air regulation in fuselage	SPIRAGAINE 2013	10 years
TB20 73015135	21	Air regulation in fuselage	SPIRAGAINE 3080-K	10 years
TB20 73900102	21	Radio ventilation	SPIRAGAINE 2013	10 years
Z00.N4085881010	34	Static and dynamic systems	PLASTELEC PUI 0.25 × 0.37 in (6.3 × 9.3 mm) PUR	8 years
Z00.N4281471428	71	Vacuum system	BADIN 0.31 × 0.55 in (8 × 14 mm)	10 years
Z00.N4281621006	34 37 73 77	Dynamic and static pressure systems Vacuum system (vacuum gage supply) Fuel pump venting Manifold pressure indicator supply	Elastomer HB 5101 0.24 × 0.39 in (6 × 10 mm) ESPA 122	10 years 10 years

PART NUMBER	ATA	HOSE LOCATION	MATERIAL	TIME LIMIT
Z00.N4281861528 or Z00.N4281862381	71	Vacuum system	Elastomer HB 5110 dia. 0.63 in (16 mm) int. ESPA 16 LP	 10 years 10 years
Z00.N4281862540	79	Oil breather	Elastomer HB 5110 dia. 0.71 in (18 mm) ESPA 18 LP	 10 years 10 years
Z00.N4281865106	32	Brake system, tank / master cylinders (std or opt at R.H. station)	Elastomer HB 5110 0.24 × 0.47 in (6 × 12 mm)	 10 years
Z00.N4283590082	28	Fuel tank venting	VITONSHORE 67 - 90 0.31 × 0.47 in (8 × 12 mm)	 10 years
Z00.N4340150580	32	Brake system protective sleeve	Colourless vinyl dia. 0.2 in (5 mm)	 10 years
Z00.N4380150422	53	NACA air intakes drain Door locking mechanism compartment drain	Vinyl 0.31 × 0.08 in (8 × 2 mm)	10 years
Z00.N4381430576	28 34	Fuel tank venting CANCELLED by SB 10-064/1-28 Dynamic and static systems	Vinyl GOSSON 577 0.24 × 0.35 in (6 × 9 mm)	10 years
Z00.N4381430577	24 28 53	Battery venting Fuel tank venting CANCELLED by SB 10-064/1-28 NACA air intakes drain Door locking mechanism compartment drain	Vinyl GOSSON 577 0.27 × 0.39 in (7 × 10 mm) Vinyl RAUCLAIR 0.27 × 0.39 in (7 × 10 mm)	 10 years 10 years
Z00.N4386494710	34	Dynamic system	BAUDON 200 0.24 × 0.35 in (6 × 9 mm)	 10 years
Z00.N7850091700	32	Master cylinder brakes at R.H. and L.H. stations Brake on landing gear leg	SATMO K2 F1 1700	10 years
Z00.N7850091701	32	Master cylinder brakes at R.H. and L.H. stations Brake on landing gear leg	SATMO F1 K2 1700 P	5 years



Ex. : If, for instance, a hose is stored 3 years as per the states of the art
Service life = 10 – 3/2 = 8 years and 6 months (+ 0 ; + 20 months)

Figure 1 – Determining of the sevice life according to storage time

SCHEDULED INSPECTIONS

1. GENERAL

As required by the official authorities, civil aircraft must undergo a complete (annual) inspection every 12 calendar months of operation.

The manufacturer also recommends scheduled and special inspections.

2. INSPECTION CALENDAR (Figure 1)

			Tolerances	
1st 25 hrs "A"	:	After the first 25 hours	5 hrs	05-20-02
VP50 "2A"	:	Every 50 hours (or 6 months)	5 hrs or 15 days	05-20-03
VP100 "4A"	:	Every 100 hours	10 hrs	05-20-04
Engine special inspection	:	Every 400 hours	10 hrs	
500 hrs special inspection	:	Every 500 hours	50 hrs	
1000 hrs special inspection	:	Every 1000 hours	50 hrs	
AI	:	Every 12 months	2 months (NOTE 1 & 2)	05-20-06

NOTE 1 : The annual inspection (AI) can be reduced if the aircraft operating hours exceed 100 hrs per year.

NOTE 2 : For US registered aircraft :
The annual inspection (AI) consists of a complete inspection of the aircraft, powerplant and propeller regardless of the amount of hours the aircraft has been operated.
No tolerance allowed on an annual inspection.

			Tolerances	
Major inspection "80A"	:	Every 2000 hours	None	05-20-05

3. INTERPRETATION OF TOLERANCES

The tolerances must be used as follows :

- under no circumstances can the elapsed time between two inspections of the same type exceed the sum of the "INTERVAL + TOLERANCE", i.e. :
  - . between VP50 / VP100 maxi = 55 hrs (or 6 months 1/2)
  - . between two VP100 maxi = 110 hrs
  - . between two 500 hrs special inspections maxi = 550 hrs
  - . between two 1000 hrs special inspections maxi = 1050 hrs
- under no circumstances can the tolerances on level N inspections be accumulated to eliminate a level N-1 inspection,
- to summarize, applying the tolerance to one inspection results in the reduction of the interval before carrying out the next inspection of the same level.

4. ADDITIONAL OPERATIONS

A. Test run-up - refer to 05-30-02

A test run-up, including recording of the parameters, must be carried out at the end of each inspection.

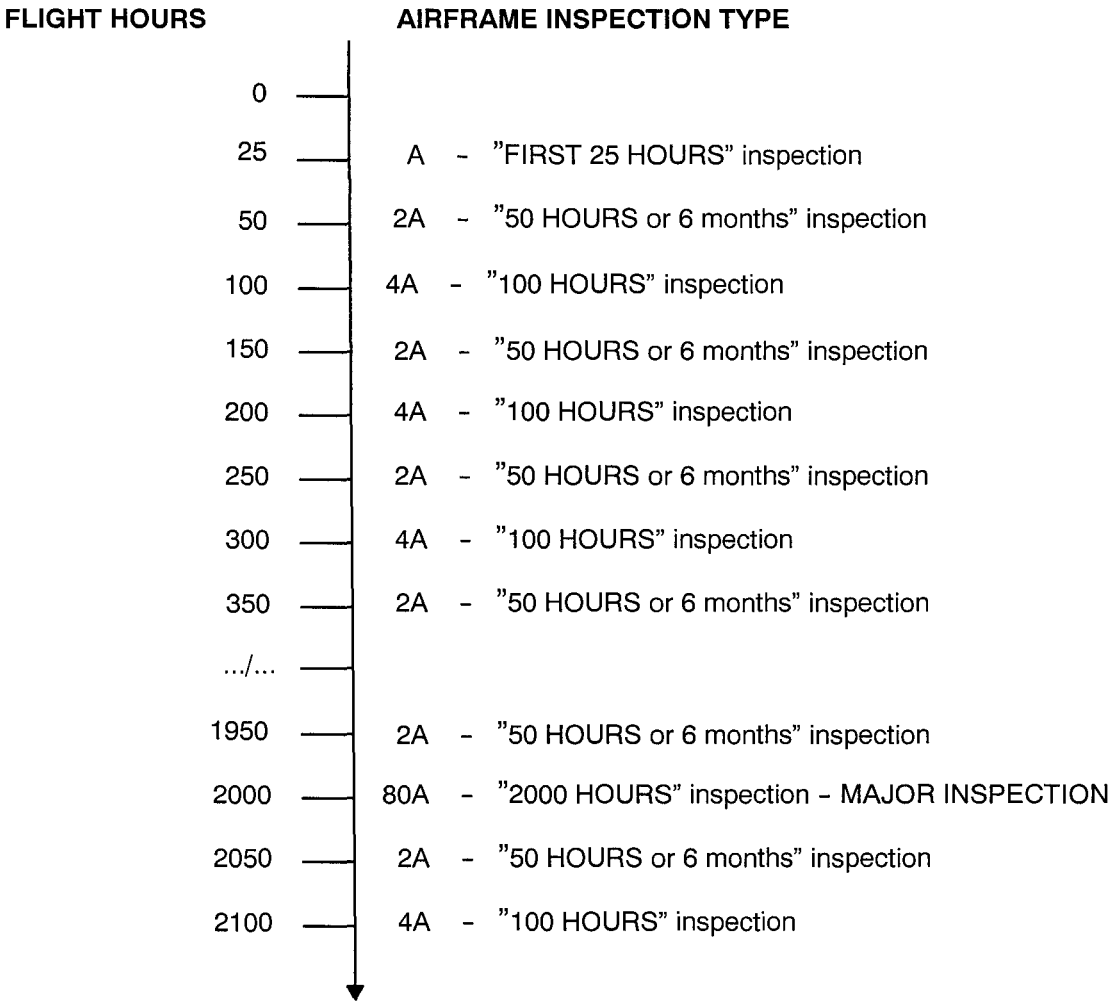
B. Weighing - refer to 08-00-00

The aircraft must be weighed and its CG calculated :

- after each modification, major repair or change of the internal equipment,
- whenever the aircraft is completely repainted,
- at least every 5 years,
- refer to weighing report in 08-20-00.

C. Compass compensation - refer to 34-23-00

The compass compensation must be checked every 3 years and whenever new electrical or radio equipment is installed.



NOTE : For the TB9 aircraft which oil system is equipped with a strainer, add a special inspection every 25 flight hours.
Add annual inspections and engine inspections (the latter are to be programmed on the same basis than airframe inspections).
In an economic interest, the coincidence of the airframe scheduled inspections with the engine scheduled inspections and the annual inspections falls to the aircraft's owner.

Inspection calendar (partial)
Figure 1

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SUMMARY OF INSPECTIONS (per ATA)

ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
	PRELIMINARY STEPS	000	X	X	X	X	X	
	1) Record anomalies into log book or equivalent document for corrective action.	000	X	X	X	X	X	
	2) Check aircraft compliance with airworthiness directives, service bulletins and service letters – refer to 05–00–02 1.	000	X	X	X	X	X	
	3) Check expiry dates of life–limited parts : – airframe – refer to 04–00–00 1 and 05–50–05 601, – equipment and hoses – refer to 05–10–00 1.	000		X	X	X	X	
	4) Perform a test run–up. Record parameters (at engine start) – refer to 05–30–02 201.	000	X	X	X	X	X	
12–20	5) Clean exterior surface – refer to 12–22–01 301. Inspect for corrosion – refer to 12–20–03 201.	000			X	X	X	
71–10	6) Remove upper engine cowling 121 and lower engine cowlings 131 and 132. Visually inspect for cracks, wear, evidence of leaks (oil, fuel, air, exhaust gas) and security – refer to 71–10–01 401.	100	X	X	X	X	X	
52–40	7) Check correct operation of battery tray cover locking system. Remove and check condition.	100	X	X	X	X	X	
24–30	8) Disconnect battery – refer to 24–30–02 401.	000	X	X	X	X	X	
52–40	9) Remove inspection doors 211L, 211R (if installed), visually inspect for cracks and security.	200				X	X	
52–40	10) Remove firewall–mounted inspection doors 212L (partial removal) and 212R (if installed), visually inspect for cracks and security.	200				X	X	
52–40	11) Remove and visually inspect inspection doors 235L, 235R.	200				X	X	
53–00	12) Remove junction fairings 217R and 217L, visually inspect for cracks and security.	200				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
53-00	13) Remove and visually inspect cowling under hull 218 for cracks and security.	100	X		X	X	X	
52-40	14) Remove and check condition of baggage compartment bottom door 242.	200	X		X	X	X	
53-00	15) Remove and visually inspect tail cone 222 for cracks and security. Check condition of tail cone electrical wiring (if installed) - refer to 53-20-04 401.	200	X		X	X	X	
57-30	16) Remove wing tip 517 (if not riveted), visually inspect for cracks and security - refer to 57-30-00 201.	500				X		
52-40	17) Remove and check condition of inspection doors 511, 512, 516 and (if installed) 515 - refer to 52-40-00 201.	500				X	X	
52-40	18) Remove and check condition of sealed inspection doors 513, 514 - refer to 52-40-00 201.	500				X		
57-30	19) Remove and visually inspect wing tip 617 (if not riveted) for cracks and security - refer to 57-30-00 201.	600				X		
52-40	20) Remove and check condition of inspection doors 611, 612, 616 and (if installed) 615 - refer to 52-40-00 201.	600				X	X	
52-40	21) Remove and check condition of sealed inspection doors 613, 614 - refer to 52-40-00 201.	600				X		
32-00	22) Partially remove landing gear fairings (if installed) to check condition of tires and brakes.	700	X	X				
32-00	23) Remove and visually inspect the landing gear and / or wheel fairings (if installed).	700			X	X	X	
07-10	24) Jack up the aircraft - refer to 07-10-00 201.	000				X	X	
24-40	25) Connect an external power supply source to the ground power receptacle (if installed). Energize.	200			X	X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
53-00	**COCKPIT AND FUSELAGE INSPECTION (AREA 200)**	200	X		X	X	X	
53-00	1) Perform an overall visual inspection of area 200.	200	X		X	X	X	
32-00	**LANDING GEAR INSPECTION (AREA 700)**	700	X		X	X	X	
32-00	1) Perform an overall visual inspection of area 700.	700	X		X	X	X	
57-00	**L.H. WING INSPECTION (AREA 500)**	500	X		X	X	X	
57-00	1) Perform an overall visual inspection of area 500.	500	X		X	X	X	
57-00	**R.H. WING INSPECTION (AREA 600)**	600	X		X	X	X	
57-00	1) Perform an overall visual inspection of area 600.	600	X		X	X	X	
71-00	**ENGINE COMPARTMENT INSPECTION (AREA 100)**	100	X	X	X	X	X	
71-00	1) Perform an overall visual inspection of area 100.	100	X	X	X	X	X	
55-00	**STABILIZER INSPECTION (AREA 300)**	300	X		X	X	X	
55-00	1) Perform an overall visual inspection of area 300.	300	X		X	X	X	
08-00	**LEVELING AND WEIGHING**							
08-10	**Weighing and balancing**							
08-10	1) Level the aircraft - refer to 08-10-00 201.	000				X		
08-10	2) Weigh the aircraft for weight and balance computations - refer to 08-20-00 201.	000				X	X	5 years
11-00	**PLACARDS AND MARKINGS**							
11-00	**General**							
11-00	1) Check installation and legibility of interior and exterior placards and markings - refer to 11-20-00 1, 11-30-00 1.	200			X	X	0	NOTE 1
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	700			X	X	0	NOTE 1

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
11-00	3) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	500			X	X	0	NOTE 1
11-00	4) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	600			X	X	0	NOTE 1
11-00	5) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	100			X	X	0	NOTE 1
11-00	6) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	300			X	X	0	NOTE 1
12-00	**SERVICING**							
12-10	**Replenishing**							
	Engine equipped with strainer (on rear table)							
12-10	1) Drain the oil system - refer to 12-12-02 301, clean the strainer - refer to 79-20-02 401 and the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before cleaning the strainers, check that there are no metal particles.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	X	X	X	X	X	25 hrs or engine 4-month insp.
	Engine equipped with filtering cartridge (on rear table)							
12-10	1) Drain the oil system - refer to 12-12-02 301, replace the filtering cartridge - refer to 79-20-02 401, and clean the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before discarding the filter and cleaning the strainer, check that there are no metal particles in the folds.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	X	X	X	X	X	1st 25 hrs or engine 4-month insp., then every 50 hrs or 4 months

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
	All							
12-10	2) Drain the fuel tanks and fuel system - refer to 12-11-02 301. **NOTE : Before complete drain, check low level detectors (if installed) - refer to 28-40-04 601.** Ventilate - refer to 12-11-03 301.	000				X		
12-10	3) Fill the fuel tanks and inspect for leaks - refer to 12-11-01 301, 28-10-00 601. **NOTE : Before and during refueling, perform operational tests of fuel gages.** Adjust if necessary - refer to 28-40-01 501.	000				X		
12-20	**Scheduled servicing**							
12-20	1) Clean the engine - refer to 12-22-03 301.	000			X	X	X	
20-00	**AIRFRAME STANDARD PRACTICES**							
20-00	**General**							
20-00	1) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-02 201.	200		X	X	X	X	
20-00	2) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-05 201.	700			X	X	X	
20-00	3) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-04 201.	500			X	X	X	
20-00	4) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-04 201.	600			X	X	X	
20-00	5) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-01 201.	100		X	X	X	X	
20-00	6) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-03 201.	300			X	X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
21-00	**AIR CONDITIONING**							
21-20	**Distribution**							
21-20	1) Perform an operational test of the air outlets.	200				X	X	
21-20	2) Visually inspect the air regulation box(es), the air outlets and the blower (if installed).	200				X	X	
21-40	**Heating**							
21-40	1) Perform an operational test of the air regulation controls, check that in "fire shut-off" position the firewall-mounted box(es) are blanked - refer to 21-00-00 201.	200				X	X	
21-40	2) Perform a detail examination of air regulation hose(s) and firewall-mounted box(es) for cracks.	100				X	X	
21-40	3) Check condition of the hot air inlet pipe between the heat exchanger and the carburetor.	100			X	X	0	NOTE 1
22-00	**AUTOFLIGHT**							
	None							
23-00	**COMMUNICATIONS**							
23-10	**Speech communications**							
23-10	1) Communication equipment Do an operational test. **NOTE : The operational test must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200		X	X	X	X	NOTE
23-10	2) Visually inspect the racks, radio sets and control units of the communication systems (if installed), check the wirings for correct routing, security and interference.	200				X		
23-10	3) Visually inspect the antennas (if installed).	200				X		
23-10	4) Visually inspect the antenna cables (if installed), check for security, routing and interference.	200				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
23-60	**Static dischargers**							
23-60	1) Visually inspect the static dischargers and bonding braids (if installed) for condition and security on the flaps, ailerons and stabilizers. If doubtful, check continuity and resistance – refer to 23-60-00 201.	000				X	X	
24-00	**ELECTRICAL POWER**							
24-00	**General**							
24-00	1) Visually inspect all cable connections under the floor, in the rear fuselage, under the instrument panel and on the front table. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	200				X	X	
24-00	2) Visually inspect all cable connections in the L.H. wing. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	500				X	X	
24-00	3) Visually inspect all cable connections in the R.H. wing. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	600				X	X	
24-00	4) Visually inspect the battery relay and (if installed) the ground power unit relay. Check attachments, lugs and terminal covers.	100				X		
24-00	5) Check all cable connections to engine and accessories, engine mount, firewall. Replace cables if damaged. Inspect cables for routing, clamp security, cleanliness, lugs and terminal covers.	100				X	X	
24-00	6) Visually inspect all cable connections in the vertical stabilizer. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	300				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
24-30	**DC generation**							
24-30	1) Remove the battery. Inspect the battery tray and the shims for condition, cracks and corrosion. Install the battery - refer to 24-30-02 401.	000				X	X	
24-30	2) Check battery electrolyte level, condition of lugs and inspect for evidence of oxidation - refer to 24-30-02 301 and 24-30-02 401.	000		X	X	X	0	NOTE 1
24-30	3) Visually inspect (do not remove) the electrical power system (switch-breakers on panel, breakers on side panel, printed circuits on the firewall L.H. door) and (if installed) the Radio-Master-Switch forward of the circuit breaker panel. Check fuses, markings, pins, lugs and attach fittings.	200				X	X	
24-30	4) Visually inspect the voltage regulator and (if installed) the overvoltage relay, inspect support, attach fittings and cables - refer to 24-30-00 601.	200				X		
24-30	5) Perform an overhaul of the alternator.	100			X	X	X	Associated with engine overhaul
24-30	6) Visually inspect the alternator, attach fittings, noise filter and connections.	100				X	X	
24-30	7) Check the condition and tension of the alternator belt - refer to 24-30-01 501. Check the tension of a new belt after the first 25 operating hours. Refer to the latest issue of LYCOMING Service Instruction 1129, for belt tension adjustment.	100	X	X	X	X	0	NOTE 1
24-40	**External power**							
24-40	1) Visually inspect the ground power receptacle (if installed) for corrosion and check cable security and connections.	200				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
25-00	**EQUIPMENT AND FURNISHINGS**							
25-10	**Flight compartment**							
25-10	1) Visually inspect attaching hardware, connections and markings on flight control instruments.	200				X	X	
25-10	2) Remove the covers forward of the instrument panel(s) and tilt the instrument panel(s).	200			X	X	X	
25-10	3) Visually inspect the sunvisors, (if installed), check attaching hardware and hinges.	200				X		
25-10	4) Visually inspect the front seats for overall condition, the struts and the adjusting system. Perform an operational test, check correct locking of front seats - refer to 25-11-00 401.	200				X	X	
25-10	5) Visually inspect the rear bench for overall condition, the anchoring and locking systems. Tilt the backrest to perform an operational test, check attaching hardware - refer to 25-12-00 401.	200				X	X	
25-10	6) Remove the front seats and the rear bench - refer to 25-11-00 401, 25-12-00 401.	200				X	X	
25-10	7) Remove floor carpets and mats.	200				X		
25-10	8) Visually inspect cabin furnishings (upholstery panels, ashtrays) for overall condition, wear and security.	200				X		
25-10	9) Remove the cabin upholstery panels and the sound-proofing panels.	200				X		
25-10	10) Thoroughly inspect the supports and the struts of front seats and locking points of rear bench for cracks and corrosion.	200				X		
25-10	11) Thoroughly inspect the harnesses and safety belts, the reels and the anchor points. Inspect for cracks and corrosion. Perform an operational test, check locking - refer to 25-13-00 601.	200				X	X	
25-10	12) Install the sound-proofing panels and the cabin upholstery panels.	200				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
25-10	13) Tilt the instrument panel(s) back into position and install the covers forward of the instrument panel(s).	200			X	X	X	
25-10	14) Install floor carpets and mats.	200				X		
25-10	15) Install the rear bench.	200				X		
25-10	16) Install the front seats and perform an operational test. Check locking in all positions.	200				X		
25-50	**Cargo compartments**							
25-50	1) Visually inspect baggage attaching straps in compartment, inspect anchor points for cracks and corrosion.	200				X	X	
25-60	**Emergency equipment**							
25-60	1) Visually inspect emergency locator transmitter (if installed), check validity date of the battery(ies), attaching hardware, antenna, connector, and surface condition - refer to 05-10-00 1 and 25-61-00 601.	200		X	X	X	X	100 hrs or 6 months
25-60	2) Inspect external antenna of emergency locator transmitter (if installed) and remote control system on instrument panel for condition and security.	200				X	X	
25-60	3) Perform a test of the emergency locator transmitter (if installed) - refer to 25-61-01 201. ELT 96/97 **NOTE : Operation tests of the emergency locator transmitter must be performed simultaneously with tests of VFR or IFR communication and radionavigation equipment or as per manufacturer specifications if they are more restrictive.** Perform three consecutive "AUTO TEST" sequences - refer to User's Manual and SB ELT-001-25.	000		X	X	X	X	100 hrs or 6 months

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
	Emergency locator transmitter ELT 90, ELT 91, ELT 96 or ELT 97 (if installed)							
25-60	4) Replace upper and lower seals.	000				X	X	12 years
26-00	**FIRE PROTECTION**							
26-20	**Extinguishing (if installed)**							
	MAIP or AREOFEU fire extinguisher (if installed)							
26-20	1) Check the expiry date of the fire extinguisher. Visually inspect the fire extinguisher and its anchor points. Check nozzle for obstruction – refer to 26-20-01 601.	200		X	X	X	X	
26-20	2) Replace the fire extinguisher.	200				X	X	10 years
	L'HOTELLIER fire extinguisher (if installed)							
26-20	1) Check fire extinguisher, for weight and pressure – refer to 26-20-01 601.	200				X	X	1 year
26-20	2) Replace the fire extinguisher.	200				X	X	5 years
27-00	**FLIGHT CONTROLS**							
27-00	**General**							
27-00	1) Visually inspect the roll control behind the instrument panel for R.H. and L.H. gimbal joint play.	200			X			
27-00	2) Visually inspect the control wheels for security on torque tubes.	200				X		
27-00	3) Visually inspect roll stops and ball joints for condition and play.	200				X		
27-00	4) Visually inspect the roll control, behind the instrument panel, for R.H. and L.H. gimbal joint play, the pylon and check that the control wheel can move forth and back without resistance.	200				X	X	
	S / N 1 - 274							
27-00	5) Visually inspect the elevator trim tab control linkage (ball control) for play – refer to 27-30-03 601.	200				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
	S / N 275 - 9999							
27-00	5) Visually inspect the elevator trim tab control linkage (cables, pulleys) for play - refer to 27-30-03 601, 20-00-07 201.	200				X		
27-00	6) Check tension of elevator trim tab cables - refer to 27-30-03 501.	200				X		
	S / N 1 - 9999							
27-00	7) Visually inspect the flight controls control linkage (along the 3 axes) for play, check cabin sealing bellows for condition : - roll - refer to 27-10-00 201, - rudder and elevator - refer to 27-20-00 201, 27-30-00 201. **NOTE : Make sure that flight control stops are reached before rudder and elevator control stops.**	200				X		
27-00	8) Check control surfaces for travel, efficiency and direction of flight controls : - pitch and elevator trim tab - refer to 27-30-00 201, 27-30-03 501, - rudder - refer to 27-20-00 201, - roll - refer to 27-10-00 201, - wing flaps - refer to 27-50-00 501, - roll/rudder interconnection system (if installed) - refer to 27-20-02 201.	000				X		
27-10	**Roll**							
27-10	1) Visually inspect the visible portions of L.H. aileron rods.	500					X	
27-10	2) Visually inspect the roll control linkage in L.H. wing, inspect bellcranks, attaching hardware, check play, look for wear, interference and corrosion - refer to 27-10-00 201.	500				X		
27-10	3) Visually inspect the visible portions of R.H. aileron rods.	600					X	
27-10	4) Visually inspect the roll control linkage in R.H. wing, inspect bellcranks, attaching hardware, check play, look for wear, interference and corrosion - refer to 27-10-00 201.	600				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
27-20	**Rudder**							
27-20	1) Visually inspect rudder control input rod in the rear fuselage.	200				X	X	
27-20	2) Visually inspect the adjustable end of the rudder control (on control surface side).	200				X	X	
27-20	3) Visually inspect nose landing gear/rudder interconnection rods on rudder pedals. Check that the play between the rods and the reinforcement plates of the bellows is 5 mm minimum. Check bellows and attaching hardware for condition - refer to 27-20-01 201.	200				X	X	
27-20	4) Visually inspect the roll/rudder interconnection system (if installed).	200				X	X	
27-20	5) Perform an operational test of the roll/rudder interconnection system (if installed) - refer to 27-20-02 201.	000				X		
27-30	**Elevator**							
27-30	1) Visually inspect the elevator and trim tab control input rods in the rear fuselage.	200				X	X	
27-30	2) Visually inspect the stall warning device, check attach fittings and connectors - refer to 27-30-04 201.	500				X		
27-30	3) Visually inspect the adjustable end of the elevator and the trim tab (on control surface side).	300				X	X	
27-50	**Wing flaps**							
27-50	1) Visually inspect the flap relays (if installed), inspect attach fittings and lugs.	200				X		
27-50	2) Visually inspect the flap actuator, the supports and attach fittings under the floor for loose rivets and cracks - refer to 27-50-01 201.	200			X	X	X	500 hrs
27-50	3) Visually inspect the flap controls and the indicator - refer to 27-50-01 201.	200				X	X	
27-50	4) Visually inspect (do not remove) the L.H. flap control rods.	500				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
27-50	5) Visually inspect (do not remove) the flap control linkage for security of attach fittings, play, evidence of wear, interference and corrosion - refer to 27-50-01 201.	000			X	X	X	1000 hrs
27-50	6) Visually inspect (do not remove) the R.H. flap control rods.	600				X	X	
28-00	**FUEL**							
28-00	**General**							
28-00	1) Inspect the fuel system for tightness (from the electric pump to the power plant equipment) - refer to 28-00-00 601.	000			X	X	0	NOTE 1
28-10	**Storage**							
28-10	1) Perform an operational test of the L.H. fuel tank cap and check the seal condition - refer to 28-10-00 301.	500				X	X	
28-10	2) Inspect the L.H. fuel tank for condition, clean if necessary - refer to 28-10-00 601.	500				X		
28-10	3) Inspect the draining holes located on the non-sealed ribs of the L.H. fuel tank for partial or total obstruction with sealing compound or any other deposit.	500				X		
28-10	4) Inspect the draining holes located under the low level detector box (if installed) of the L.H. fuel tank for partial or total obstruction with sealing compound or any other deposit.	500				X		
28-10	5) Visually inspect the L.H. fuel tank air vent system for condition, security and obstruction.	500				X	X	
28-10	6) Perform an operational test of the R.H. fuel tank cap and check the seal condition - refer to 28-10-00 301.	600				X	X	
28-10	7) Inspect the R.H. fuel tank for condition, clean if necessary - refer to 28-10-00 601.	600				X		
28-10	8) Inspect the draining holes located on the non-sealed ribs of the R.H. fuel tank for partial or total obstruction with sealing compound or any other deposit.	600				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
28-10	9) Inspect the draining holes located under the low level detector box (if installed) of the R.H. fuel tank for partial or total obstruction with sealing compound or any other deposit.	600				X		
28-10	10) Visually inspect the R.H. fuel tank air vent system for condition, security and obstruction.	600				X	X	
28-20	**Distribution**							
28-20	1) Visually inspect the fuel lines for routing and leaks.	200				X	X	
	S / N 731 - 9999							
28-20	2) Visually inspect the fuel selector - refer to 28-20-02 401.	200				X	X	
28-20	3) Replace the filtering element of the fuel selector, check the support - refer to 28-20-02 401.	200			X	X	X	300 hrs or 1 year
28-20	4) Inspect the fuel selector drain support for corrosion.	200				X		
28-20	5) Replace the hose located between the filter / selector assembly and the drain - refer to 28-20-02 401.	200				X		
	S / N 1 - 9999							
28-20	6) Perform an operational test of the fuel tank selector cock - refer to 28-20-04 401.	200				X	X	
28-20	7) Visually inspect the fuel outlet union on the L.H. wing ; check the line, the support and the grommet ; clean the strainer - refer to 28-20-03 401.	500				X		
28-20	8) Visually inspect the fuel outlet union on the R.H. wing ; check the line, the support and the grommet ; clean the strainer - refer to 28-20-03 401.	600				X		
28-20	9) Visually inspect the electric pump, the support, the unions, the vent hose and the connections.	100				X	X	
28-20	10) Clean or replace the fuel filter on the electric pump, check the support - refer to 28-20-01 401.	100		X	X	X	0	NOTE 1

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
	S / N 1 - 730							
28-20	11) Clean or replace the additional fuel filter (if installed) located close to the electric pump, check the support - refer to 28-20-02 401.	100		X	X	X	0	NOTE 1
	S / N 1 - 9999							
28-20	12) Visually inspect the engine fuel lines for routing and leaks. Inspect for evidence of interference and wear.	100				X	X	
28-40	**Indicating**							
28-40	1) Remove the L.H. tank float gages (if installed). Check the floats for porosity and travel, check the tracks and the seal for condition. Install the float gages - refer to 28-40-01 401.	500				X		
28-40	2) Remove the L.H. tank capacitor gages (if installed). Check the sensors for condition, check the transmitter for corrosion or deposits, check the connections for security. Replace the O-ring seal. Install the capacitor gages - refer to 28-40-01 401.	500				X		
28-40	3) Remove the R.H. tank float gages (if installed). Check the floats for porosity and travel, check the tracks and the seal for condition. Install the float gages - refer to 28-40-01 401.	600				X		
28-40	4) Remove the R.H. tank capacitor gages (if installed). Check the sensors for condition, check the transmitter for corrosion or deposits, check the connections for security. Replace the O-ring seal. Install the capacitor gages - refer to 28-40-01 401.	600				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
30-00	**ICE AND RAIN PROTECTION**							
30-30	**Pitot tube(s)**							
30-30	1) Perform an operational test of Pitot tube(s) heating - refer to 30-30-00 501.	000	X	X	X	X	X	
31-00	**INDICATING AND RECORDING SYSTEMS**							
31-10	**Instrument and control panels**							
31-10	1) Check the instrument panels and the central pedestal for condition and security.	200				X		
31-20	**Independent instruments**							
31-20	1) Check the clock and the chronometer for correct operation (if installed). Perform a calibration using an accurate external instrument.	200				X	X	
31-50	**Central warning systems**							
31-50	1) Visually inspect the advisory panel, check for legibility, security, lug crimping, cable condition and routing ; test the indicator lights - refer to 31-50-01 401.	200				X		
32-00	**LANDING GEAR**							
32-10	**Main landing gear**							
	Main landing gears with trailing arms							
32-10	1) Check attach fittings, visually inspect the landing gear bodies and rocker beams for cracks and distortion ; thoroughly inspect the shock absorber attachment bosses.	700			X			
32-10	2) Check attach fittings, visually inspect the landing gear bodies, the rocker beams and wheel axles for cracks and distortion ; thoroughly inspect the shock absorber attachment bosses. In case of doubt, perform a fluorescent penetrant inspection - refer to 20-00-14 301.	700				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
	Main landing gears with telescopic legs							
32-10	1) Visually inspect the leg and the sliding body for cracks and distortion ; thoroughly inspect the half-scissors attachment bosses. In case of doubt, remove, inspect and reinstall the half-scissors - refer to 32-10-00 201.	700			X			
32-10	2) Check attach fittings, visually inspect the leg, the sliding body and the wheel axles for cracks and distortion ; thoroughly inspect the half-scissors attachment bosses. Remove, inspect and reinstall the half-scissors - refer to 32-10-00 201. In case of doubt, perform a fluorescent penetrant inspection - refer to 20-00-14 301.	700				X	X	
	All							
32-10	3) Check the main landing gear shock absorbers for inflation and leaks - refer to 12-14-02 301.	700				X	X	
32-20	**Nose landing gear**							
32-20	1) Visually inspect the nose landing gear leg, the sliding body and the fork for cracks and distortion ; thoroughly inspect the half-scissors and hinged strut attachment bosses. Remove, inspect and reinstall the half-scissors - refer to 32-20-03 201.	700				X	X	
32-20	2) Visually inspect the nose landing gear leg, the sliding body and the fork for cracks and distortion ; thoroughly inspect the half-scissors and hinged strut attachment bosses. In case of doubt, remove, inspect and reinstall the half-scissors - refer to 32-20-03 201.	700			X			
32-20	3) Check the nose landing gear shock absorber for inflation and leaks - refer to 12-14-02 301.	700				X	X	
32-20	4) Visually inspect the nose landing gear mount for cracks.	700			X		0	NOTE 1

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
32-20	5) Thoroughly examine the whole nose landing gear mount. Fluorescent dye penetrant inspect the attach fittings and mount for cracks and distortion ; check for protection and absence of interference - refer to 32-20-01 601.	700				X		
32-20	6) Check that the nose landing gear mount is correctly attached to the firewall. Check the red painted marks on the bolts for alignment.	700			X	X	0	NOTE 1
32-20	7) Visually inspect the nose landing gear wheel-centering device.	700			X	X	0	NOTE 1
32-20	8) Visually inspect the nose landing gear interconnection system, check the lever and the vibration isolator for condition.	700				X	X	
32-40	**Wheels and brakes**							
32-40	1) Visually inspect the master cylinders. Check the brake system for condition, attachment, union security and tightness.	200				X	X	
32-40	2) Visually inspect the brake pedals and system, check attach fittings and clearances.	200				X		
32-40	3) Visually inspect the parking brake system (including the cock and the indicating circuit), check attach fittings and look for leaks.	200				X		
32-40	4) Deflate the tires and remove the wheels - refer to 12-14-01 301, 32-41-01 201, 32-41-02 201.	700				X	X	
32-40	5) Thoroughly inspect the wheels for cracks, distortion and evidence of wear and corrosion. In case of doubt, perform a fluorescent penetrant inspection - refer to 00-00-00 and 20-00-14 301.	700				X	X	
32-40	6) Visually inspect (do not remove) the wheels for wear, distortion or cracks.	700			X			
32-40	7) Thoroughly inspect the wheel bearings.	700				X		
32-40	8) Visually inspect the tires ; look for evidence of uneven wear, cuts, distortion and displacement of the tire on the wheel.	700	X	X	X	X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
32-40	9) Inspect the brake hydraulic system unions for security and tigthness.	700				X	X	
32-40	10) Remove and thoroughly inspect the braking system for condition, attachment, brake plate and disk wear ; look for cracks on the brake unit and thrust plate. Install the braking system - refer to 32-42-02 201.	700				X		
32-40	11) Visually inspect the braking systems for condition, attachment, brake plate and disk wear.	700	X	X	X		X	
32-40	12) Lubricate the bearings and the wheel axles ; install and inflate the wheels - refer to 12-14-01 301, 12-21-05 201, 32-41-01 201, 32-41-02 201.	700				X	X	
32-40	13) Check tire inflation pressures - refer to 12-14-01 301.	700	X	X	X			
32-40	14) Visually inspect the brake hydraulic reservoir. Check fluid level - refer to 12-13-01 301.	100	X	X	X	X	X	
32-40	15) Change the brake hydraulic fluid - refer to 12-13-01 301, 12-13-02 301.	100				X	X	3 years
32-50	**Steering**							
32-50	1) Visually inspect the nose landing gear wheel-centering device for cracks and distortion ; adjust if necessary - refer to 32-50-00 201.	700				X		
33-00	**LIGHTING**							
33-10	**Cockpit**							
33-10	1) Visually inspect the cabin lighting system (instruments, fluorescent tubes, overhead light, postlights, controls, wiring, potentiometer, converter), the attach fittings and the routing.	200				X		
33-10	2) Visually inspect the control and indicating systems of the exterior lighting systems (anti-collision lights, navigation lights, lamps, strobe lights and identification lights), the attach fittings and the routing.	200				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
33-40	**Exterior lighting**							
33-40	1) Visually inspect the rear navigation light (if installed), the strobe light(s) and check the attach fittings.	200				X		
33-40	2) Visually inspect the flashing unit(s) (if installed), check connections and attach fittings for condition.	200				X		
33-40	3) Visually inspect the navigation lights on the L.H. wing, the lamps and (if installed) the anti-collision and identification lights. Check the domes, glasses, supports and attach fittings for condition. Check the setting of the lights - refer to 33-40-01 501.	500				X		
33-40	4) Visually inspect the navigation lights on the R.H. wing and (if installed) the anti-collision and identification lights. Check the domes, glasses, supports and attach fittings for condition.	600				X		
34-00	**NAVIGATION**							
34-00	**General**							
34-00	1) Visually inspect the racks, units and control units of the navigation systems (if installed), check attach fittings and wiring for routing and interference.	200				X		
34-00	2) Visually inspect the antennas (if installed).	200				X		
34-00	3) Visually inspect the cables of the antennas (if installed), check attach fittings and check for routing and interference.	200				X		
34-00	4) Check VFR equipment (if installed). **NOTE : Must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200				X	X	NOTE

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
34-00	5) Check IFR equipment (if installed). **NOTE : Must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200				X	X	NOTE
34-10	**Flight environment data**							
34-10	1) Visually inspect the air data systems (connectors, hoses, unions, attach fittings) and check for routing.	200				X		
34-10	2) In case of frequent flights in highly humid atmosphere, drain the normal static pressure system and (if installed in rear fuselage) the emergency system - refer to 34-11-00 301.	200			X	X		
34-10	3) Drain the normal static pressure system and (if installed in rear fuselage) the emergency system - refer to 34-11-00 301.	200				X	X	
34-10	4) Perform a tightness test on air data systems and check the associated instruments - refer to 34-11-00 501.	200			X	X	X	300 hrs or 3 years
34-10	5) Visually inspect the pitot tube and the dynamic pressure system in the L.H. wing. Check the hoses and their attach fittings for condition.	500				X	X	
34-10	6) Visually inspect the pitot tube (if installed) and the dynamic pressure system in the R.H. wing. Check hoses and attach fittings for condition.	600				X	X	
34-10	7) Check the altimeter and/or the encoding altimeter or the altitude encoder. **NOTE : Must be performed by an approved radio center, in accordance with the regulation in force in the country of use.**	200				X	X	NOTE
34-20	**Attitude and direction**							
34-20	1) Perform a compensation of the compass(es) - refer to 34-23-00 201.	200				X	X	3 years

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
34-50	**Dependent position determining**							
34-50	1) Check the transponder(s). **NOTE : Must be performed by an approved radio center, in accordance with the regulation in force in the country of use.**	200				X	X	NOTE
35-00	**OXYGEN**							
	None							
37-00	**VACUUM (IF INSTALLED)**							
37-00	**General**							
37-00	1) Replace the vacuum system paper filter (if installed).	200			X	X	X	500 hrs or 1 year
37-00	2) Check the foam filter of the vacuum system regulating valve (if installed) for cleanliness and condition, replace if necessary.	200			X	X	X	
37-00	3) Check the normal vacuum system (if installed) - refer to 37-11-00 601.	000				X	X	
37-00	4) Replace the vacuum system filter located on the engine mount (if installed).	100			X	X	X	500 hrs
37-00	5) Replace the (mechanical) AIRBORNE vacuum pump drive (if installed).	100				X	X	Recom-mended 6 years
37-00	6) Visually inspect the vacuum system vacuum pump, the unions, attach fittings and pipes (if installed). Check the drive for oil leaks.	100		X	X	X		
52-00	**DOORS**							
52-10	**Access doors**							
52-10	1) Visually inspect the cabin access doors, check the structure, the transparent material condition and check for distortion and cracks.	200				X	X	
52-10	2) Check the gas struts, hinges, seals, locks, rings and latches for condition.	200				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
52-10	3) Thoroughly examine and dye penetrant or fluorescent inspect the steel latches for cracks, check for distortion and interference.	200			X	X	X	2000 hrs
52-10	4) Check the small window(s) (if installed) for operation and check the seal(s) for condition.	200				X		
52-10	5) Partially debond the insulating canvas from the door lower area, thoroughly inspect the locking mechanisms. Lubricate - refer to 12-21-02 201 and rebond the canvas.	200				X		
52-10	6) Check the hooks and locks for adjustment and operation - refer to 52-10-00 201.	200				X		
52-30	**Cargo doors**							
52-30	1) Visually inspect cargo door (baggage compartment) 219 and its seal.	200				X	X	
52-40	**Inspection doors**							
52-40	1) Check the ground power receptacle door 216L (if installed) for condition and correct locking, check the location and condition of the label (if installed) on the door inside.	200				X		
53-00	**FUSELAGE**							
53-00	**General**							
53-00	1) Visually inspect the firewall (front face) for loose rivets, distortion, cracks and evidence of corrosion. Inspect equipment for security.	100			X			
53-00	2) Thoroughly inspect the firewall (front and rear faces), forward table and central pedestal sides, for loose rivets, distortion, cracks and evidence of corrosion. Inspect equipment for security.	000				X	X	
53-00	3) Using a borescope, thoroughly inspect frames C0 and C1 [get access through frame C1 and, from S / N 731, through fuel service door 213 (and, 214 if installed)] for loose rivets, distortion, cracks and evidence of corrosion.	200				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
53-00	4) Visually inspect (do not remove) the wing duct in the fuselage on cabin side and on wing spar side for loose rivets, distortion, cracks and evidence of corrosion.	200				X		
53-00	5) Visually inspect frames C2, C3, C4, C5, C6, C7 and C8 for loose rivets, distortion, cracks and evidence of corrosion.	200				X		
53-00	6) Visually inspect the flight control supports between frames C3 and C4, and at frames C7 (front) and C9 (front). Inspect for loose rivets, distortion, cracks and evidence of corrosion.	200			X	X	X	500 hrs
53-00	7) Visually inspect frame C9, from the outside and directly for the accessible portion, and using a mirror for the inner portion. Inspect for loose rivets, distortion, cracks and evidence of corrosion.	200			X	X	0	NOTE 1
53-00	8) Visually inspect the inter-frame stringers for loose rivets, distortion, cracks and evidence of corrosion.	200				X		
53-00	9) Visually inspect the floor stiffeners and the cabin floor for loose rivets, distortion, cracks and evidence of corrosion.	200				X	X	
53-00	10) Visually inspect the inside of the fuselage skin for loose rivets, distortion, cracks and evidence of corrosion.	200				X		
53-00	11) Visually inspect (do not remove) the visible portions of the fuselage structure for loose rivets, distortion and evidence of corrosion.	200				X	X	
53-00	12) Visually inspect the anti-twist edges for loose rivets, distortion, cracks and evidence of corrosion.	200				X		
53-00	13) Visually inspect the footsteps for distortion and cracks especially near the attachment points, check the anti-skid coating for condition.	200				X		
53-00	14) Visually inspect the air regulation NACA inlets and the access door bottom area for sealing and drainage.	200				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
	Post-MOD. 151							
53-00	15) Remove vertical stabilizer root front fairing 225, visually inspect for cracks and security.	200				X		
53-00	16) Install vertical stabilizer root front fairing 225.	200				X		
55-00	**STABILIZERS**							
55-00	**General**							
55-00	1) Check the control surfaces for freedom of rotation - refer to 27-10-00 201, 27-20-00 201, 27-30-00 201 and 27-30-03 601.	300				X		
55-00	2) Check the play of the elevator hinge ball joints - refer to 55-20-01 601.	300				X		
55-00	3) Visually inspect the stabilizer and trim tab hinges. Perform an operational test.	300			X		X	
55-00	4) Visually inspect (do not remove) the visible portions of both elevator and vertical stabilizer, check for loose rivets, cracks and evidence of corrosion.	300					X	
55-20	**Elevator**							
55-20	1) Remove the elevator and inspect for loose rivets, cracks and evidence of corrosion - refer to 55-20-01 401. Lubricate the inside of the balancing boom - refer to 12-21-03 201. Visually inspect the elevator supports and hinges at frame C9. Install the elevator - refer to 55-20-01 401.	300				X		
55-20	2) Visually inspect the elevator hinge bearings. S / N 1 - 1864, 1867 - 1869 Refer to the latest issue of SB 10-101-55.	300			X	X	X	1000 hrs or 2 years
55-20	3) Check the balancing weight and the boom for security and evidence of corrosion.	300			X	X	0	NOTE 1

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
55-30	**Vertical stabilizer**							
55-30	1) Visually inspect (do not remove) vertical stabilizer, structure, attachments at frames C7 and C8, hinge bearings, skins and check for loose rivets, distortion, cracks and evidence of corrosion.	300				X		
55-40	**Rudder**							
55-40	1) Visually inspect the rudder hinges and check for loose rivets, cracks and evidence of corrosion.	300					X	
55-40	2) Remove the rudder. Visually inspect the hinges and check for loose rivets, cracks and evidence of corrosion. Install the rudder - refer to 55-40-00 401.	300				X		
55-40	3) Check the balancing weight for attachment, and check for evidence of corrosion ; in case of doubt, remove the vertical stabilizer tip - refer to 55-40-00 401.	300			X	X	0	NOTE 1
56-00	**WINDOWS**							
56-00	**General**							
56-00	1) Visually inspect the windshield and the windows. Check the transparent material and the seals for condition and security.	200				X	X	
57-00	**WINGS**							
57-00	**General**							
57-00	1) Visually inspect the wing structure - refer to 57-00-00 601 Paragraph 1. **NOTE : For highly salty or highly humid operating atmospheres, the inspection shall be performed every 2000 hours or 3 years.**	000			X	X	X	2000 hrs or 5 years NOTE

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
	S / N 1 - 1648, 1657, 1665							
57-00	2) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2. **NOTE : If PR is applied between (upper and lower surface) skins and spar for repair or, if wings have been replaced by kit OPT10 9248, 9249, 9250, 9251, 9252, 9253, 9254, 9255 or 9256 do the inspection at 10000 hrs.**	000			X	X	X	2000 hrs or 5 years NOTE
	S / N 1 - 9999							
57-00	3) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2.	000			X	X	X	10000 hrs
57-10	**Splicing**							
57-10	1) Visually inspect all the wing splices, check for cracks and evidence of corrosion on the splices ; make sure the nuts have not rotated, in case of doubt, torque the nuts - refer to 20-00-01 201.	000				X	X	
57-10	2) Check the pins of the L.H. wing-to-fuselage front and main attachments ; make sure the nuts have not rotated, in case of doubt, torque the nuts - refer to 20-00-01 201.	500				X	X	
57-10	3) Check the pins of the R.H. wing-to-fuselage front and main attachments ; make sure the nuts have not rotated, in case of doubt, torque the nuts - refer to 20-00-01 201.	600				X	X	
57-20	**Wings**							
57-20	1) Visually inspect the L.H. main-landing-gear attachment area for loose rivets, distortion, cracks and evidence of corrosion.	500			X	X	0	NOTE 1
57-20	2) Inspect L.H. main landing gear support ribs for cracks - refer to the latest issue of SOCATA SB 10-085-57.	500				X		
57-20	3) Visually inspect the L.H. spar for loose rivets, cracks, distortion and evidence of corrosion.	500				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
57-20	4) Visually inspect the attach fittings and check the L.H. wing front attachment for cracks and evidence of corrosion.	500				X		
57-20	5) Visually inspect the attach fittings and check the L.H. wing main attachment spacers for cracks and evidence of corrosion.	500				X		
57-20	6) Visually inspect the L.H. wing ribs and inner skin for loose rivets, cracks, distortion and evidence of corrosion.	500				X		
57-20	7) Inspect the L.H. wing upper and lower surface skins for condition, inspect the anti-skid coating and anti-wear PTFE located at flap/wing junction for condition.	500				X	X	
57-20	8) Visually inspect the R.H. main-landing-gear attachment area for loose rivets, distortion, cracks and evidence of corrosion.	600			X	X	0	NOTE 1
57-20	9) Inspect the R.H. main-landing-gear support ribs for cracks - refer to the latest issue of SOCATA SB 10-085-57.	600				X		
57-20	10) Visually inspect the R.H. spar for loose rivets, cracks, distortion and evidence of corrosion.	600				X		
57-20	11) Visually inspect the attach fittings and check the R.H. wing front attachment for cracks and evidence of corrosion.	600				X		
57-20	12) Visually inspect the attach fittings and check the R.H. wing main attachment spacers for cracks and evidence of corrosion.	600				X		
57-20	13) Visually inspect the R.H. wing ribs and inner skin for loose rivets, cracks, distortion and evidence of corrosion.	600				X		
57-20	14) Inspect the R.H. wing upper and lower surface skins for condition, inspect the anti-skid coating and anti-wear PTFE located at flap/wing junction for condition.	600				X	X	
57-30	**Wing tips**							
57-30	1) Visually inspect the L.H. wing tip attach fittings.	500				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
57-30	2) Visually inspect the visible portions of the L.H. wing tip for loose rivets, cracks and distortion.	500				X	X	
57-30	3) Visually inspect the R.H. wing tip attach fittings.	600				X	X	
57-30	4) Visually inspect the visible portions of the R.H. wing tip for loose rivets, cracks and distortion.	600				X	X	
57-50	**Wing flaps**							
57-50	1) Visually inspect the L.H. flap attachment and hinge.	500			X		0	NOTE 1
57-50	2) Visually inspect the visible portions of the L.H. flap ; in case of doubt, remove the flap and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-50-00 401.	500				X	X	
57-50	3) Visually inspect the L.H. flap hinge fittings, check the ball joints and the attach fittings.	500				X		
57-50	4) Visually inspect the R.H. flap attachment and hinge.	600			X		0	NOTE 1
57-50	5) Visually inspect the visible portions of the R.H. flap ; in case of doubt, remove the flap and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-50-00 401.	600				X	X	
57-50	6) Visually inspect the R.H. flap hinge fittings, check the ball joints and the attach fittings.	600				X		
57-60	**Ailerons**							
57-60	1) Visually inspect the L.H. aileron attachment and hinge.	500			X		0	NOTE 1
57-60	2) Check the L.H. aileron balancing weight attach fittings for condition.	500			X	X	0	NOTE 1
57-60	3) Visually inspect the L.H. aileron hinge fittings, check the ball joints, the attach fittings and the stops.	500				X		

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
57-60	4) Visually inspect the visible portions of the L.H. aileron ; in case of doubt, remove the aileron and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-60-00 401.	500				X	X	
57-60	5) Check the L.H. aileron for freedom of rotation - refer to 27-10-00 201.	500			X	X	0	NOTE 1
57-60	6) Visually inspect the R.H. aileron attachment and hinge.	600			X		0	NOTE 1
57-60	7) Check the R.H. aileron balancing weight attach fittings for condition.	600			X	X	0	NOTE 1
57-60	8) Visually inspect the R.H. aileron hinge fittings, check the ball joints, the attach fittings and the stops.	600				X		
57-60	9) Visually inspect the visible portions of the R.H. aileron ; in case of doubt, remove the aileron and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-60-00 401.	600				X	X	
57-60	10) Check the R.H. aileron for freedom of rotation - refer to 27-10-00 201.	600			X	X	0	NOTE 1
61-00	**PROPELLER**							
61-10	**Propeller assembly**							
61-10	1) Remove and thoroughly inspect propeller spinner 111 for cracks, check the attach fittings - refer to 61-10-00 401.	100			X	X	0	NOTE 1
61-10	2) Perform an overhaul of the propeller.	100			X	X	X	Refer to 05-10-00
61-10	3) Perform an overhaul of the propeller governor (if installed).	100			X	X	X	Refer to 05-10-00
61-10	4) Visually inspect the propeller and the bulkhead(s) for impact marks and evidence of corrosion. Make sure that the strip is present on the bulkhead(s) (if installed).	100			X	X	0	NOTE 1
61-10	5) Check the propeller tightening torque - refer to 20-00-01 201.	100				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
61-10	6) Install propeller spinner 111, make sure that washers are installed under the screw heads - refer to 61-10-00 401.	100			X	X	0	NOTE 1
61-10	7) Visually inspect the propeller governor (if installed).	100			X	X	0	NOTE 1
71-00	**POWER PLANT**							
71-10	**Cowlings**							
71-10	1) Visually inspect the attach fittings, the engine bulkheads and the baffles for integrity and security.	100				X	X	
71-20	**Engine mount**							
71-20	1) Thoroughly inspect the whole engine mount. Systematically perform a fluorescent penetrant inspection in case of engine removal - refer to 20-00-14 301 and 71-20-00 601.	100				X		
71-20	2) Visually inspect the engine mount for distortion, cracks, evidence of corrosion and interference. Check the protection - refer to 20-00-04 201.	100			X		0	NOTE 1
71-20	3) Visually check that the engine mount is correctly attached to the firewall. Check the red painted marks on the bolts for alignment.	100			X	X	0	NOTE 1
71-20	4) Check the engine attaching bolts for proper torque and check the vibration isolators for wear. In case of wear, replace all the vibration isolators - refer to 20-00-01 201 and 71-20-00 401.	100			X	X	0	NOTE 1
71-60	**Air intake**							
71-60	1) Visually inspect the inlet pipes, the manifolds and their attach fittings.	100		X	X	X	0	NOTE 1
71-60	2) Visually inspect the hoses (corrugated hoses).	100		X	X	X	0	NOTE 1
71-60	3) Visually inspect the air filter(s) - refer to the spare filter package instructions.	100		X	X	X	X	
71-60	4) Replace the air filter(s).	100				X	X	1 year

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
71-60	5) Visually inspect the deflectors, the inlet box and the air intake flap ; clean if necessary. Inspect for cracks and distortion, and check the attach fittings for condition.	100		X	X	X	0	NOTE 1
71-60	6) Perform an operational test of the air intake flap.	100			X	X	0	NOTE 1
72-00	**ENGINE**							
72-00	**General**							
72-00	1) Perform an overhaul of the engine.	100			X	X	X	Refer to 05-10-00
72-30	**Cylinders section**							
72-30	1) Measure and record the cylinder compression values in the engine log book - refer to the latest issue of LYCOMING Service Instruction No. 1191.	100			X	X	0	NOTE 1
72-30	2) Check for oil leaks around the rocker-box covers. If necessary replace the seal and torque screws - refer to 20-00-01 201.	100		X	X	X	X	
72-30	3) Check that there is no evidence of overheat on the cylinders, indicated by burnt paint. In this case, a fault exists inside the cylinder and this must be repaired before returning the aircraft to service. **NOTE : Marked discoloration and seepage around the cylinder heads and cylinder barrel joints are usually due to the seepage of threading grease used at the factory for assembly of the cylinder or to slight gazeous leaks which will disappear once the cylinder has been operated for some time.** **In this case, neither the operation nor the performance of the engine is affected. If the leaks are more serious, replace the cylinder.**	100		X	X	X	X	NOTE

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
72-30	4) Check cylinders visually for cracked or broken fins.	100			X	X	0	NOTE 1
72-30	5) Apply the latest issue of LYCOMING Service Bulletin 388 and LYCOMING Instruction Service 1485 about valve guide clearance check.	100			X	X	X	
73-00	**FUEL SYSTEM AND CONTROLS**							
73-00	**General**							
73-00	1) Check the fuel system for leaks and security of the clamps.	100		X	X	X	0	NOTE 1
73-10	**Fuel supply**							
73-10	1) Visually inspect the mechanical fuel pump. Check attach fittings and connections on the engine pump and the pressure switch.	100		X	X	X	0	NOTE 1
73-10	2) Check the fuel pump vent line for clogging.	100				X		
73-10	3) Visually inspect the fuel hoses for condition, attachment and routing. Look for evidence of wear and interference.	100				X	X	
73-20	**Fuel control**							
73-20	1) Perform an overhaul of the carburetor.	100			X	X	X	Associated with engine overhaul
73-20	2) Visually inspect the carburetor and attach fittings for leaks.	100				X	X	
73-20	3) Remove and clean the carburetor fuel inlet filter. Install the filter - refer to 73-20-01 301.	100		X	X	X	0	NOTE 1
73-30	**Indicating**							
73-30	1) Visually inspect the fuel pressure transmitter, check the unions and connections for condition.	100				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
74-00	**IGNITION SYSTEM**							
74-10	**Electrical power supply**							
74-10	1) Visually inspect the attach fittings and the magneto selector connections for security.	200				X	X	
74-10	2) Perform an overhaul of the SLICK magnetos.	100			X	X	X	Associated with engine overhaul
74-10	3) Perform an overhaul of the TCM magnetos.	100			X	X	X	Associated with engine overhaul or 4 years
74-10	4) Replace the bearing of SLICK Series 4200 magnetos. Refer to the latest issue of SLICK L-1037 Maintenance & Overhaul Manual.	100			X	X	X	1000 hrs
74-10	5) Check the TCM magnetos, the attach fittings and the grounding. Refer to the latest issue of LYCOMING Service Bulletin No. 515 (SB 643 Teledyne Continental, Paragraphs 1 and 2B) and to any other publication in force issued from equipment and engine manufacturers.	100			X	X	X	100 hrs or 1 year
74-10	6) Check the SLICK magnetos, the attach fittings and the grounding. Refer to the latest issue of SLICK L-1037 or L-1363 Maintenance & Overhaul Manual and to any other publication in force issued from equipment and engine manufacturers.	100			X	X	X	100 hrs or 1 year and 500 hrs
74-10	7) Check the TCM magnetos, the attach fittings and the grounding. Refer to the latest issue of LYCOMING Service Bulletin No. 515 (SB 643 Teledyne Continental, Paragraphs 2A and 3) and to any other publication in force issued from equipment and engine manufacturers.	100			X	X	X	500 hrs
74-10	8) Check breaker points for pitting and minimum gap.	100			X	X	0	NOTE 1
74-10	9) Check for excessive oil in the breaker compartment ; if found, wipe dry with a clean lint-free cloth.	100			X	X	0	NOTE 1

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
74-10	10) The felt located at the breaker points should be lubricated in accordance with the magneto manufacturer's instructions.	100			X	X	0	NOTE 1
74-10	11) Check magneto to engine timing.	100			X	X	0	NOTE 1
74-20	**Distribution**							
74-20	1) Remove and thoroughly inspect the upper and lower spark plugs. If the spark plugs are fouled, clean and adjust gap, then permute upper and lower spark plugs - refer to 74-20-02 401.	100		X	X	X	0	NOTE 1
74-20	2) Check the conductors and the ceramics for corrosion and deposits. Clean the cable ends, spark plug walls and ceramics with a dry clean cloth or a clean cloth moistened with methyl-ethyl-ketone. Dry.	100		X	X	X	0	NOTE 1
74-20	3) Check ignition harness clamps and magneto for security and spark plug and magneto terminals for tight connection.	100		X	X	X	0	NOTE 1
76-00	**ENGINE CONTROLS**							
76-00	**General**							
76-00	1) Check travel and visually inspect attach fittings and routing of controls of : - propeller governor (if installed), - carburetor heating, - mixture, - throttle. **NOTE : Make sure that the powerplant stops are reached before the control unit stops.**	000			X	X	0	NOTE 1
76-00	2) Ensure that there is no slack, and that the control friction knob on the pedestal is effective.	200				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
77-00	**ENGINE INDICATING**							
77-00	**General**							
77-00	1) Visually inspect the attach fittings, the connections. Visually inspect the markings of the engine indicating instruments - refer to 31-10-00 1.	200				X	X	
77-00	2) Visually inspect routing and condition of attach fittings, lines, connections and sensors of : - tachometer control system, - fuel inlet pressure system.	000				X	X	
77-00	3) Visually inspect routing and condition of attach fittings, wires, connections and sensors of : - cylinder head temperature C.H.T. system (if installed), - exhaust gas temperature E.G.T. system (if installed), - carburetor air temperature system (if installed).	000				X	X	
77-10	**Power**							
77-10	1) Replace the inlet pressure filter - refer to 77-10-02 201.	100				X		
78-00	**EXHAUST**							
78-00	**General**							
78-00	1) Visually inspect the exhaust pipe, the exchanger (and the muffler if installed), and thoroughly inspect the attach fittings, the casings and welds for cracks.	100		X				
78-00	2) Remove the heat exchanger and the exhaust pipe (and the muffler, if installed) - refer to 21-40-01 201, 78-00-00 401, 78-20-00 401.	100			X	X	0	NOTE 1
78-00	3) Thoroughly inspect the attach fittings, the tubes, the exhaust pipe, the exchanger (and the muffler, if installed). Look for welding defects and cracks on the inner and outer casings - refer to 78-00-00 601.	100			X	X	0	NOTE 1

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
78-00	4) Install the exhaust pipe and the exchanger (and the muffler, if installed) - refer to 78-00-00 401, 21-40-01 201, 78-20-00 401.	100			X	X	0	NOTE 1
78-10	**Exhaust manifolds**							
78-10	1) Check attaching flanges at exhaust outlets on cylinder for evidence of leakage. If found loose, the flanges must be removed and machined flat before they are reassembled and tightened.	100		X	X	X	0	NOTE 1
78-10	2) Inspect exhaust manifolds for general condition.	100		X	X	X	0	NOTE 1
78-20	**Muffler**							
78-20	1) Check the steel wool in the muffler (if installed) for condition - refer to 78-20-00 301. **NOTE : After replacement of the steel wool, this check shall be performed at 300 hrs, then every 100 hrs until next replacement.**	100			X	X	0	NOTE 1
79-00	**LUBRICATION**							
79-00	**General**							
79-00	1) Visually inspect the lubrication lines and connections on the engine cases and on the oil cooler(s), check the attach fittings and look for impact marks, wear, cracks and leaks.	100		X	X	X	0	NOTE 1
79-10	**Storage**							
79-10	1) Visually inspect the engine oil filler port, the oil gage and the base for leaks, and check attach fittings.	100				X	X	
79-20	**Oil distribution**							
79-20	1) Visually inspect oil cooler(s), support(s), attach fittings. Look for cracks and evidence of leaks.	100				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
79-20	2) Check engine crankcase breather for obstruction.	100			X	X	0	NOTE 1
79-30	**Indicating**							
79-30	1) Visually inspect attach fittings, lines, connections, pressure transmitter and oil temperature probe for routing and condition.	000			X	X	0	NOTE 1
80-00	**STARTING**							
80-00	**General**							
80-00	1) Perform an overhaul of the starter.	100			X	X	X	Associated with engine overhaul
80-00	2) Visually inspect the starter, the attach fittings and the connections. To adjust the clearance between the toothed ring and the LYCOMING starter drive gear, refer to the latest issue of TEXTRON LYCOMING Service Instruction No. 1447.	100				X	X	
80-00	3) Visually inspect the starter relay, check attach fittings, lugs and terminal covers.	100				X		
	FINAL STEPS	000	X	X	X	X	X	
24-40	1) Disconnect the external power supply source (if installed).	200			X	X	X	
32-00	2) Install the landing gear fairings and / or the wheel fairings (if installed).	700	X	X	X	X	X	
52-40	3) Install sealed inspection doors 513, 514 - refer to 52-40-00 201.	500				X		
57-30	4) Install wing tip 517 (if not riveted) - refer to 57-30-00 201.	500				X		
52-40	5) Install sealed inspection doors 613, 614 - refer to 52-40-00 201.	600				X		
57-30	6) Install wing tip 617 (if not riveted) - refer to 57-30-00 201.	600				X		
52-40	7) Install baggage compartment bottom door 242.	200	X		X	X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
52-40	8) Install inspection doors 235L, 235R.	200				X	X	
52-40	9) Install inspection doors 211L, 211R, (if installed).	200				X	X	
24-30	10) Connect the battery, lubricate the terminals - refer to 24-30-02 401.	000	X	X	X	X	X	
52-40	11) Install and lock the battery tray cover.	100	X	X	X	X	X	
52-40	12) Install firewall-mounted inspection doors 212L and (if installed) 212R.	200				X	X	
53-00	13) Install junction fairings 217R and 217L.	000				X	X	
53-00	14) Install cowling under hull 218.	200			X	X	X	
52-40	15) Install inspection doors 511, 512, 516 and (if installed) 515 - refer to 52-40-00 201.	500				X	X	
52-40	16) Install inspection doors 611, 612, 616 and (if installed) 615 - refer to 52-40-00 201.	600				X	X	
71-10	17) Install lower engine cowlings 131, 132 and upper engine cowling 121 - refer to 71-10-01 401.	100	X	X	X	X	X	
53-00	18) Install tail cone 222 - refer to 53-20-04 401.	200	X		X	X	X	
07-10	19) Lower the aircraft onto ground - refer to 07-10-00 201.	000				X	X	
	20) Check that all cowlings, access doors and fairings are correctly installed.	000	X	X	X	X	X	
	21) Perform a test run-up. Record the parameters (at engine shutdown) - refer to 05-30-02 201.	000	X	X	X	X	X	
71-10	22) After the test run-up, remove upper engine cowling 121 and lower engine cowlings 131 and 132, and check for leaks (oil, fuel, air, exhaust gases). If everything is normal, reinstall the engine cowlings and check that they are correctly locked - refer to 71-10-01 401.	000	X	X	X	X	X	
	23) Perform a test flight - refer to 05-30-00 1 and 05-30-03 201.	000				X	X	

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ATA	OPERATIONS	Area	INSPECTIONS					
			1st 25 hrs	50 hrs	100 hrs	Major	Ann.	Other
71-10	24) After the test flight, remove upper engine cowling 121 and lower engine cowlings 131 and 132, and visually inspect the whole engine compartment. If everything is normal, reinstall the engine cowlings and check that they are correctly locked - refer to 71-10-01 401.	000				X	X	
	25) Record this inspection in the aircraft maintenance files (airframe and engine log books).	000	X	X	X	X	X	

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SPECIAL INSPECTIONS

1. ENGINE FIRST HOURS INSPECTIONS

A. Engine first 10-hours

- Check the tension of the alternator belt - refer to 24-30-01 501.

B. Engine first 25-hours

The engine, either new, remanufactured, reconditioned or after installing new cylinders, must perform the following operations :

Engine equipped with strainer (on rear table)

- Drain the oil system - refer to 12-12-02 301, clean the strainer - refer to 79-20-02 401 and the strainer of crankcase - refer to 79-10-02 401.

  NOTE : Before cleaning the strainers, check that there are no metal particles.

- Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.
- Check the tension of the alternator belt - refer to 24-30-01 501.

Engine equipped with filtering cartridge (on rear table)

- Drain the oil system - refer to 12-12-02 301, replace the filtering cartridge - refer to 79-20-02 401, and clean the strainer of crankcase - refer to 79-10-02 401.

  NOTE : Before discarding the filter and cleaning the strainer, check that there are no metal particles in the folds.

- Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.

Check the tension of the alternator belt - refer to 24-30-01 501.

2. 25-HOURS OR FOUR-MONTHS INSPECTIONS

The engines equipped with strainers (on rear table) must perform every 25 hours or four months the following operations :

- Drain the oil system - refer to 12-12-02 301, clean the strainer - refer to 79-20-02 401 and the strainer of crankcase - refer to 79-10-02 401.

  NOTE : Before cleaning the strainers, check that there are no metal particles.

- Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.

3. "A" INSPECTION - FIRST 25 HOURS

After the first 25 hours of aircraft operation, carry out all the operations of the inspection described hereafter.

Registration number	Model and Serial number	Aircraft operating hours

ATA	"A" INSPECTION – FIRST 25 HOURS PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	PRELIMINARY STEPS	000		
	1) Record anomalies into log book or equivalent document for corrective action.	000		.....
	2) Check aircraft compliance with airworthiness directives, service bulletins and service letters – refer to 05–00–02 1.	000		.....
	3) Perform a test run–up. Record parameters (at engine start) – refer to 05–30–02 201.	000		.....
30–30	4) Perform an operational test of Pitot tube(s) heating – refer to 30–30–00 501.	000		.....
71–10	5) Remove upper engine cowling 121 and lower engine cowlings 131 and 132. Visually inspect for cracks, wear, evidence of leaks (oil, fuel, air, exhaust gas) and security – refer to 71–10–01 401.	100		.....
	<u>Engine equipped with strainer (on rear table)</u>			
12–10	6) Drain the oil system – refer to 12–12–02 301, clean the strainer – refer to 79–20–02 401 and the strainer of crankcase – refer to 79–10–02 401. **NOTE : Before cleaning the strainers, check that there are no metal particles.** Close the drain cock and fill the oil tank – refer to 12–12–01 301 and the latest issue of LYCOMING SB 480.	100	25 hrs or engine 4–month insp.	.....
	<u>Engine equipped with filtering cartridge (on rear table)</u>			
12–10	6) Drain the oil system – refer to 12–12–02 301, replace the filtering cartridge – refer to 79–20–02 401, and clean the strainer of crankcase – refer to 79–10–02 401. **NOTE : Before discarding the filter and cleaning the strainer, check that there are no metal particles in the folds.** Close the drain cock and fill the oil tank – refer to 12–12–01 301 and the latest issue of LYCOMING SB 480.	100	1st 25 hrs or engine 4–month insp., then every 50 hrs or 4 months	.....
	<u>All</u>			
52–40	7) Check correct operation of battery tray cover locking system. Remove and check condition.	100		.....
24–30	8) Disconnect battery – refer to 24–30–02 401.	000		.....

ATA	"A" INSPECTION - FIRST 25 HOURS PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
53-00	9) Remove and visually inspect cowling under hull 218 for cracks and security.	100		.....
52-40	10) Remove and check condition of baggage compartment bottom door 242.	200		.....
53-00	11) Remove and visually inspect tail cone 222 for cracks and security. Check condition of tail cone electrical wiring (if installed) - refer to 53-20-04 401.	200		.....

ATA	"A" INSPECTION - FIRST 25 HOURS COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
53-00	**COCKPIT AND FUSELAGE INSPECTION (AREA 200)**	200		
53-00	1) Perform an overall visual inspection of area 200.	200		.....

ATA	"A" INSPECTION - FIRST 25 HOURS LANDING GEAR INSPECTION (AREA 700)	AREA	OTHER	INSPECTION PERFORMED BY
32-00	**LANDING GEAR INSPECTION (AREA 700)**	700		
32-00	1) Perform an overall visual inspection of area 700.	700		.....
32-00	2) Partially remove landing gear fairings (if installed) to check condition of tires and brakes.	700		.....
32-40	3) Visually inspect the tires ; look for evidence of uneven wear, cuts, distortion and displacement of the tire on the wheel.	700		.....
32-40	4) Visually inspect the braking systems for condition, attachment, brake plate and disk wear.	700		.....
32-40	5) Check tire inflation pressures - refer to 12-14-01 301.	700		.....
32-00	6) Install the landing gear fairings and / or the wheel fairings (if installed).	700		.....

ATA	"A" INSPECTION - FIRST 25 HOURS L.H. WING INSPECTION (AREA 500)	AREA	OTHER	INSPECTION PERFORMED BY
57-00	**L.H. WING INSPECTION (AREA 500)**	500		
57-00	1) Perform an overall visual inspection of area 500.	500		.....

ATA	"A" INSPECTION - FIRST 25 HOURS R.H. WING INSPECTION (AREA 600)	AREA	OTHER	INSPECTION PERFORMED BY
57-00	**R.H. WING INSPECTION (AREA 600)**	600		
57-00	1) Perform an overall visual inspection of area 600.	600		.....

ATA	"A" INSPECTION - FIRST 25 HOURS ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
71-00	**ENGINE COMPARTMENT INSPECTION (AREA 100)**	100		
71-00	1) Perform an overall visual inspection of area 100.	100		.....
32-40	2) Visually inspect the brake hydraulic reservoir. Check fluid level - refer to 12-13-01 301.	100		.....
24-30	3) Check the condition and tension of the alternator belt - refer to 24-30-01 501. Check the tension of a new belt after the first 25 operating hours. Refer to the latest issue of LYCOMING Service Instruction 1129, for belt tension adjustment.	100		.....

ATA	"A" INSPECTION - FIRST 25 HOURS STABILIZER INSPECTION (AREA 300)	AREA	OTHER	INSPECTION PERFORMED BY
55-00	**STABILIZER INSPECTION (AREA 300)**	300		
55-00	1) Perform an overall visual inspection of area 300.	300		.....

ATA	"A" INSPECTION - FIRST 25 HOURS FINAL STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	FINAL STEPS	000		
52-40	1) Install baggage compartment bottom door 242.	200		.....
24-30	2) Connect the battery, lubricate the terminals - refer to 24-30-02 401.	000		.....
52-40	3) Install and lock the battery tray cover.	100		.....
71-10	4) Install lower engine cowlings 131, 132 and upper engine cowling 121 - refer to 71-10-01 401.	100		.....
53-00	5) Install tail cone 222 - refer to 53-20-04 401.	200		.....
	6) Check that all cowlings, access doors and fairings are correctly installed.	000		.....
	7) Perform a test run-up. Record the parameters (at engine shutdown) - refer to 05-30-02 201.	000		.....
71-10	8) After the test run-up, remove upper engine cowling 121 and lower engine cowlings 131 and 132, and check for leaks (oil, fuel, air, exhaust gases). If everything is normal, reinstall the engine cowlings and check that they are correctly locked - refer to 71-10-01 401.	000		.....
	9) Record this inspection in the aircraft maintenance files (airframe and engine log books).	000		.....

"2A" INSPECTION - 50 HOURS

Registration number	Model and Serial number	Aircraft operating hours

ATA	"2A" INSPECTION - 50 HOURS PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	PRELIMINARY STEPS	000		
	1) Record anomalies into log book or equivalent document for corrective action.	000		.....
	2) Check aircraft compliance with airworthiness directives, service bulletins and service letters - refer to 05-00-02 1.	000		.....
	3) Check expiry dates of life-limited parts : - airframe - refer to 04-00-00 1 and 05-50-05 601, - equipment and hoses - refer to 05-10-00 1.	000		.....
	4) Perform a test run-up. Record parameters (at engine start) - refer to 05-30-02 201.	000		.....
30-30	5) Perform an operational test of Pitot tube(s) heating - refer to 30-30-00 501.	000		.....
71-10	6) Remove upper engine cowling 121 and lower engine cowlings 131 and 132. Visually inspect for cracks, wear, evidence of leaks (oil, fuel, air, exhaust gas) and security - refer to 71-10-01 401.	100		.....
	<u>Engine equipped with strainer (on rear table)</u>			
12-10	7) Drain the oil system - refer to 12-12-02 301, clean the strainer - refer to 79-20-02 401 and the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before cleaning the strainers, check that there are no metal particles.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	25 hrs or engine 4-month insp.	.....

ATA	"2A" INSPECTION - 50 HOURS PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	Engine equipped with filtering cartridge (on rear table)			
12-10	7) Drain the oil system - refer to 12-12-02 301, replace the filtering cartridge - refer to 79-20-02 401, and clean the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before discarding the filter and cleaning the strainer, check that there are no metal particles in the folds.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	1st 25 hrs or engine 4-month insp., then every 50 hrs or 4 months	.....
	All			
72-30	8) Check for oil leaks around the rocker-box covers. If necessary replace the seal and torque screws - refer to 20-00-01 201.	100		.....
72-30	9) Check that there is no evidence of overheat on the cylinders, indicated by burnt paint. In this case, a fault exists inside the cylinder and this must be repaired before returning the aircraft to service. **NOTE : Marked discoloration and seepage around the cylinder heads and cylinder barrel joints are usually due to the seepage of threading grease used at the factory for assembly of the cylinder or to slight gazeous leaks which will disappear once the cylinder has been operated for some time.** **In this case, neither the operation nor the performance of the engine is affected. If the leaks are more serious, replace the cylinder.**	100		.....
52-40	10) Check correct operation of battery tray cover locking system. Remove and check condition.	100		.....
24-30	11) Disconnect battery - refer to 24-30-02 401.	000		.....
24-30	12) Check battery electrolyte level, condition of lugs and inspect for evidence of oxidation - refer to 24-30-02 301 and 24-30-02 401.	000		.....

ATA	"2A" INSPECTION - 50 HOURS COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
53-00	**COCKPIT AND FUSELAGE INSPECTION (AREA 200)**	200		
23-10	1) Communication equipment Do an operational test. **NOTE : The operational test must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200		.....
25-60	2) Visually inspect emergency locator transmitter (if installed), check validity date of the battery(ies), attaching hardware, antenna, connector, and surface condition - refer to 05-10-00 1 and 25-61-00 601.	200	100 hrs or 6 months	.....
25-60	3) Perform a test of the emergency locator transmitter (if installed) - refer to 25-61-01 201. <u>ELT 96/97</u> **NOTE : Operation tests of the emergency locator transmitter must be performed simultaneously with tests of VFR or IFR communication and radionavigation equipment or as per manufacturer specifications if they are more restrictive.** Perform three consecutive "AUTO TEST" sequences - refer to User's Manual and SB ELT-001-25.	000	100 hrs or 6 months	.....
	<u>MAIP or AREOFEU fire extinguisher (if installed)</u>			
26-20	4) Check the expiry date of the fire extinguisher. Visually inspect the fire extinguisher and its anchor points. Check nozzle for obstruction - refer to 26-20-01 601.	200		.....
	<u>All</u>			
20-00	5) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-02 201.	200		.....

ATA	"2A" INSPECTION - 50 HOURS LANDING GEAR INSPECTION (AREA 700)	AREA	OTHER	INSPECTION PERFORMED BY
32-00	**LANDING GEAR INSPECTION (AREA 700)**	700		
32-00	1) Partially remove landing gear fairings (if installed) to check condition of tires and brakes.	700		.....
32-40	2) Visually inspect the tires ; look for evidence of uneven wear, cuts, distortion and displacement of the tire on the wheel.	700		.....
32-40	3) Visually inspect the braking systems for condition, attachment, brake plate and disk wear.	700		.....
32-40	4) Check tire inflation pressures - refer to 12-14-01 301.	700		.....
32-00	5) Install the landing gear fairings and / or the wheel fairings (if installed).	700		.....

ATA	"2A" INSPECTION - 50 HOURS ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
71-00	**ENGINE COMPARTMENT INSPECTION (AREA 100)**	100		
71-00	1) Perform an overall visual inspection of area 100.	100		.....
32-40	2) Visually inspect the brake hydraulic reservoir. Check fluid level - refer to 12-13-01 301.	100		.....
24-30	3) Check the condition and tension of the alternator belt - refer to 24-30-01 501. Check the tension of a new belt after the first 25 operating hours. Refer to the latest issue of LYCOMING Service Instruction 1129, for belt tension adjustment.	100		.....
28-20	4) Clean or replace the fuel filter on the electric pump, check the support - refer to 28-20-01 401.	100		.....
	S / N 1 - 730			
28-20	5) Clean or replace the additional fuel filter (if installed) located close to the electric pump, check the support - refer to 28-20-02 401.	100		.....
	S / N 1 - 9999			
73-10	6) Visually inspect the mechanical fuel pump. Check attach fittings and connections on the engine pump and the pressure switch.	100		.....
73-20	7) Remove and clean the carburetor fuel inlet filter. Install the filter - refer to 73-20-01 301.	100		.....
73-00	8) Check the fuel system for leaks and security of the clamps.	100		.....
37-00	9) Visually inspect the vacuum system vacuum pump, the unions, attach fittings and pipes (if installed). Check the drive for oil leaks.	100		.....
74-20	10) Remove and thoroughly inspect the upper and lower spark plugs. If the spark plugs are fouled, clean and adjust gap, then permute upper and lower spark plugs - refer to 74-20-02 401.	100		.....
74-20	11) Check the conductors and the ceramics for corrosion and deposits. Clean the cable ends, spark plug walls and ceramics with a dry clean cloth or a clean cloth moistened with methyl-ethyl-ketone. Dry.	100		.....
74-20	12) Check ignition harness clamps and magneto for security and spark plug and magneto terminals for tight connection.	100		.....
79-00	13) Visually inspect the lubrication lines and connections on the engine cases and on the oil cooler(s), check the attach fittings and look for impact marks, wear, cracks and leaks.	100		.....

ATA	"2A" INSPECTION - 50 HOURS ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
71-60	14) Visually inspect the inlet pipes, the manifolds and their attach fittings.	100		.....
71-60	15) Visually inspect the hoses (corrugated hoses).	100		.....
71-60	16) Visually inspect the air filter(s) - refer to the spare filter package instructions.	100		.....
71-60	17) Visually inspect the deflectors, the inlet box and the air intake flap ; clean if necessary. Inspect for cracks and distortion, and check the attach fittings for condition.	100		.....
78-00	18) Visually inspect the exhaust pipe, the exchanger (and the muffler if installed), and thoroughly inspect the attach fittings, the casings and welds for cracks.	100		.....
78-10	19) Check attaching flanges at exhaust outlets on cylinder for evidence of leakage. If found loose, the flanges must be removed and machined flat before they are reassembled and tightened.	100		.....
78-10	20) Inspect exhaust manifolds for general condition.	100		.....
20-00	21) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-01 201.	100		.....

ATA	"2A" INSPECTION - 50 HOURS FINAL STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	FINAL STEPS	000		
24-30	1) Connect the battery, lubricate the terminals - refer to 24-30-02 401.	000		.....
52-40	2) Install and lock the battery tray cover.	100		.....
71-10	3) Install lower engine cowlings 131, 132 and upper engine cowling 121 - refer to 71-10-01 401.	100		.....
	4) Check that all cowlings, access doors and fairings are correctly installed.	000		.....
	5) Perform a test run-up. Record the parameters (at engine shutdown) - refer to 05-30-02 201.	000		.....
71-10	6) After the test run-up, remove upper engine cowling 121 and lower engine cowlings 131 and 132, and check for leaks (oil, fuel, air, exhaust gases). If everything is normal, reinstall the engine cowlings and check that they are correctly locked - refer to 71-10-01 401.	000		.....
	7) Record this inspection in the aircraft maintenance files (airframe and engine log books).	000		.....

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"4A" INSPECTION - 100 HOURS

Registration number	Model and Serial number	Aircraft operating hours

ATA	"4A" INSPECTION - 100 HOURS PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	PRELIMINARY STEPS	000		
	1) Record anomalies into log book or equivalent document for corrective action.	000		.....
	2) Check aircraft compliance with airworthiness directives, service bulletins and service letters - refer to 05-00-02 1.	000		.....
	3) Check expiry dates of life-limited parts : - airframe - refer to 04-00-00 1 and 05-50-05 601, - equipment and hoses - refer to 05-10-00 1.	000		.....
	4) Perform a test run-up. Record parameters (at engine start) - refer to 05-30-02 201.	000		.....
30-30	5) Perform an operational test of Pitot tube(s) heating - refer to 30-30-00 501.	000		.....
12-20	6) Clean exterior surface - refer to 12-22-01 301. Inspect for corrosion - refer to 12-20-03 201.	000		.....
72-30	7) Measure and record the cylinder compression values in the engine log book - refer to the latest issue of LYCOMING Service Instruction No. 1191.	100		.....
71-10	8) Remove upper engine cowling 121 and lower engine cowlings 131 and 132. Visually inspect for cracks, wear, evidence of leaks (oil, fuel, air, exhaust gas) and security - refer to 71-10-01 401.	100		.....
	<u>Engine equipped with strainer (on rear table)</u>			
12-10	9) Drain the oil system - refer to 12-12-02 301, clean the strainer - refer to 79-20-02 401 and the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before cleaning the strainers, check that there are no metal particles.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	25 hrs or engine 4-month insp.	.....

ATA	"4A" INSPECTION - 100 HOURS PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	Engine equipped with filtering cartridge (on rear table)			
12-10	9) Drain the oil system - refer to 12-12-02 301, replace the filtering cartridge - refer to 79-20-02 401, and clean the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before discarding the filter and cleaning the strainer, check that there are no metal particles in the folds.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	1st 25 hrs or engine 4-month insp., then every 50 hrs or 4 months	.....
	All			
72-30	10) Check for oil leaks around the rocker-box covers. If necessary replace the seal and torque screws - refer to 20-00-01 201.	100		.....
72-30	11) Check that there is no evidence of overheat on the cylinders, indicated by burnt paint. In this case, a fault exists inside the cylinder and this must be repaired before returning the aircraft to service. **NOTE : Marked discoloration and seepage around the cylinder heads and cylinder barrel joints are usually due to the seepage of threading grease used at the factory for assembly of the cylinder or to slight gazeous leaks which will disappear once the cylinder has been operated for some time.** **In this case, neither the operation nor the performance of the engine is affected. If the leaks are more serious, replace the cylinder.**	100		.....
12-20	12) Clean the engine - refer to 12-22-03 301.	000		.....
52-40	13) Check correct operation of battery tray cover locking system. Remove and check condition.	100		.....
24-30	14) Disconnect battery - refer to 24-30-02 401.	000		.....
24-30	15) Check battery electrolyte level, condition of lugs and inspect for evidence of oxidation - refer to 24-30-02 301 and 24-30-02 401.	000		.....
24-40	16) Connect an external power supply source to the ground power receptacle (if installed). Energize.	200		.....
53-00	17) Remove and visually inspect cowling under hull 218 for cracks and security.	100		.....

ATA	"4A" INSPECTION - 100 HOURS PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
52-40	18) Remove and check condition of baggage compartment bottom door 242.	200		.....
53-00	19) Remove and visually inspect tail cone 222 for cracks and security. Check condition of tail cone electrical wiring (if installed) - refer to 53-20-04 401.	200		.....

ATA	"4A" INSPECTION - 100 HOURS COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
53-00	**COCKPIT AND FUSELAGE INSPECTION (AREA 200)**	200		
23-10	1) Communication equipment Do an operational test. **NOTE : The operational test must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200		.....
53-00	2) Perform an overall visual inspection of area 200.	200		.....
11-00	3) Check installation and legibility of interior and exterior placards and markings - refer to 11-20-00 1, 11-30-00 1.	200		.....
25-10	4) Remove the covers forward of the instrument panel(s) and tilt the instrument panel(s).	200		.....
25-60	5) Visually inspect emergency locator transmitter (if installed), check validity date of the battery(ies), attaching hardware, antenna, connector, and surface condition - refer to 05-10-00 1 and 25-61-00 601.	200	100 hrs or 6 months	.....
25-60	6) Perform a test of the emergency locator transmitter (if installed) - refer to 25-61-01 201. ELT 96/97 **NOTE : Operation tests of the emergency locator transmitter must be performed simultaneously with tests of VFR or IFR communication and radionavigation equipment or as per manufacturer specifications if they are more restrictive.** Perform three consecutive "AUTO TEST" sequences - refer to User's Manual and SB ELT-001-25.	000	100 hrs or 6 months	.....
	MAIP or AREOFEU fire extinguisher (if installed)			
26-20	7) Check the expiry date of the fire extinguisher. Visually inspect the fire extinguisher and its anchor points. Check nozzle for obstruction - refer to 26-20-01 601.	200		.....
	All			
27-50	8) Visually inspect the flap actuator, the supports and attach fittings under the floor for loose rivets and cracks - refer to 27-50-01 201.	200	500 hrs	.....
27-00	9) Visually inspect the roll control behind the instrument panel for R.H. and L.H. gimbal joint play.	200		.....

ATA	"4A" INSPECTION - 100 HOURS COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
	S / N 731 - 9999			
28-20	10) Replace the filtering element of the fuel selector, check the support - refer to 28-20-02 401.	200	300 hrs or 1 year	.....
	S / N 1 - 9999			
34-10	11) In case of frequent flights in highly humid atmosphere, drain the normal static pressure system and (if installed in rear fuselage) the emergency system - refer to 34-11-00 301.	200		.....
34-10	12) Perform a tightness test on air data systems and check the associated instruments - refer to 34-11-00 501.	200	300 hrs or 3 years	.....
37-00	13) Replace the vacuum system paper filter (if installed).	200	500 hrs or 1 year	.....
37-00	14) Check the foam filter of the vacuum system regulating valve (if installed) for cleanliness and condition, replace if necessary.	200		.....
52-10	15) Thoroughly examine and dye penetrant or fluorescent inspect the steel latches for cracks, check for distortion and interference.	200	2000 hrs	.....
53-00	16) Visually inspect the firewall (front face) for loose rivets, distortion, cracks and evidence of corrosion. Inspect equipment for security.	100		.....
53-00	17) Visually inspect the flight control supports between frames C3 and C4, and at frames C7 (front) and C9 (front). Inspect for loose rivets, distortion, cracks and evidence of corrosion.	200	500 hrs	.....
53-00	18) Visually inspect frame C9, from the outside and directly for the accessible portion, and using a mirror for the inner portion. Inspect for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
76-00	19) Check travel and visually inspect attach fittings and routing of controls of : - propeller governor (if installed), - carburetor heating, - mixture, - throttle. **NOTE : Make sure that the powerplant stops are reached before the control unit stops.**	000		.....
20-00	20) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-02 201.	200		.....

ATA	"4A" INSPECTION - 100 HOURS LANDING GEAR INSPECTION (AREA 700)	AREA	OTHER	INSPECTION PERFORMED BY
32-00	**LANDING GEAR INSPECTION (AREA 700)**	700		
32-00	1) Perform an overall visual inspection of area 700.	700		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	700		.....
32-00	3) Remove and visually inspect the landing gear and / or wheel fairings (if installed).	700		.....
32-40	4) Visually inspect (do not remove) the wheels for wear, distortion or cracks.	700		.....
32-40	5) Visually inspect the tires ; look for evidence of uneven wear, cuts, distortion and displacement of the tire on the wheel.	700		.....
32-40	6) Visually inspect the braking systems for condition, attachment, brake plate and disk wear.	700		.....
	<u>Main landing gears with trailing arms</u>			
32-10	7) Check attach fittings, visually inspect the landing gear bodies and rocker beams for cracks and distortion ; thoroughly inspect the shock absorber attachment bosses.	700		.....
	<u>Main landing gears with telescopic legs</u>			
32-10	7) Visually inspect the leg and the sliding body for cracks and distortion ; thoroughly inspect the half-scissors attachment bosses. In case of doubt, remove, inspect and reinstall the half-scissors - refer to 32-10-00 201.	700		.....
	<u>All</u>			
32-20	8) Visually inspect the nose landing gear leg, the sliding body and the fork for cracks and distortion ; thoroughly inspect the half-scissors and hinged strut attachment bosses. In case of doubt, remove, inspect and reinstall the half-scissors - refer to 32-20-03 201.	700		.....
32-20	9) Visually inspect the nose landing gear mount for cracks.	700		.....
32-20	10) Check that the nose landing gear mount is correctly attached to the firewall. Check the red painted marks on the bolts for alignment.	700		.....
32-20	11) Visually inspect the nose landing gear wheel-centering device.	700		.....
32-40	12) Check tire inflation pressures - refer to 12-14-01 301.	700		.....

ATA	"4A" INSPECTION - 100 HOURS LANDING GEAR INSPECTION (AREA 700)	AREA	OTHER	INSPECTION PERFORMED BY
32-00	13) Install the landing gear fairings and / or the wheel fairings (if installed).	700		.....
20-00	14) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-05 201.	700		.....

ATA	"4A" INSPECTION - 100 HOURS L.H. WING INSPECTION (AREA 500)	AREA	OTHER	INSPECTION PERFORMED BY
57-00	**L.H. WING INSPECTION (AREA 500)**	500		
57-00	1) Perform an overall visual inspection of area 500.	500		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	500		.....
27-50	3) Visually inspect (do not remove) the flap control linkage for security of attach fittings, play, evidence of wear, interference and corrosion - refer to 27-50-01 201.	000	1000 hrs	.....
57-00	4) Visually inspect the wing structure - refer to 57-00-00 601 Paragraph 1. **NOTE : For highly salty or highly humid operating atmospheres, the inspection shall be performed every 2000 hours or 3 years.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 1648, 1657, 1665			
57-00	5) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2. **NOTE : If PR is applied between (upper and lower surface) skins and spar for repair or, if wings have been replaced by kit OPT10 9248, 9249, 9250, 9251, 9252, 9253, 9254, 9255 or 9256 do the inspection at 10000 hrs.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 9999			
57-00	6) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2.	000	10000 hrs	.....
57-20	7) Visually inspect the L.H. main-landing-gear attachment area for loose rivets, distortion, cracks and evidence of corrosion.	500		.....
57-60	8) Visually inspect the L.H. aileron attachment and hinge.	500		.....
57-60	9) Check the L.H. aileron balancing weight attach fittings for condition.	500		.....
57-60	10) Check the L.H. aileron for freedom of rotation - refer to 27-10-00 201.	500		.....
57-50	11) Visually inspect the L.H. flap attachment and hinge.	500		.....
20-00	12) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-04 201.	500		.....

ATA	"4A" INSPECTION - 100 HOURS R.H. WING INSPECTION (AREA 600)	AREA	OTHER	INSPECTION PERFORMED BY
57-00	**R.H. WING INSPECTION (AREA 600)**	600		
57-00	1) Perform an overall visual inspection of area 600.	600		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	600		.....
27-50	3) Visually inspect (do not remove) the flap control linkage for security of attach fittings, play, evidence of wear, interference and corrosion - refer to 27-50-01 201.	000	1000 hrs	.....
57-00	4) Visually inspect the wing structure - refer to 57-00-00 601 Paragraph 1. **NOTE : For highly salty or highly humid operating atmospheres, the inspection shall be performed every 2000 hours or 3 years.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 1648, 1657, 1665			
57-00	5) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2. **NOTE : If PR is applied between (upper and lower surface) skins and spar for repair or, if wings have been replaced by kit OPT10 9248, 9249, 9250, 9251, 9252, 9253, 9254, 9255 or 9256 do the inspection at 10000 hrs.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 9999			
57-00	6) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2.	000	10000 hrs	.....
57-20	7) Visually inspect the R.H. main-landing-gear attachment area for loose rivets, distortion, cracks and evidence of corrosion.	600		.....
57-60	8) Visually inspect the R.H. aileron attachment and hinge.	600		.....
57-60	9) Check the R.H. aileron balancing weight attach fittings for condition.	600		.....
57-60	10) Check the R.H. aileron for freedom of rotation - refer to 27-10-00 201.	600		.....
57-50	11) Visually inspect the R.H. flap attachment and hinge.	600		.....
20-00	12) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-04 201.	600		.....

ATA	"4A" INSPECTION - 100 HOURS ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
71-00	**ENGINE COMPARTMENT INSPECTION (AREA 100)**	100		
71-00	1) Perform an overall visual inspection of area 100.	100		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	100		.....
32-40	3) Visually inspect the brake hydraulic reservoir. Check fluid level - refer to 12-13-01 301.	100		.....
71-20	4) Visually inspect the engine mount for distortion, cracks, evidence of corrosion and interference. Check the protection - refer to 20-00-04 201.	100		.....
71-20	5) Visually check that the engine mount is correctly attached to the firewall. Check the red painted marks on the bolts for alignment.	100		.....
71-20	6) Check the engine attaching bolts for proper torque and check the vibration isolators for wear. In case of wear, replace all the vibration isolators - refer to 20-00-01 201 and 71-20-00 401.	100		.....
21-40	7) Check condition of the hot air inlet pipe between the heat exchanger and the carburetor.	100		.....
24-30	8) Perform an overhaul of the alternator.	100	Associated with engine overhaul	.....
24-30	9) Check the condition and tension of the alternator belt - refer to 24-30-01 501. Check the tension of a new belt after the first 25 operating hours. Refer to the latest issue of LYCOMING Service Instruction 1129, for belt tension adjustment.	100		.....
80-00	10) Perform an overhaul of the starter.	100	Associated with engine overhaul	.....
28-20	11) Clean or replace the fuel filter on the electric pump, check the support - refer to 28-20-01 401.	100		.....
	<u>S / N 1 - 730</u>			
28-20	12) Clean or replace the additional fuel filter (if installed) located close to the electric pump, check the support - refer to 28-20-02 401.	100		.....
	<u>S / N 1 - 9999</u>			
73-10	13) Visually inspect the mechanical fuel pump. Check attach fittings and connections on the engine pump and the pressure switch.	100		.....

ATA	"4A" INSPECTION - 100 HOURS ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
73-20	14) Perform an overhaul of the carburetor.	100	Associated with engine overhaul	.....
73-20	15) Remove and clean the carburetor fuel inlet filter. Install the filter - refer to 73-20-01 301.	100		.....
73-00	16) Check the fuel system for leaks and security of the clamps.	100		.....
28-00	17) Inspect the fuel system for tightness (from the electric pump to the power plant equipment) - refer to 28-00-00 601.	000		.....
61-10	18) Remove and thoroughly inspect propeller spinner 111 for cracks, check the attach fittings - refer to 61-10-00 401.	100		.....
61-10	19) Perform an overhaul of the propeller.	100	Refer to 05-10-00	.....
61-10	20) Perform an overhaul of the propeller governor (if installed).	100	Refer to 05-10-00	.....
61-10	21) Visually inspect the propeller and the bulkhead(s) for impact marks and evidence of corrosion. Make sure that the strip is present on the bulkhead(s) (if installed).	100		.....
61-10	22) Install propeller spinner 111, make sure that washers are installed under the screw heads - refer to 61-10-00 401.	100		.....
61-10	23) Visually inspect the propeller governor (if installed).	100		.....
37-00	24) Replace the vacuum system filter located on the engine mount (if installed).	100	500 hrs	.....
37-00	25) Visually inspect the vacuum system vacuum pump, the unions, attach fittings and pipes (if installed). Check the drive for oil leaks.	100		.....
74-10	26) Perform an overhaul of the SLICK magnetos.	100	Associated with engine overhaul	.....
74-10	27) Perform an overhaul of the TCM magnetos.	100	Associated with engine overhaul or 4 years	.....
74-10	28) Replace the bearing of SLICK Series 4200 magnetos. Refer to the latest issue of SLICK L-1037 Maintenance & Overhaul Manual.	100	1000 hrs	.....

ATA	"4A" INSPECTION - 100 HOURS ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
74-10	29) Check the TCM magnetos, the attach fittings and the grounding. Refer to the latest issue of LYCOMING Service Bulletin No. 515 (SB 643 Teledyne Continental, Paragraphs 1 and 2B) and to any other publication in force issued from equipment and engine manufacturers.	100	100 hrs or 1 year	.....
74-10	30) Check the SLICK magnetos, the attach fittings and the grounding. Refer to the latest issue of SLICK L-1037 or L-1363 Maintenance & Overhaul Manual and to any other publication in force issued from equipment and engine manufacturers.	100	100 hrs or 1 year and 500 hrs	.....
74-10	31) Check the TCM magnetos, the attach fittings and the grounding. Refer to the latest issue of LYCOMING Service Bulletin No. 515 (SB 643 Teledyne Continental, Paragraphs 2A and 3) and to any other publication in force issued from equipment and engine manufacturers.	100	500 hrs	.....
74-10	32) Check breaker points for pitting and minimum gap.	100		.....
74-10	33) Check for excessive oil in the breaker compartment ; if found, wipe dry with a clean lint-free cloth.	100		.....
74-10	34) The felt located at the breaker points should be lubricated in accordance with the magneto manufacturer's instructions.	100		.....
74-10	35) Check magneto to engine timing.	100		.....
74-20	36) Remove and thoroughly inspect the upper and lower spark plugs. If the spark plugs are fouled, clean and adjust gap, then permute upper and lower spark plugs - refer to 74-20-02 401.	100		.....
74-20	37) Check the conductors and the ceramics for corrosion and deposits. Clean the cable ends, spark plug walls and ceramics with a dry clean cloth or a clean cloth moistened with methyl-ethyl-ketone. Dry.	100		.....
74-20	38) Check ignition harness clamps and magneto for security and spark plug and magneto terminals for tight connection.	100		.....
72-00	39) Perform an overhaul of the engine.	100	Refer to 05-10-00	.....
72-30	40) Check cylinders visually for cracked or broken fins.	100		.....
72-30	41) Apply the latest issue of LYCOMING Service Bulletin 388 and LYCOMING Instruction Service 1485 about valve guide clearance check.	100		.....
79-00	42) Visually inspect the lubrication lines and connections on the engine cases and on the oil cooler(s), check the attach fittings and look for impact marks, wear, cracks and leaks.	100		.....

ATA	"4A" INSPECTION - 100 HOURS ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
79-20	43) Check engine crankcase breather for obstruction.	100		.....
79-30	44) Visually inspect attach fittings, lines, connections, pressure transmitter and oil temperature probe for routing and condition.	000		.....
71-60	45) Visually inspect the inlet pipes, the manifolds and their attach fittings.	100		.....
71-60	46) Visually inspect the hoses (corrugated hoses).	100		.....
71-60	47) Visually inspect the air filter(s) - refer to the spare filter package instructions.	100		.....
71-60	48) Visually inspect the deflectors, the inlet box and the air intake flap ; clean if necessary. Inspect for cracks and distortion, and check the attach fittings for condition.	100		.....
71-60	49) Perform an operational test of the air intake flap.	100		.....
78-00	50) Remove the heat exchanger and the exhaust pipe (and the muffler, if installed) - refer to 21-40-01 201, 78-00-00 401, 78-20-00 401.	100		.....
78-00	51) Thoroughly inspect the attach fittings, the tubes, the exhaust pipe, the exchanger (and the muffler, if installed). Look for welding defects and cracks on the inner and outer casings - refer to 78-00-00 601.	100		.....
78-10	52) Check attaching flanges at exhaust outlets on cylinder for evidence of leakage. If found loose, the flanges must be removed and machined flat before they are reassembled and tightened.	100		.....
78-10	53) Inspect exhaust manifolds for general condition.	100		.....
78-20	54) Check the steel wool in the muffler (if installed) for condition - refer to 78-20-00 301. **NOTE : After replacement of the steel wool, this check shall be performed at 300 hrs, then every 100 hrs until next replacement.**	100		.....
78-00	55) Install the exhaust pipe and the exchanger (and the muffler, if installed) - refer to 78-00-00 401, 21-40-01 201, 78-20-00 401.	100		.....
20-00	56) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-01 201.	100		.....

ATA	"4A" INSPECTION - 100 HOURS STABILIZER INSPECTION (AREA 300)	AREA	OTHER	INSPECTION PERFORMED BY
55-00	**STABILIZER INSPECTION (AREA 300)**	300		
55-00	1) Perform an overall visual inspection of area 300.	300		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	300		.....
55-20	3) Visually inspect the elevator hinge bearings. S / N 1 - 1864, 1867 - 1869 Refer to the latest issue of SB 10-101-55.	300	1000 hrs or 2 years	.....
55-20	4) Check the balancing weight and the boom for security and evidence of corrosion.	300		.....
55-40	5) Check the balancing weight for attachment, and check for evidence of corrosion ; in case of doubt, remove the vertical stabilizer tip - refer to 55-40-00 401.	300		.....
55-00	6) Visually inspect the stabilizer and trim tab hinges. Perform an operational test.	300		.....
20-00	7) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-03 201.	300		.....

ATA	"4A" INSPECTION - 100 HOURS FINAL STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	FINAL STEPS	000		
52-40	1) Install baggage compartment bottom door 242.	200		.....
25-10	2) Tilt the instrument panel(s) back into position and install the covers forward of the instrument panel(s).	200		.....
24-40	3) Disconnect the external power supply source (if installed).	200		.....
24-30	4) Connect the battery, lubricate the terminals - refer to 24-30-02 401.	000		.....
52-40	5) Install and lock the battery tray cover.	100		.....
53-00	6) Install cowling under hull 218.	200		.....
71-10	7) Install lower engine cowlings 131, 132 and upper engine cowling 121 - refer to 71-10-01 401.	100		.....
53-00	8) Install tail cone 222 - refer to 53-20-04 401.	200		.....
	9) Check that all cowlings, access doors and fairings are correctly installed.	000		.....
	10) Perform a test run-up. Record the parameters (at engine shutdown) - refer to 05-30-02 201.	000		.....
71-10	11) After the test run-up, remove upper engine cowling 121 and lower engine cowlings 131 and 132, and check for leaks (oil, fuel, air, exhaust gases). If everything is normal, reinstall the engine cowlings and check that they are correctly locked - refer to 71-10-01 401.	000		.....
	12) Record this inspection in the aircraft maintenance files (airframe and engine log books).	000		.....

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"80A" MAJOR INSPECTION

Registration number	Model and Serial number	Aircraft operating hours

ATA	"80A" MAJOR INSPECTION PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	PRELIMINARY STEPS	000		
	1) Record anomalies into log book or equivalent document for corrective action.	000		.....
	2) Check aircraft compliance with airworthiness directives, service bulletins and service letters - refer to 05-00-02 1.	000		.....
	3) Check expiry dates of life-limited parts : - airframe - refer to 04-00-00 1 and 05-50-05 601, - equipment and hoses - refer to 05-10-00 1.	000		.....
	4) Perform a test run-up. Record parameters (at engine start) - refer to 05-30-02 201.	000		.....
30-30	5) Perform an operational test of Pitot tube(s) heating - refer to 30-30-00 501.	000		.....
12-20	6) Clean exterior surface - refer to 12-22-01 301. Inspect for corrosion - refer to 12-20-03 201.	000		.....
21-20	7) Perform an operational test of the air outlets.	200		.....
72-30	8) Measure and record the cylinder compression values in the engine log book - refer to the latest issue of LYCOMING Service Instruction No. 1191.	100		.....
71-10	9) Remove upper engine cowling 121 and lower engine cowlings 131 and 132. Visually inspect for cracks, wear, evidence of leaks (oil, fuel, air, exhaust gas) and security - refer to 71-10-01 401.	100		.....
	Engine equipped with strainer (on rear table)			
12-10	10) Drain the oil system - refer to 12-12-02 301, clean the strainer - refer to 79-20-02 401 and the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before cleaning the strainers, check that there are no metal particles.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	25 hrs or engine 4-month insp.	.....

ATA	"80A" MAJOR INSPECTION PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	Engine equipped with filtering cartridge (on rear table)			
12-10	10) Drain the oil system - refer to 12-12-02 301, replace the filtering cartridge - refer to 79-20-02 401, and clean the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before discarding the filter and cleaning the strainer, check that there are no metal particles in the folds.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	1st 25 hrs or engine 4-month insp., then every 50 hrs or 4 months	.....
	All			
72-30	11) Check for oil leaks around the rocker-box covers. If necessary replace the seal and torque screws - refer to 20-00-01 201.	100		.....
72-30	12) Check that there is no evidence of overheat on the cylinders, indicated by burnt paint. In this case, a fault exists inside the cylinder and this must be repaired before returning the aircraft to service. **NOTE : Marked discoloration and seepage around the cylinder heads and cylinder barrel joints are usually due to the seepage of threading grease used at the factory for assembly of the cylinder or to slight gazeous leaks which will disappear once the cylinder has been operated for some time.** **In this case, neither the operation nor the performance of the engine is affected. If the leaks are more serious, replace the cylinder.**	100		.....
12-20	13) Clean the engine - refer to 12-22-03 301.	000		.....
07-10	14) Jack up the aircraft - refer to 07-10-00 201.	000		.....
08-10	15) Level the aircraft - refer to 08-10-00 201.	000		.....
52-40	16) Check correct operation of battery tray cover locking system. Remove and check condition.	100		.....
52-40	17) Remove inspection doors 211L, 211R (if installed), visually inspect for cracks and security.	200		.....
24-30	18) Disconnect battery - refer to 24-30-02 401.	000		.....
24-30	19) Remove the battery. Inspect the battery tray and the shims for condition, cracks and corrosion. Install the battery - refer to 24-30-02 401.	000		.....
24-30	20) Check battery electrolyte level, condition of lugs and inspect for evidence of oxidation - refer to 24-30-02 301 and 24-30-02 401.	000		.....

ATA	"80A" MAJOR INSPECTION PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
52-40	21) Check the ground power receptacle door 216L (if installed) for condition and correct locking, check the location and condition of the label (if installed) on the door inside.	200		.....
24-40	22) Visually inspect the ground power receptacle (if installed) for corrosion and check cable security and connections.	200		.....
24-40	23) Connect an external power supply source to the ground power receptacle (if installed). Energize.	200		.....
52-40	24) Remove firewall-mounted inspection doors 212L (partial removal) and 212R (if installed), visually inspect for cracks and security.	200		.....
52-40	25) Remove and visually inspect inspection doors 235L, 235R.	200		.....
53-00	26) Remove junction fairings 217R and 217L, visually inspect for cracks and security.	200		.....
53-00	27) Remove and visually inspect cowling under hull 218 for cracks and security.	100		.....
52-40	28) Remove and check condition of baggage compartment bottom door 242.	200		.....
53-00	29) Remove and visually inspect tail cone 222 for cracks and security. Check condition of tail cone electrical wiring (if installed) - refer to 53-20-04 401.	200		.....
57-30	30) Remove wing tip 517 (if not riveted), visually inspect for cracks and security - refer to 57-30-00 201.	500		.....
52-40	31) Remove and check condition of inspection doors 511, 512, 516 and (if installed) 515 - refer to 52-40-00 201.	500		.....
52-40	32) Remove and check condition of sealed inspection doors 513, 514 - refer to 52-40-00 201.	500		.....
57-30	33) Remove and visually inspect wing tip 617 (if not riveted) for cracks and security - refer to 57-30-00 201.	600		.....
52-40	34) Remove and check condition of inspection doors 611, 612, 616 and (if installed) 615 - refer to 52-40-00 201.	600		.....
52-40	35) Remove and check condition of sealed inspection doors 613, 614 - refer to 52-40-00 201.	600		.....

ATA	"80A" MAJOR INSPECTION COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
53-00	**COCKPIT AND FUSELAGE INSPECTION (AREA 200)**	200		
23-10	1) Communication equipment Do an operational test. **NOTE : The operational test must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200		.....
53-00	2) Perform an overall visual inspection of area 200.	200		.....
11-00	3) Check installation and legibility of interior and exterior placards and markings - refer to 11-20-00 1, 11-30-00 1.	200		.....
25-10	4) Visually inspect attaching hardware, connections and markings on flight control instruments.	200		.....
77-00	5) Visually inspect the attach fittings, the connections. Visually inspect the markings of the engine indicating instruments - refer to 31-10-00 1.	200		.....
31-20	6) Check the clock and the chronometer for correct operation (if installed). Perform a calibration using an accurate external instrument.	200		.....
31-50	7) Visually inspect the advisory panel, check for legibility, security, lug crimping, cable condition and routing ; test the indicator lights - refer to 31-50-01 401.	200		.....
25-10	8) Remove the covers forward of the instrument panel(s) and tilt the instrument panel(s).	200		.....
31-10	9) Check the instrument panels and the central pedestal for condition and security.	200		.....
74-10	10) Visually inspect the attach fittings and the magneto selector connections for security.	200		.....
23-10	11) Visually inspect the racks, radio sets and control units of the communication systems (if installed), check the wirings for correct routing, security and interference.	200		.....
34-00	12) Visually inspect the racks, units and control units of the navigation systems (if installed), check attach fittings and wiring for routing and interference.	200		.....
25-10	13) Visually inspect the sunvisors, (if installed), check attaching hardware and hinges.	200		.....
33-10	14) Visually inspect the cabin lighting system (instruments, fluorescent tubes, overhead light, postlights, controls, wiring, potentiometer, converter), the attach fittings and the routing.	200		.....

ATA	"80A" MAJOR INSPECTION COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
25-10	15) Visually inspect the front seats for overall condition, the struts and the adjusting system. Perform an operational test, check correct locking of front seats - refer to 25-11-00 401.	200		.....
25-10	16) Visually inspect the rear bench for overall condition, the anchoring and locking systems. Tilt the backrest to perform an operational test, check attaching hardware - refer to 25-12-00 401.	200		.....
25-10	17) Remove the front seats and the rear bench - refer to 25-11-00 401, 25-12-00 401.	200		.....
25-10	18) Remove floor carpets and mats.	200		.....
25-10	19) Visually inspect cabin furnishings (upholstery panels, ashtrays) for overall condition, wear and security.	200		.....
25-10	20) Remove the cabin upholstery panels and the sound-proofing panels.	200		.....
25-10	21) Thoroughly inspect the supports and the struts of front seats and locking points of rear bench for cracks and corrosion.	200		.....
25-10	22) Thoroughly inspect the harnesses and safety belts, the reels and the anchor points. Inspect for cracks and corrosion. Perform an operational test, check locking - refer to 25-13-00 601.	200		.....
25-50	23) Visually inspect baggage attaching straps in compartment, inspect anchor points for cracks and corrosion.	200		.....
25-60	24) Visually inspect emergency locator transmitter (if installed), check validity date of the battery(ies), attaching hardware, antenna, connector, and surface condition - refer to 05-10-00 1 and 25-61-00 601.	200	100 hrs or 6 months	.....
25-60	25) Inspect external antenna of emergency locator transmitter (if installed) and remote control system on instrument panel for condition and security.	200		.....

ATA	"80A" MAJOR INSPECTION COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
25-60	26) Perform a test of the emergency locator transmitter (if installed) - refer to 25-61-01 201. ELT 96/97 **NOTE : Operation tests of the emergency locator transmitter must be performed simultaneously with tests of VFR or IFR communication and radionavigation equipment or as per manufacturer specifications if they are more restrictive.** Perform three consecutive "AUTO TEST" sequences - refer to User's Manual and SB ELT-001-25.	000	100 hrs or 6 months	.....
	Emergency locator transmitter ELT 90, ELT 91, ELT 96 or ELT 97 (if installed)			
25-60	27) Replace upper and lower seals.	000	12 years	.....
	MAIP or AREOFEU fire extinguisher (if installed)			
26-20	28) Check the expiry date of the fire extinguisher. Visually inspect the fire extinguisher and its anchor points. Check nozzle for obstruction - refer to 26-20-01 601.	200		.....
26-20	29) Replace the fire extinguisher.	200	10 years	.....
	L'HOTELLIER fire extinguisher (if installed)			
26-20	28) Check fire extinguisher, for weight and pressure - refer to 26-20-01 601.	200	1 year	.....
26-20	29) Replace the fire extinguisher.	200	5 years	.....
	All			
21-20	30) Visually inspect the air regulation box(es), the air outlets and the blower (if installed).	200		.....
21-40	31) Perform an operational test of the air regulation controls, check that in "fire shut-off" position the firewall-mounted box(es) are blanked - refer to 21-00-00 201.	200		.....
24-30	32) Visually inspect (do not remove) the electrical power system (switch-breakers on panel, breakers on side panel, printed circuits on the firewall L.H. door) and (if installed) the Radio-Master-Switch forward of the circuit breaker panel. Check fuses, markings, pins, lugs and attach fittings.	200		.....
24-30	33) Visually inspect the voltage regulator and (if installed) the overvoltage relay, inspect support, attach fittings and cables - refer to 24-30-00 601.	200		.....
27-50	34) Visually inspect the flap relays (if installed), inspect attach fittings and lugs.	200		.....

ATA	"80A" MAJOR INSPECTION COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
27-50	35) Visually inspect the flap actuator, the supports and attach fittings under the floor for loose rivets and cracks - refer to 27-50-01 201.	200	500 hrs	.....
33-10	36) Visually inspect the control and indicating systems of the exterior lighting systems (anti-collision lights, navigation lights, lamps, strobe lights and identification lights), the attach fittings and the routing.	200		.....
33-40	37) Visually inspect the rear navigation light (if installed), the strobe light(s) and check the attach fittings.	200		.....
24-00	38) Visually inspect all cable connections under the floor, in the rear fuselage, under the instrument panel and on the front table. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	200		.....
33-40	39) Visually inspect the flashing unit(s) (if installed), check connections and attach fittings for condition.	200		.....
23-10	40) Visually inspect the antennas (if installed).	200		.....
23-10	41) Visually inspect the antenna cables (if installed), check for security, routing and interference.	200		.....
34-00	42) Visually inspect the antennas (if installed).	200		.....
34-00	43) Visually inspect the cables of the antennas (if installed), check attach fittings and check for routing and interference.	200		.....
27-00	44) Visually inspect the control wheels for security on torque tubes.	200		.....
27-00	45) Visually inspect roll stops and ball joints for condition and play.	200		.....
27-00	46) Visually inspect the roll control, behind the instrument panel, for R.H. and L.H. gimbal joint play, the pylon and check that the control wheel can move forth and back without resistance.	200		.....
	S / N 1 - 274			
27-00	47) Visually inspect the elevator trim tab control linkage (ball control) for play - refer to 27-30-03 601.	200		.....
	S / N 275 - 9999			
27-00	47) Visually inspect the elevator trim tab control linkage (cables, pulleys) for play - refer to 27-30-03 601, 20-00-07 201.	200		.....
27-00	48) Check tension of elevator trim tab cables - refer to 27-30-03 501.	200		.....

ATA	"80A" MAJOR INSPECTION COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
	S / N 1 - 9999			
27-00	49) Visually inspect the flight controls control linkage (along the 3 axes) for play, check cabin sealing bellows for condition : - roll - refer to 27-10-00 201, - rudder and elevator - refer to 27-20-00 201, 27-30-00 201. **NOTE : Make sure that flight control stops are reached before rudder and elevator control stops.**	200		.....
27-20	50) Visually inspect rudder control input rod in the rear fuselage.	200		.....
27-20	51) Visually inspect the adjustable end of the rudder control (on control surface side).	200		.....
27-20	52) Visually inspect nose landing gear/rudder interconnection rods on rudder pedals. Check that the play between the rods and the reinforcement plates of the bellows is 5 mm minimum. Check bellows and attaching hardware for condition - refer to 27-20-01 201.	200		.....
27-20	53) Visually inspect the roll/rudder interconnection system (if installed).	200		.....
27-30	54) Visually inspect the elevator and trim tab control input rods in the rear fuselage.	200		.....
27-50	55) Visually inspect the flap controls and the indicator - refer to 27-50-01 201.	200		.....
28-20	56) Visually inspect the fuel lines for routing and leaks.	200		.....
	S / N 731 - 9999			
28-20	57) Visually inspect the fuel selector - refer to 28-20-02 401.	200		.....
28-20	58) Replace the filtering element of the fuel selector, check the support - refer to 28-20-02 401.	200	300 hrs or 1 year	.....
28-20	59) Inspect the fuel selector drain support for corrosion.	200		.....
28-20	60) Replace the hose located between the filter / selector assembly and the drain - refer to 28-20-02 401.	200		.....
	S / N 1 - 9999			
28-20	61) Perform an operational test of the fuel tank selector cock - refer to 28-20-04 401.	200		.....
32-40	62) Visually inspect the master cylinders. Check the brake system for condition, attachment, union security and tightness.	200		.....
32-40	63) Visually inspect the brake pedals and system, check attach fittings and clearances.	200		.....

ATA	"80A" MAJOR INSPECTION COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
32-40	64) Visually inspect the parking brake system (including the cock and the indicating circuit), check attach fittings and look for leaks.	200		.....
34-10	65) Visually inspect the air data systems (connectors, hoses, unions, attach fittings) and check for routing.	200		.....
34-10	66) In case of frequent flights in highly humid atmosphere, drain the normal static pressure system and (if installed in rear fuselage) the emergency system - refer to 34-11-00 301.	200		.....
34-10	67) Drain the normal static pressure system and (if installed in rear fuselage) the emergency system - refer to 34-11-00 301.	200		.....
34-10	68) Perform a tightness test on air data systems and check the associated instruments - refer to 34-11-00 501.	200	300 hrs or 3 years	.....
34-10	69) Visually inspect the pitot tube and the dynamic pressure system in the L.H. wing. Check the hoses and their attach fittings for condition.	500		.....
34-10	70) Visually inspect the pitot tube (if installed) and the dynamic pressure system in the R.H. wing. Check hoses and attach fittings for condition.	600		.....
34-00	71) Check VFR equipment (if installed). **NOTE : Must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200		.....
34-00	72) Check IFR equipment (if installed). **NOTE : Must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200		.....
34-10	73) Check the altimeter and/or the encoding altimeter or the altitude encoder. **NOTE : Must be performed by an approved radio center, in accordance with the regulation in force in the country of use.**	200		.....
34-50	74) Check the transponder(s). **NOTE : Must be performed by an approved radio center, in accordance with the regulation in force in the country of use.**	200		.....
37-00	75) Replace the vacuum system paper filter (if installed).	200	500 hrs or 1 year	.....
37-00	76) Check the foam filter of the vacuum system regulating valve (if installed) for cleanliness and condition, replace if necessary.	200		.....

ATA	"80A" MAJOR INSPECTION COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
37-00	77) Check the normal vacuum system (if installed) - refer to 37-11-00 601.	000		.....
52-10	78) Visually inspect the cabin access doors, check the structure, the transparent material condition and check for distortion and cracks.	200		.....
52-10	79) Check the gas struts, hinges, seals, locks, rings and latches for condition.	200		.....
52-10	80) Thoroughly examine and dye penetrant or fluorescent inspect the steel latches for cracks, check for distortion and interference.	200	2000 hrs	.....
52-10	81) Check the small window(s) (if installed) for operation and check the seal(s) for condition.	200		.....
52-10	82) Partially debond the insulating canvas from the door lower area, thoroughly inspect the locking mechanisms. Lubricate - refer to 12-21-02 201 and rebond the canvas.	200		.....
52-10	83) Check the hooks and locks for adjustment and operation - refer to 52-10-00 201.	200		.....
56-00	84) Visually inspect the windshield and the windows. Check the transparent material and the seals for condition and security.	200		.....
52-30	85) Visually inspect cargo door (baggage compartment) 219 and its seal.	200		.....
53-00	86) Thoroughly inspect the firewall (front and rear faces), forward table and central pedestal sides, for loose rivets, distortion, cracks and evidence of corrosion. Inspect equipment for security.	000		.....
53-00	87) Using a borescope, thoroughly inspect frames C0 and C1 [get access through frame C1 and, from S / N 731, through fuel service door 213 (and, 214 if installed)] for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
53-00	88) Visually inspect (do not remove) the wing duct in the fuselage on cabin side and on wing spar side for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
53-00	89) Visually inspect frames C2, C3, C4, C5, C6, C7 and C8 for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
53-00	90) Visually inspect the flight control supports between frames C3 and C4, and at frames C7 (front) and C9 (front). Inspect for loose rivets, distortion, cracks and evidence of corrosion.	200	500 hrs	.....

ATA	"80A" MAJOR INSPECTION COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
53-00	91) Visually inspect frame C9, from the outside and directly for the accessible portion, and using a mirror for the inner portion. Inspect for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
53-00	92) Visually inspect the inter-frame stringers for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
53-00	93) Visually inspect the floor stiffeners and the cabin floor for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
53-00	94) Visually inspect the inside of the fuselage skin for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
53-00	95) Visually inspect (do not remove) the visible portions of the fuselage structure for loose rivets, distortion and evidence of corrosion.	200		.....
53-00	96) Visually inspect the anti-twist edges for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
53-00	97) Visually inspect the footsteps for distortion and cracks especially near the attachment points, check the anti-skid coating for condition.	200		.....
53-00	98) Visually inspect the air regulation NACA inlets and the access door bottom area for sealing and drainage.	200		.....
	Post-MOD. 151			
53-00	99) Remove vertical stabilizer root front fairing 225, visually inspect for cracks and security.	200		.....
	All			
76-00	100) Check travel and visually inspect attach fittings and routing of controls of : - propeller governor (if installed), - carburetor heating, - mixture, - throttle. **NOTE : Make sure that the powerplant stops are reached before the control unit stops.**	000		.....
76-00	101) Ensure that there is no slack, and that the control friction knob on the pedestal is effective.	200		.....
20-00	102) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-02 201.	200		.....

ATA	"80A" MAJOR INSPECTION LANDING GEAR INSPECTION (AREA 700)	AREA	OTHER	INSPECTION PERFORMED BY
32-00	**LANDING GEAR INSPECTION (AREA 700)**	700		
32-00	1) Perform an overall visual inspection of area 700.	700		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	700		.....
32-00	3) Remove and visually inspect the landing gear and / or wheel fairings (if installed).	700		.....
32-40	4) Deflate the tires and remove the wheels - refer to 12-14-01 301, 32-41-01 201, 32-41-02 201.	700		.....
32-40	5) Thoroughly inspect the wheels for cracks, distortion and evidence of wear and corrosion. In case of doubt, perform a fluorescent penetrant inspection - refer to 00-00-00 and 20-00-14 301.	700		.....
32-40	6) Thoroughly inspect the wheel bearings.	700		.....
32-40	7) Visually inspect the tires ; look for evidence of uneven wear, cuts, distortion and displacement of the tire on the wheel.	700		.....
32-40	8) Inspect the brake hydraulic system unions for security and tigthness.	700		.....
32-40	9) Remove and thoroughly inspect the braking system for condition, attachment, brake plate and disk wear ; look for cracks on the brake unit and thrust plate. Install the braking system - refer to 32-42-02 201.	700		.....
	<u>Main landing gears with telescopic legs</u>			
32-10	10) Check attach fittings, visually inspect the leg, the sliding body and the wheel axles for cracks and distortion ; thoroughly inspect the half-scissors attachment bosses. Remove, inspect and reinstall the half-scissors - refer to 32-10-00 201. In case of doubt, perform a fluorescent penetrant inspection - refer to 20-00-14 301.	700		.....
	<u>Main landing gears with trailing arms</u>			
32-10	10) Check attach fittings, visually inspect the landing gear bodies, the rocker beams and wheel axles for cracks and distortion ; thoroughly inspect the shock absorber attachment bosses. In case of doubt, perform a fluorescent penetrant inspection - refer to 20-00-14 301.	700		.....
	<u>All</u>			
32-10	11) Check the main landing gear shock absorbers for inflation and leaks - refer to 12-14-02 301.	700		.....

ATA	"80A" MAJOR INSPECTION LANDING GEAR INSPECTION (AREA 700)	AREA	OTHER	INSPECTION PERFORMED BY
32-20	12) Visually inspect the nose landing gear leg, the sliding body and the fork for cracks and distortion ; thoroughly inspect the half-scissors and hinged strut attachment bosses. Remove, inspect and reinstall the half-scissors - refer to 32-20-03 201.	700		.....
32-20	13) Check the nose landing gear shock absorber for inflation and leaks - refer to 12-14-02 301.	700		.....
32-20	14) Thoroughly examine the whole nose landing gear mount. Fluorescent dye penetrant inspect the attach fittings and mount for cracks and distortion ; check for protection and absence of interference - refer to 32-20-01 601.	700		.....
32-20	15) Check that the nose landing gear mount is correctly attached to the firewall. Check the red painted marks on the bolts for alignment.	700		.....
32-20	16) Visually inspect the nose landing gear wheel-centering device.	700		.....
32-20	17) Visually inspect the nose landing gear interconnection system, check the lever and the vibration isolator for condition.	700		.....
32-50	18) Visually inspect the nose landing gear wheel-centering device for cracks and distortion ; adjust if necessary - refer to 32-50-00 201.	700		.....
32-40	19) Lubricate the bearings and the wheel axles ; install and inflate the wheels - refer to 12-14-01 301, 12-21-05 201, 32-41-01 201, 32-41-02 201.	700		.....
32-00	20) Install the landing gear fairings and / or the wheel fairings (if installed).	700		.....
20-00	21) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-05 201.	700		.....

ATA	"80A" MAJOR INSPECTION L.H. WING INSPECTION (AREA 500)	AREA	OTHER	INSPECTION PERFORMED BY
57-00	**L.H. WING INSPECTION (AREA 500)**	500		
57-00	1) Perform an overall visual inspection of area 500.	500		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	500		.....
23-60	3) Visually inspect the static dischargers and bonding braids (if installed) for condition and security on the flaps, ailerons and stabilizers. If doubtful, check continuity and resistance - refer to 23-60-00 201.	000		.....
24-00	4) Visually inspect all cable connections in the L.H. wing. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	500		.....
27-10	5) Visually inspect the roll control linkage in L.H. wing, inspect bellcranks, attaching hardware, check play, look for wear, interference and corrosion - refer to 27-10-00 201.	500		.....
27-50	6) Visually inspect (do not remove) the L.H. flap control rods.	500		.....
27-50	7) Visually inspect (do not remove) the flap control linkage for security of attach fittings, play, evidence of wear, interference and corrosion - refer to 27-50-01 201.	000	1000 hrs	.....
27-30	8) Visually inspect the stall warning device, check attach fittings and connectors - refer to 27-30-04 201.	500		.....
28-10	9) Perform an operational test of the L.H. fuel tank cap and check the seal condition - refer to 28-10-00 301.	500		.....
12-10	10) Drain the fuel tanks and fuel system - refer to 12-11-02 301. **NOTE : Before complete drain, check low level detectors (if installed) - refer to 28-40-04 601.** Ventilate - refer to 12-11-03 301.	000		.....
28-10	11) Inspect the L.H. fuel tank for condition, clean if necessary - refer to 28-10-00 601.	500		.....
28-10	12) Inspect the draining holes located on the non-sealed ribs of the L.H. fuel tank for partial or total obstruction with sealing compound or any other deposit.	500		.....
28-10	13) Inspect the draining holes located under the low level detector box (if installed) of the L.H. fuel tank for partial or total obstruction with sealing compound or any other deposit.	500		.....
28-10	14) Visually inspect the L.H. fuel tank air vent system for condition, security and obstruction.	500		.....

ATA	"80A" MAJOR INSPECTION L.H. WING INSPECTION (AREA 500)	AREA	OTHER	INSPECTION PERFORMED BY
28-20	15) Visually inspect the fuel outlet union on the L.H. wing ; check the line, the support and the grommet ; clean the strainer - refer to 28-20-03 401.	500		.....
28-40	16) Remove the L.H. tank float gages (if installed). Check the floats for porosity and travel, check the tracks and the seal for condition. Install the float gages - refer to 28-40-01 401.	500		.....
28-40	17) Remove the L.H. tank capacitor gages (if installed). Check the sensors for condition, check the transmitter for corrosion or deposits, check the connections for security. Replace the O-ring seal. Install the capacitor gages - refer to 28-40-01 401.	500		.....
33-40	18) Visually inspect the navigation lights on the L.H. wing, the lamps and (if installed) the anti-collision and identification lights. Check the domes, glasses, supports and attach fittings for condition. Check the setting of the lights - refer to 33-40-01 501.	500		.....
57-10	19) Visually inspect all the wing splices, check for cracks and evidence of corrosion on the splices ; make sure the nuts have not rotated, in case of doubt, torque the nuts - refer to 20-00-01 201.	000		.....
57-00	20) Visually inspect the wing structure - refer to 57-00-00 601 Paragraph 1. **NOTE : For highly salty or highly humid operating atmospheres, the inspection shall be performed every 2000 hours or 3 years.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 1648, 1657, 1665			
57-00	21) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2. **NOTE : If PR is applied between (upper and lower surface) skins and spar for repair or, if wings have been replaced by kit OPT10 9248, 9249, 9250, 9251, 9252, 9253, 9254, 9255 or 9256 do the inspection at 10000 hrs.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 9999			
57-00	22) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2.	000	10000 hrs	.....
57-10	23) Check the pins of the L.H. wing-to-fuselage front and main attachments ; make sure the nuts have not rotated, in case of doubt, torque the nuts - refer to 20-00-01 201.	500		.....

ATA	"80A" MAJOR INSPECTION L.H. WING INSPECTION (AREA 500)	AREA	OTHER	INSPECTION PERFORMED BY
57-20	24) Visually inspect the L.H. main-landing-gear attachment area for loose rivets, distortion, cracks and evidence of corrosion.	500		.....
57-20	25) Inspect L.H. main landing gear support ribs for cracks - refer to the latest issue of SOCATA SB 10-085-57.	500		.....
57-20	26) Visually inspect the L.H. spar for loose rivets, cracks, distortion and evidence of corrosion.	500		.....
57-20	27) Visually inspect the attach fittings and check the L.H. wing front attachment for cracks and evidence of corrosion.	500		.....
57-20	28) Visually inspect the attach fittings and check the L.H. wing main attachment spacers for cracks and evidence of corrosion.	500		.....
57-20	29) Visually inspect the L.H. wing ribs and inner skin for loose rivets, cracks, distortion and evidence of corrosion.	500		.....
57-20	30) Inspect the L.H. wing upper and lower surface skins for condition, inspect the anti-skid coating and anti-wear PTFE located at flap/wing junction for condition.	500		.....
57-30	31) Visually inspect the L.H. wing tip attach fittings.	500		.....
57-30	32) Visually inspect the visible portions of the L.H. wing tip for loose rivets, cracks and distortion.	500		.....
57-60	33) Check the L.H. aileron balancing weight attach fittings for condition.	500		.....
57-60	34) Visually inspect the L.H. aileron hinge fittings, check the ball joints, the attach fittings and the stops.	500		.....
57-60	35) Visually inspect the visible portions of the L.H. aileron ; in case of doubt, remove the aileron and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-60-00 401.	500		.....
57-60	36) Check the L.H. aileron for freedom of rotation - refer to 27-10-00 201.	500		.....
57-50	37) Visually inspect the visible portions of the L.H. flap ; in case of doubt, remove the flap and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-50-00 401.	500		.....
57-50	38) Visually inspect the L.H. flap hinge fittings, check the ball joints and the attach fittings.	500		.....
20-00	39) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-04 201.	500		.....

ATA	"80A" MAJOR INSPECTION L.H. WING INSPECTION (AREA 500)	AREA	OTHER	INSPECTION PERFORMED BY
52-40	40) Install sealed inspection doors 513, 514 - refer to 52-40-00 201.	500		.....
57-30	41) Install wing tip 517 (if not riveted) - refer to 57-30-00 201.	500		.....

ATA	"80A" MAJOR INSPECTION R.H. WING INSPECTION (AREA 600)	AREA	OTHER	INSPECTION PERFORMED BY
57-00	**R.H. WING INSPECTION (AREA 600)**	600		
57-00	1) Perform an overall visual inspection of area 600.	600		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	600		.....
24-00	3) Visually inspect all cable connections in the R.H. wing. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	600		.....
27-10	4) Visually inspect the roll control linkage in R.H. wing, inspect bellcranks, attaching hardware, check play, look for wear, interference and corrosion - refer to 27-10-00 201.	600		.....
27-50	5) Visually inspect (do not remove) the R.H. flap control rods.	600		.....
27-50	6) Visually inspect (do not remove) the flap control linkage for security of attach fittings, play, evidence of wear, interference and corrosion - refer to 27-50-01 201.	000	1000 hrs	.....
28-10	7) Perform an operational test of the R.H. fuel tank cap and check the seal condition - refer to 28-10-00 301.	600		.....
28-10	8) Inspect the R.H. fuel tank for condition, clean if necessary - refer to 28-10-00 601.	600		.....
28-10	9) Inspect the draining holes located on the non-sealed ribs of the R.H. fuel tank for partial or total obstruction with sealing compound or any other deposit.	600		.....
28-10	10) Inspect the draining holes located under the low level detector box (if installed) of the R.H. fuel tank for partial or total obstruction with sealing compound or any other deposit.	600		.....
28-10	11) Visually inspect the R.H. fuel tank air vent system for condition, security and obstruction.	600		.....
28-20	12) Visually inspect the fuel outlet union on the R.H. wing ; check the line, the support and the grommet ; clean the strainer - refer to 28-20-03 401.	600		.....
28-40	13) Remove the R.H. tank float gages (if installed). Check the floats for porosity and travel, check the tracks and the seal for condition. Install the float gages - refer to 28-40-01 401.	600		.....
28-40	14) Remove the R.H. tank capacitor gages (if installed). Check the sensors for condition, check the transmitter for corrosion or deposits, check the connections for security. Replace the O-ring seal. Install the capacitor gages - refer to 28-40-01 401.	600		.....

ATA	"80A" MAJOR INSPECTION R.H. WING INSPECTION (AREA 600)	AREA	OTHER	INSPECTION PERFORMED BY
33-40	15) Visually inspect the navigation lights on the R.H. wing and (if installed) the anti-collision and identification lights. Check the domes, glasses, supports and attach fittings for condition.	600		.....
57-00	16) Visually inspect the wing structure - refer to 57-00-00 601 Paragraph 1. **NOTE : For highly salty or highly humid operating atmospheres, the inspection shall be performed every 2000 hours or 3 years.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 1648, 1657, 1665			
57-00	17) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2. **NOTE : If PR is applied between (upper and lower surface) skins and spar for repair or, if wings have been replaced by kit OPT10 9248, 9249, 9250, 9251, 9252, 9253, 9254, 9255 or 9256 do the inspection at 10000 hrs.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 9999			
57-00	18) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2.	000	10000 hrs	.....
57-10	19) Check the pins of the R.H. wing-to-fuselage front and main attachments ; make sure the nuts have not rotated, in case of doubt, torque the nuts - refer to 20-00-01 201.	600		.....
57-20	20) Visually inspect the R.H. main-landing-gear attachment area for loose rivets, distortion, cracks and evidence of corrosion.	600		.....
57-20	21) Inspect the R.H. main-landing-gear support ribs for cracks - refer to the latest issue of SOCATA SB 10-085-57.	600		.....
57-20	22) Visually inspect the R.H. spar for loose rivets, cracks, distortion and evidence of corrosion.	600		.....
57-20	23) Visually inspect the attach fittings and check the R.H. wing front attachment for cracks and evidence of corrosion.	600		.....
57-20	24) Visually inspect the attach fittings and check the R.H. wing main attachment spacers for cracks and evidence of corrosion.	600		.....
57-20	25) Visually inspect the R.H. wing ribs and inner skin for loose rivets, cracks, distortion and evidence of corrosion.	600		.....
57-20	26) Inspect the R.H. wing upper and lower surface skins for condition, inspect the anti-skid coating and anti-wear PTFE located at flap/wing junction for condition.	600		.....
57-30	27) Visually inspect the R.H. wing tip attach fittings.	600		.....

ATA	"80A" MAJOR INSPECTION R.H. WING INSPECTION (AREA 600)	AREA	OTHER	INSPECTION PERFORMED BY
57-30	28) Visually inspect the visible portions of the R.H. wing tip for loose rivets, cracks and distortion.	600		.....
57-60	29) Check the R.H. aileron balancing weight attach fittings for condition.	600		.....
57-60	30) Visually inspect the R.H. aileron hinge fittings, check the ball joints, the attach fittings and the stops.	600		.....
57-60	31) Visually inspect the visible portions of the R.H. aileron ; in case of doubt, remove the aileron and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-60-00 401.	600		.....
57-60	32) Check the R.H. aileron for freedom of rotation - refer to 27-10-00 201.	600		.....
57-50	33) Visually inspect the visible portions of the R.H. flap ; in case of doubt, remove the flap and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-50-00 401.	600		.....
57-50	34) Visually inspect the R.H. flap hinge fittings, check the ball joints and the attach fittings.	600		.....
20-00	35) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-04 201.	600		.....
52-40	36) Install sealed inspection doors 613, 614 - refer to 52-40-00 201.	600		.....
57-30	37) Install wing tip 617 (if not riveted) - refer to 57-30-00 201.	600		.....
12-10	38) Fill the fuel tanks and inspect for leaks - refer to 12-11-01 301, 28-10-00 601. **NOTE : Before and during refueling, perform operational tests of fuel gages.** Adjust if necessary - refer to 28-40-01 501.	000		.....

ATA	"80A" MAJOR INSPECTION ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
71-00	**ENGINE COMPARTMENT INSPECTION (AREA 100)**	100		
71-00	1) Perform an overall visual inspection of area 100.	100		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	100		.....
32-40	3) Visually inspect the brake hydraulic reservoir. Check fluid level - refer to 12-13-01 301.	100		.....
32-40	4) Change the brake hydraulic fluid - refer to 12-13-01 301, 12-13-02 301.	100	3 years	.....
71-20	5) Thoroughly inspect the whole engine mount. Systematically perform a fluorescent penetrant inspection in case of engine removal - refer to 20-00-14 301 and 71-20-00 601.	100		.....
71-20	6) Visually check that the engine mount is correctly attached to the firewall. Check the red painted marks on the bolts for alignment.	100		.....
71-20	7) Check the engine attaching bolts for proper torque and check the vibration isolators for wear. In case of wear, replace all the vibration isolators - refer to 20-00-01 201 and 71-20-00 401.	100		.....
21-40	8) Perform a detail examination of air regulation hose(s) and firewall-mounted box(es) for cracks.	100		.....
21-40	9) Check condition of the hot air inlet pipe between the heat exchanger and the carburetor.	100		.....
24-30	10) Perform an overhaul of the alternator.	100	Associated with engine overhaul	.....
24-30	11) Visually inspect the alternator, attach fittings, noise filter and connections.	100		.....
24-30	12) Check the condition and tension of the alternator belt - refer to 24-30-01 501. Check the tension of a new belt after the first 25 operating hours. Refer to the latest issue of LYCOMING Service Instruction 1129, for belt tension adjustment.	100		.....
80-00	13) Perform an overhaul of the starter.	100	Associated with engine overhaul	.....

ATA	"80A" MAJOR INSPECTION ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
80-00	14) Visually inspect the starter, the attach fittings and the connections. To adjust the clearance between the toothed ring and the LYCOMING starter drive gear, refer to the latest issue of TEXTRON LYCOMING Service Instruction No. 1447.	100		.....
80-00	15) Visually inspect the starter relay, check attach fittings, lugs and terminal covers.	100		.....
24-00	16) Visually inspect the battery relay and (if installed) the ground power unit relay. Check attachments, lugs and terminal covers.	100		.....
24-00	17) Check all cable connections to engine and accessories, engine mount, firewall. Replace cables if damaged. Inspect cables for routing, clamp security, cleanliness, lugs and terminal covers.	100		.....
28-20	18) Visually inspect the electric pump, the support, the unions, the vent hose and the connections.	100		.....
28-20	19) Clean or replace the fuel filter on the electric pump, check the support - refer to 28-20-01 401.	100		.....
	S / N 1 - 730			
28-20	20) Clean or replace the additional fuel filter (if installed) located close to the electric pump, check the support - refer to 28-20-02 401.	100		.....
	S / N 1 - 9999			
28-20	21) Visually inspect the engine fuel lines for routing and leaks. Inspect for evidence of interference and wear.	100		.....
73-10	22) Visually inspect the mechanical fuel pump. Check attach fittings and connections on the engine pump and the pressure switch.	100		.....
73-10	23) Check the fuel pump vent line for clogging.	100		.....
73-10	24) Visually inspect the fuel hoses for condition, attachment and routing. Look for evidence of wear and interference.	100		.....
73-20	25) Perform an overhaul of the carburetor.	100	Associated with engine overhaul	.....
73-20	26) Visually inspect the carburetor and attach fittings for leaks.	100		.....
73-20	27) Remove and clean the carburetor fuel inlet filter. Install the filter - refer to 73-20-01 301.	100		.....
73-00	28) Check the fuel system for leaks and security of the clamps.	100		.....

ATA	"80A" MAJOR INSPECTION ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
73-30	29) Visually inspect the fuel pressure transmitter, check the unions and connections for condition.	100		.....
28-00	30) Inspect the fuel system for tightness (from the electric pump to the power plant equipment) - refer to 28-00-00 601.	000		.....
61-10	31) Remove and thoroughly inspect propeller spinner 111 for cracks, check the attach fittings - refer to 61-10-00 401.	100		.....
61-10	32) Perform an overhaul of the propeller.	100	Refer to 05-10-00	.....
61-10	33) Perform an overhaul of the propeller governor (if installed).	100	Refer to 05-10-00	.....
61-10	34) Visually inspect the propeller and the bulkhead(s) for impact marks and evidence of corrosion. Make sure that the strip is present on the bulkhead(s) (if installed).	100		.....
61-10	35) Check the propeller tightening torque - refer to 20-00-01 201.	100		.....
61-10	36) Install propeller spinner 111, make sure that washers are installed under the screw heads - refer to 61-10-00 401.	100		.....
61-10	37) Visually inspect the propeller governor (if installed).	100		.....
37-00	38) Replace the vacuum system filter located on the engine mount (if installed).	100	500 hrs	.....
37-00	39) Replace the (mechanical) AIRBORNE vacuum pump drive (if installed).	100	Recommended 6 years	.....
37-00	40) Visually inspect the vacuum system vacuum pump, the unions, attach fittings and pipes (if installed). Check the drive for oil leaks.	100		.....
74-10	41) Perform an overhaul of the SLICK magnetos.	100	Associated with engine overhaul	.....
74-10	42) Perform an overhaul of the TCM magnetos.	100	Associated with engine overhaul or 4 years	.....
74-10	43) Replace the bearing of SLICK Series 4200 magnetos. Refer to the latest issue of SLICK L-1037 Maintenance & Overhaul Manual.	100	1000 hrs	.....
74-10	44) Check the TCM magnetos, the attach fittings and the grounding. Refer to the latest issue of LYCOMING Service Bulletin No. 515 (SB 643 Teledyne Continental, Paragraphs 1 and 2B) and to any other publication in force issued from equipment and engine manufacturers.	100	100 hrs or 1 year	.....

ATA	"80A" MAJOR INSPECTION ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
74-10	45) Check the SLICK magnetos, the attach fittings and the grounding. Refer to the latest issue of SLICK L-1037 or L-1363 Maintenance & Overhaul Manual and to any other publication in force issued from equipment and engine manufacturers.	100	100 hrs or 1 year and 500 hrs	.....
74-10	46) Check the TCM magnetos, the attach fittings and the grounding. Refer to the latest issue of LYCOMING Service Bulletin No. 515 (SB 643 Teledyne Continental, Paragraphs 2A and 3) and to any other publication in force issued from equipment and engine manufacturers.	100	500 hrs	.....
74-10	47) Check breaker points for pitting and minimum gap.	100		.....
74-10	48) Check for excessive oil in the breaker compartment ; if found, wipe dry with a clean lint-free cloth.	100		.....
74-10	49) The felt located at the breaker points should be lubricated in accordance with the magneto manufacturer's instructions.	100		.....
74-10	50) Check magneto to engine timing.	100		.....
74-20	51) Remove and thoroughly inspect the upper and lower spark plugs. If the spark plugs are fouled, clean and adjust gap, then permute upper and lower spark plugs - refer to 74-20-02 401.	100		.....
74-20	52) Check the conductors and the ceramics for corrosion and deposits. Clean the cable ends, spark plug walls and ceramics with a dry clean cloth or a clean cloth moistened with methyl-ethyl-ketone. Dry.	100		.....
74-20	53) Check ignition harness clamps and magneto for security and spark plug and magneto terminals for tight connection.	100		.....
72-00	54) Perform an overhaul of the engine.	100	Refer to 05-10-00	.....
72-30	55) Check cylinders visually for cracked or broken fins.	100		.....
72-30	56) Apply the latest issue of LYCOMING Service Bulletin 388 and LYCOMING Instruction Service 1485 about valve guide clearance check.	100		.....
79-00	57) Visually inspect the lubrication lines and connections on the engine cases and on the oil cooler(s), check the attach fittings and look for impact marks, wear, cracks and leaks.	100		.....
79-10	58) Visually inspect the engine oil filler port, the oil gage and the base for leaks, and check attach fittings.	100		.....
79-20	59) Visually inspect oil cooler(s), support(s), attach fittings. Look for cracks and evidence of leaks.	100		.....

ATA	"80A" MAJOR INSPECTION ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
79-20	60) Check engine crankcase breather for obstruction.	100		.....
79-30	61) Visually inspect attach fittings, lines, connections, pressure transmitter and oil temperature probe for routing and condition.	000		.....
71-10	62) Visually inspect the attach fittings, the engine bulkheads and the baffles for integrity and security.	100		.....
71-60	63) Visually inspect the inlet pipes, the manifolds and their attach fittings.	100		.....
71-60	64) Visually inspect the hoses (corrugated hoses).	100		.....
71-60	65) Visually inspect the air filter(s) - refer to the spare filter package instructions.	100		.....
71-60	66) Replace the air filter(s).	100	1 year	.....
71-60	67) Visually inspect the deflectors, the inlet box and the air intake flap ; clean if necessary. Inspect for cracks and distortion, and check the attach fittings for condition.	100		.....
71-60	68) Perform an operational test of the air intake flap.	100		.....
78-00	69) Remove the heat exchanger and the exhaust pipe (and the muffler, if installed) - refer to 21-40-01 201, 78-00-00 401, 78-20-00 401.	100		.....
78-00	70) Thoroughly inspect the attach fittings, the tubes, the exhaust pipe, the exchanger (and the muffler, if installed). Look for welding defects and cracks on the inner and outer casings - refer to 78-00-00 601.	100		.....
78-10	71) Check attaching flanges at exhaust outlets on cylinder for evidence of leakage. If found loose, the flanges must be removed and machined flat before they are reassembled and tightened.	100		.....
78-10	72) Inspect exhaust manifolds for general condition.	100		.....
78-20	73) Check the steel wool in the muffler (if installed) for condition - refer to 78-20-00 301. **NOTE : After replacement of the steel wool, this check shall be performed at 300 hrs, then every 100 hrs until next replacement.**	100		.....
78-00	74) Install the exhaust pipe and the exchanger (and the muffler, if installed) - refer to 78-00-00 401, 21-40-01 201, 78-20-00 401.	100		.....
77-00	75) Visually inspect routing and condition of attach fittings, lines, connections and sensors of : - tachometer control system, - fuel inlet pressure system.	000		.....

ATA	"80A" MAJOR INSPECTION ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
77-00	76) Visually inspect routing and condition of attach fittings, wires, connections and sensors of : - cylinder head temperature C.H.T. system (if installed), - exhaust gas temperature E.G.T. system (if installed), - carburetor air temperature system (if installed).	000		.....
77-10	77) Replace the inlet pressure filter - refer to 77-10-02 201.	100		.....
20-00	78) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-01 201.	100		.....

ATA	"80A" MAJOR INSPECTION STABILIZER INSPECTION (AREA 300)	AREA	OTHER	INSPECTION PERFORMED BY
55-00	**STABILIZER INSPECTION (AREA 300)**	300		
55-00	1) Perform an overall visual inspection of area 300.	300		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	300		.....
55-00	3) Check the control surfaces for freedom of rotation - refer to 27-10-00 201, 27-20-00 201, 27-30-00 201 and 27-30-03 601.	300		.....
55-00	4) Check the play of the elevator hinge ball joints - refer to 55-20-01 601.	300		.....
55-20	5) Remove the elevator and inspect for loose rivets, cracks and evidence of corrosion - refer to 55-20-01 401. Lubricate the inside of the balancing boom - refer to 12-21-03 201. Visually inspect the elevator supports and hinges at frame C9. Install the elevator - refer to 55-20-01 401.	300		.....
55-20	6) Visually inspect the elevator hinge bearings. S / N 1 - 1864, 1867 - 1869 Refer to the latest issue of SB 10-101-55.	300	1000 hrs or 2 years	.....
55-20	7) Check the balancing weight and the boom for security and evidence of corrosion.	300		.....
55-40	8) Remove the rudder. Visually inspect the hinges and check for loose rivets, cracks and evidence of corrosion. Install the rudder - refer to 55-40-00 401.	300		.....
55-40	9) Check the balancing weight for attachment, and check for evidence of corrosion ; in case of doubt, remove the vertical stabilizer tip - refer to 55-40-00 401.	300		.....
55-30	10) Visually inspect (do not remove) vertical stabilizer, structure, attachments at frames C7 and C8, hinge bearings, skins and check for loose rivets, distortion, cracks and evidence of corrosion.	300		.....
27-30	11) Visually inspect the adjustable end of the elevator and the trim tab (on control surface side).	300		.....
24-00	12) Visually inspect all cable connections in the vertical stabilizer. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	300		.....

ATA	"80A" MAJOR INSPECTION STABILIZER INSPECTION (AREA 300)	AREA	OTHER	INSPECTION PERFORMED BY
27-00	13) Check control surfaces for travel, efficiency and direction of flight controls : - pitch and elevator trim tab - refer to 27-30-00 201, 27-30-03 501, - rudder - refer to 27-20-00 201, - roll - refer to 27-10-00 201, - wing flaps - refer to 27-50-00 501, - roll/rudder interconnection system (if installed) - refer to 27-20-02 201.	000		.....
27-20	14) Perform an operational test of the roll/rudder interconnection system (if installed) - refer to 27-20-02 201.	000		.....
20-00	15) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-03 201.	300		.....

ATA	"80A" MAJOR INSPECTION FINAL STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	FINAL STEPS	000		
	Post-MOD. 151			
53-00	1) Install vertical stabilizer root front fairing 225.	200		.....
	All			
52-40	2) Install baggage compartment bottom door 242.	200		.....
25-10	3) Install the sound-proofing panels and the cabin upholstery panels.	200		.....
25-10	4) Tilt the instrument panel(s) back into position and install the covers forward of the instrument panel(s).	200		.....
52-40	5) Install inspection doors 235L, 235R.	200		.....
25-10	6) Install floor carpets and mats.	200		.....
25-10	7) Install the rear bench.	200		.....
25-10	8) Install the front seats and perform an operational test. Check locking in all positions.	200		.....
24-40	9) Disconnect the external power supply source (if installed).	200		.....
24-30	10) Connect the battery, lubricate the terminals - refer to 24-30-02 401.	000		.....
52-40	11) Install inspection doors 211L, 211R, (if installed).	200		.....
52-40	12) Install and lock the battery tray cover.	100		.....
52-40	13) Install firewall-mounted inspection doors 212L and (if installed) 212R.	200		.....
53-00	14) Install junction fairings 217R and 217L.	000		.....
53-00	15) Install cowling under hull 218.	200		.....
52-40	16) Install inspection doors 511, 512, 516 and (if installed) 515 - refer to 52-40-00 201.	500		.....
52-40	17) Install inspection doors 611, 612, 616 and (if installed) 615 - refer to 52-40-00 201.	600		.....
71-10	18) Install lower engine cowlings 131, 132 and upper engine cowling 121 - refer to 71-10-01 401.	100		.....
53-00	19) Install tail cone 222 - refer to 53-20-04 401.	200		.....
	20) Check that all cowlings, access doors and fairings are correctly installed.	000		.....
07-10	21) Lower the aircraft onto ground - refer to 07-10-00 201.	000		.....
08-10	22) Weigh the aircraft for weight and balance computations - refer to 08-20-00 201.	000	5 years	.....

ATA	"80A" MAJOR INSPECTION FINAL STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	23) Perform a test run-up. Record the parameters (at engine shutdown) - refer to 05-30-02 201.	000		.....
34-20	24) Perform a compensation of the compass(es) - refer to 34-23-00 201.	200	3 years	.....
71-10	25) After the test run-up, remove upper engine cowling 121 and lower engine cowlings 131 and 132, and check for leaks (oil, fuel, air, exhaust gases). If everything is normal, reinstall the engine cowlings and check that they are correctly locked - refer to 71-10-01 401.	000		.....
	26) Perform a test flight - refer to 05-30-00 1 and 05-30-03 201.	000		.....
71-10	27) After the test flight, remove upper engine cowling 121 and lower engine cowlings 131 and 132, and visually inspect the whole engine compartment. If everything is normal, reinstall the engine cowlings and check that they are correctly locked - refer to 71-10-01 401.	000		.....
	28) Record this inspection in the aircraft maintenance files (airframe and engine log books).	000		.....

ANNUAL INSPECTION (AI)

Registration number	Model and Serial number	Aircraft operating hours

ATA	ANNUAL INSPECTION (AI) PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	PRELIMINARY STEPS	000		
	1) Record anomalies into log book or equivalent document for corrective action.	000		.....
	2) Check aircraft compliance with airworthiness directives, service bulletins and service letters - refer to 05-00-02 1.	000		.....
	3) Check expiry dates of life-limited parts : - airframe - refer to 04-00-00 1 and 05-50-05 601, - equipment and hoses - refer to 05-10-00 1.	000		.....
	4) Perform a test run-up. Record parameters (at engine start) - refer to 05-30-02 201.	000		.....
30-30	5) Perform an operational test of Pitot tube(s) heating - refer to 30-30-00 501.	000		.....
12-20	6) Clean exterior surface - refer to 12-22-01 301. Inspect for corrosion - refer to 12-20-03 201.	000		.....
21-20	7) Perform an operational test of the air outlets.	200		.....
72-30	8) Measure and record the cylinder compression values in the engine log book - refer to the latest issue of LYCOMING Service Instruction No. 1191.	100	NOTE 1	.....
71-10	9) Remove upper engine cowling 121 and lower engine cowlings 131 and 132. Visually inspect for cracks, wear, evidence of leaks (oil, fuel, air, exhaust gas) and security - refer to 71-10-01 401.	100		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	Engine equipped with strainer (on rear table)			
12-10	10) Drain the oil system - refer to 12-12-02 301, clean the strainer - refer to 79-20-02 401 and the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before cleaning the strainers, check that there are no metal particles.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	25 hrs or engine 4-month insp.	.....
	Engine equipped with filtering cartridge (on rear table)			
12-10	10) Drain the oil system - refer to 12-12-02 301, replace the filtering cartridge - refer to 79-20-02 401, and clean the strainer of crankcase - refer to 79-10-02 401. **NOTE : Before discarding the filter and cleaning the strainer, check that there are no metal particles in the folds.** Close the drain cock and fill the oil tank - refer to 12-12-01 301 and the latest issue of LYCOMING SB 480.	100	1st 25 hrs or engine 4-month insp., then every 50 hrs or 4 months	.....
	All			
72-30	11) Check for oil leaks around the rocker-box covers. If necessary replace the seal and torque screws - refer to 20-00-01 201.	100		.....
72-30	12) Check that there is no evidence of overheat on the cylinders, indicated by burnt paint. In this case, a fault exists inside the cylinder and this must be repaired before returning the aircraft to service. **NOTE : Marked discoloration and seepage around the cylinder heads and cylinder barrel joints are usually due to the seepage of threading grease used at the factory for assembly of the cylinder or to slight gazeous leaks which will disappear once the cylinder has been operated for some time.** **In this case, neither the operation nor the performance of the engine is affected. If the leaks are more serious, replace the cylinder.**	100		.....
12-20	13) Clean the engine - refer to 12-22-03 301.	000		.....
07-10	14) Jack up the aircraft - refer to 07-10-00 201.	000		.....
52-40	15) Check correct operation of battery tray cover locking system. Remove and check condition.	100		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) PRELIMINARY STEPS	AREA	OTHER	INSPECTION PERFORMED BY
52-40	16) Remove inspection doors 211L, 211R (if installed), visually inspect for cracks and security.	200		.....
24-30	17) Disconnect battery - refer to 24-30-02 401.	000		.....
24-30	18) Remove the battery. Inspect the battery tray and the shims for condition, cracks and corrosion. Install the battery - refer to 24-30-02 401.	000		.....
24-30	19) Check battery electrolyte level, condition of lugs and inspect for evidence of oxidation - refer to 24-30-02 301 and 24-30-02 401.	000	NOTE 1	.....
24-40	20) Visually inspect the ground power receptacle (if installed) for corrosion and check cable security and connections.	200		.....
24-40	21) Connect an external power supply source to the ground power receptacle (if installed). Energize.	200		.....
52-40	22) Remove firewall-mounted inspection doors 212L (partial removal) and 212R (if installed), visually inspect for cracks and security.	200		.....
52-40	23) Remove and visually inspect inspection doors 235L, 235R.	200		.....
53-00	24) Remove junction fairings 217R and 217L, visually inspect for cracks and security.	200		.....
53-00	25) Remove and visually inspect cowling under hull 218 for cracks and security.	100		.....
52-40	26) Remove and check condition of baggage compartment bottom door 242.	200		.....
53-00	27) Remove and visually inspect tail cone 222 for cracks and security. Check condition of tail cone electrical wiring (if installed) - refer to 53-20-04 401.	200		.....
52-40	28) Remove and check condition of inspection doors 511, 512, 516 and (if installed) 515 - refer to 52-40-00 201.	500		.....
52-40	29) Remove and check condition of inspection doors 611, 612, 616 and (if installed) 615 - refer to 52-40-00 201.	600		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
53-00	**COCKPIT AND FUSELAGE INSPECTION (AREA 200)**	200		
23-10	1) Communication equipment Do an operational test. **NOTE : The operational test must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200		.....
53-00	2) Perform an overall visual inspection of area 200.	200		.....
11-00	3) Check installation and legibility of interior and exterior placards and markings - refer to 11-20-00 1, 11-30-00 1.	200	NOTE 1	.....
25-10	4) Visually inspect attaching hardware, connections and markings on flight control instruments.	200		.....
77-00	5) Visually inspect the attach fittings, the connections. Visually inspect the markings of the engine indicating instruments - refer to 31-10-00 1.	200		.....
31-20	6) Check the clock and the chronometer for correct operation (if installed). Perform a calibration using an accurate external instrument.	200		.....
25-10	7) Remove the covers forward of the instrument panel(s) and tilt the instrument panel(s).	200		.....
74-10	8) Visually inspect the attach fittings and the magneto selector connections for security.	200		.....
25-10	9) Visually inspect the front seats for overall condition, the struts and the adjusting system. Perform an operational test, check correct locking of front seats - refer to 25-11-00 401.	200		.....
25-10	10) Visually inspect the rear bench for overall condition, the anchoring and locking systems. Tilt the backrest to perform an operational test, check attaching hardware - refer to 25-12-00 401.	200		.....
25-10	11) Remove the front seats and the rear bench - refer to 25-11-00 401, 25-12-00 401.	200		.....
25-10	12) Thoroughly inspect the harnesses and safety belts, the reels and the anchor points. Inspect for cracks and corrosion. Perform an operational test, check locking - refer to 25-13-00 601.	200		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
25-50	13) Visually inspect baggage attaching straps in compartment, inspect anchor points for cracks and corrosion.	200		.....
25-60	14) Visually inspect emergency locator transmitter (if installed), check validity date of the battery(ies), attaching hardware, antenna, connector, and surface condition - refer to 05-10-00 1 and 25-61-00 601.	200	100 hrs or 6 months	.....
25-60	15) Inspect external antenna of emergency locator transmitter (if installed) and remote control system on instrument panel for condition and security.	200		.....
25-60	16) Perform a test of the emergency locator transmitter (if installed) - refer to 25-61-01 201. ELT 96/97 **NOTE : Operation tests of the emergency locator transmitter must be performed simultaneously with tests of VFR or IFR communication and radionavigation equipment or as per manufacturer specifications if they are more restrictive.** Perform three consecutive "AUTO TEST" sequences - refer to User's Manual and SB ELT-001-25.	000	100 hrs or 6 months	.....
	Emergency locator transmitter ELT 90, ELT 91, ELT 96 or ELT 97 (if installed)			
25-60	17) Replace upper and lower seals.	000	12 years	.....
	MAIP or AREOFEU fire extinguisher (if installed)			
26-20	18) Check the expiry date of the fire extinguisher. Visually inspect the fire extinguisher and its anchor points. Check nozzle for obstruction - refer to 26-20-01 601.	200		.....
26-20	19) Replace the fire extinguisher.	200	10 years	.....
	L'HOTELLIER fire extinguisher (if installed)			
26-20	18) Check fire extinguisher, for weight and pressure - refer to 26-20-01 601.	200	1 year	.....
26-20	19) Replace the fire extinguisher	200	5 years	.....
	All			
21-20	20) Visually inspect the air regulation box(es), the air outlets and the blower (if installed).	200		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
21-40	21) Perform an operational test of the air regulation controls, check that in "fire shut-off" position the firewall-mounted box(es) are blanked - refer to 21-00-00 201.	200		.....
24-30	22) Visually inspect (do not remove) the electrical power system (switch-breakers on panel, breakers on side panel, printed circuits on the firewall L.H. door) and (if installed) the Radio-Master-Switch forward of the circuit breaker panel. Check fuses, markings, pins, lugs and attach fittings.	200		.....
27-50	23) Visually inspect the flap actuator, the supports and attach fittings under the floor for loose rivets and cracks - refer to 27-50-01 201.	200	500 hrs	.....
24-00	24) Visually inspect all cable connections under the floor, in the rear fuselage, under the instrument panel and on the front table. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	200		.....
27-00	25) Visually inspect the roll control, behind the instrument panel, for R.H. and L.H. gimbal joint play, the pylon and check that the control wheel can move forth and back without resistance.	200		.....
27-20	26) Visually inspect rudder control input rod in the rear fuselage.	200		.....
27-20	27) Visually inspect the adjustable end of the rudder control (on control surface side).	200		.....
27-20	28) Visually inspect nose landing gear/rudder interconnection rods on rudder pedals. Check that the play between the rods and the reinforcement plates of the bellows is 5 mm minimum. Check bellows and attaching hardware for condition - refer to 27-20-01 201.	200		.....
27-20	29) Visually inspect the roll/rudder interconnection system (if installed).	200		.....
27-30	30) Visually inspect the elevator and trim tab control input rods in the rear fuselage.	200		.....
27-50	31) Visually inspect the flap controls and the indicator - refer to 27-50-01 201.	200		.....
28-20	32) Visually inspect the fuel lines for routing and leaks.	200		.....
	S / N 731 - 9999			
28-20	33) Visually inspect the fuel selector - refer to 28-20-02 401.	200		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
28-20	34) Replace the filtering element of the fuel selector, check the support - refer to 28-20-02 401.	200	300 hrs or 1 year	.....
	S / N 1 - 9999			
28-20	35) Perform an operational test of the fuel tank selector cock - refer to 28-20-04 401.	200		.....
32-40	36) Visually inspect the master cylinders. Check the brake system for condition, attachment, union security and tightness.	200		.....
34-10	37) Drain the normal static pressure system and (if installed in rear fuselage) the emergency system - refer to 34-11-00 301.	200		.....
34-10	38) Perform a tightness test on air data systems and check the associated instruments - refer to 34-11-00 501.	200	300 hrs or 3 years	.....
34-10	39) Visually inspect the pitot tube and the dynamic pressure system in the L.H. wing. Check the hoses and their attach fittings for condition.	500		.....
34-10	40) Visually inspect the pitot tube (if installed) and the dynamic pressure system in the R.H. wing. Check hoses and attach fittings for condition.	600		.....
34-00	41) Check VFR equipment (if installed). **NOTE : Must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200		.....
34-00	42) Check IFR equipment (if installed). **NOTE : Must be performed by an approved radio center in compliance with the regulation in force in the country of use.**	200		.....
34-10	43) Check the altimeter and/or the encoding altimeter or the altitude encoder. **NOTE : Must be performed by an approved radio center, in accordance with the regulation in force in the country of use.**	200		.....
34-50	44) Check the transponder(s). **NOTE : Must be performed by an approved radio center, in accordance with the regulation in force in the country of use.**	200		.....
37-00	45) Replace the vacuum system paper filter (if installed).	200	500 hrs or 1 year	.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
37-00	46) Check the foam filter of the vacuum system regulating valve (if installed) for cleanliness and condition, replace if necessary.	200		.....
37-00	47) Check the normal vacuum system (if installed) - refer to 37-11-00 601.	000		.....
52-10	48) Visually inspect the cabin access doors, check the structure, the transparent material condition and check for distortion and cracks.	200		.....
52-10	49) Check the gas struts, hinges, seals, locks, rings and latches for condition.	200		.....
52-10	50) Thoroughly examine and dye penetrant or fluorescent inspect the steel latches for cracks, check for distortion and interference.	200	2000 hrs	.....
56-00	51) Visually inspect the windshield and the windows. Check the transparent material and the seals for condition and security.	200		.....
52-30	52) Visually inspect cargo door (baggage compartment) 219 and its seal.	200		.....
53-00	53) Thoroughly inspect the firewall (front and rear faces), forward table and central pedestal sides, for loose rivets, distortion, cracks and evidence of corrosion. Inspect equipment for security.	000		.....
53-00	54) Visually inspect the flight control supports between frames C3 and C4, and at frames C7 (front) and C9 (front). Inspect for loose rivets, distortion, cracks and evidence of corrosion.	200	500 hrs	.....
53-00	55) Visually inspect frame C9, from the outside and directly for the accessible portion, and using a mirror for the inner portion. Inspect for loose rivets, distortion, cracks and evidence of corrosion.	200	NOTE 1	.....
53-00	56) Visually inspect the floor stiffeners and the cabin floor for loose rivets, distortion, cracks and evidence of corrosion.	200		.....
53-00	57) Visually inspect (do not remove) the visible portions of the fuselage structure for loose rivets, distortion and evidence of corrosion.	200		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) COCKPIT AND FUSELAGE INSPECTION (AREA 200)	AREA	OTHER	INSPECTION PERFORMED BY
76-00	58) Check travel and visually inspect attach fittings and routing of controls of : - propeller governor (if installed), - carburetor heating, - mixture, - throttle. **NOTE : Make sure that the powerplant stops are reached before the control unit stops.**	000	NOTE 1	.....
76-00	59) Ensure that there is no slack, and that the control friction knob on the pedestal is effective.	200		.....
20-00	60) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-02 201.	200		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) LANDING GEAR INSPECTION (AREA 700)	AREA	OTHER	INSPECTION PERFORMED BY
32-00	**LANDING GEAR INSPECTION (AREA 700)**	700		
32-00	1) Perform an overall visual inspection of area 700.	700		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	700	NOTE 1	.....
32-00	3) Remove and visually inspect the landing gear and / or wheel fairings (if installed).	700		.....
32-40	4) Deflate the tires and remove the wheels - refer to 12-14-01 301, 32-41-01 201, 32-41-02 201.	700		.....
32-40	5) Thoroughly inspect the wheels for cracks, distortion and evidence of wear and corrosion. In case of doubt, perform a fluorescent penetrant inspection - refer to 00-00-00 and 20-00-14 301.	700		.....
32-40	6) Visually inspect the tires ; look for evidence of uneven wear, cuts, distortion and displacement of the tire on the wheel.	700		.....
32-40	7) Inspect the brake hydraulic system unions for security and tigthness.	700		.....
32-40	8) Visually inspect the braking systems for condition, attachment, brake plate and disk wear.	700		.....
	<u>Main landing gears with telescopic legs</u>			
32-10	9) Check attach fittings, visually inspect the leg, the sliding body and the wheel axles for cracks and distortion ; thoroughly inspect the half-scissors attachment bosses. Remove, inspect and reinstall the half-scissors - refer to 32-10-00 201. In case of doubt, perform a fluorescent penetrant inspection - refer to 20-00-14 301.	700		.....
	<u>Main landing gears with trailing arms</u>			
32-10	9) Check attach fittings, visually inspect the landing gear bodies, the rocker beams and wheel axles for cracks and distortion ; thoroughly inspect the shock absorber attachment bosses. In case of doubt, perform a fluorescent penetrant inspection - refer to 20-00-14 301.	700		.....
	<u>All</u>			
32-10	10) Check the main landing gear shock absorbers for inflation and leaks - refer to 12-14-02 301.	700		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) LANDING GEAR INSPECTION (AREA 700)	AREA	OTHER	INSPECTION PERFORMED BY
32-20	11) Visually inspect the nose landing gear leg, the sliding body and the fork for cracks and distortion ; thoroughly inspect the half-scissors and hinged strut attachment bosses. Remove, inspect and reinstall the half-scissors - refer to 32-20-03 201.	700		.....
32-20	12) Check the nose landing gear shock absorber for inflation and leaks - refer to 12-14-02 301.	700		.....
32-20	13) Visually inspect the nose landing gear mount for cracks.	700	NOTE 1	.....
32-20	14) Check that the nose landing gear mount is correctly attached to the firewall. Check the red painted marks on the bolts for alignment.	700	NOTE 1	.....
32-20	15) Visually inspect the nose landing gear wheel-centering device.	700	NOTE 1	.....
32-20	16) Visually inspect the nose landing gear interconnection system, check the lever and the vibration isolator for condition.	700		.....
32-40	17) Lubricate the bearings and the wheel axles ; install and inflate the wheels - refer to 12-14-01 301, 12-21-05 201, 32-41-01 201, 32-41-02 201.	700		.....
32-00	18) Install the landing gear fairings and / or the wheel fairings (if installed).	700		.....
20-00	19) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-05 201.	700		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) L.H. WING INSPECTION (AREA 500)	AREA	OTHER	INSPECTION PERFORMED BY
57-00	**L.H. WING INSPECTION (AREA 500)**	500		
57-00	1) Perform an overall visual inspection of area 500.	500		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	500	NOTE 1	.....
23-60	3) Visually inspect the static dischargers and bonding braids (if installed) for condition and security on the flaps, ailerons and stabilizers. If doubtful, check continuity and resistance - refer to 23-60-00 201.	000		.....
24-00	4) Visually inspect all cable connections in the L.H. wing. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	500		.....
27-10	5) Visually inspect the visible portions of L.H. aileron rods.	500		.....
27-50	6) Visually inspect (do not remove) the L.H. flap control rods.	500		.....
27-50	7) Visually inspect (do not remove) the flap control linkage for security of attach fittings, play, evidence of wear, interference and corrosion - refer to 27-50-01 201.	000	1000 hrs	.....
28-10	8) Perform an operational test of the L.H. fuel tank cap and check the seal condition - refer to 28-10-00 301.	500		.....
28-10	9) Visually inspect the L.H. fuel tank air vent system for condition, security and obstruction.	500		.....
57-10	10) Visually inspect all the wing splices, check for cracks and evidence of corrosion on the splices ; make sure the nuts have not rotated, in case of doubt, torque the nuts - refer to 20-00-01 201.	000		.....
57-00	11) Visually inspect the wing structure - refer to 57-00-00 601 Paragraph 1. **NOTE : For highly salty or highly humid operating atmospheres, the inspection shall be performed every 2000 hours or 3 years.** S / N 1 - 1648, 1657, 1665	000	2000 hrs or 5 years NOTE	.....
57-00	12) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2. **NOTE : If PR is applied between (upper and lower surface) skins and spar for repair or, if wings have been replaced by kit OPT10 9248, 9249, 9250, 9251, 9252, 9253, 9254, 9255 or 9256 do the inspection at 10000 hrs.**	000	2000 hrs or 5 years NOTE	.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) L.H. WING INSPECTION (AREA 500)	AREA	OTHER	INSPECTION PERFORMED BY
	S / N 1 - 9999			
57-00	13) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2.	000	10000 hrs	.....
57-10	14) Check the pins of the L.H. wing-to-fuselage front and main attachments ; make sure the nuts have not rotated, in case of doubt, torque the nuts - refer to 20-00-01 201.	500		.....
57-20	15) Visually inspect the L.H. main-landing-gear attachment area for loose rivets, distortion, cracks and evidence of corrosion.	500	NOTE 1	.....
57-20	16) Inspect the L.H. wing upper and lower surface skins for condition, inspect the anti-skid coating and anti-wear PTFE located at flap/wing junction for condition.	500		.....
57-30	17) Visually inspect the L.H. wing tip attach fittings.	500		.....
57-30	18) Visually inspect the visible portions of the L.H. wing tip for loose rivets, cracks and distortion.	500		.....
57-60	19) Visually inspect the L.H. aileron attachment and hinge.	500	NOTE 1	.....
57-60	20) Check the L.H. aileron balancing weight attach fittings for condition.	500	NOTE 1	.....
57-60	21) Visually inspect the visible portions of the L.H. aileron ; in case of doubt, remove the aileron and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-60-00 401.	500		.....
57-60	22) Check the L.H. aileron for freedom of rotation - refer to 27-10-00 201.	500	NOTE 1	.....
57-50	23) Visually inspect the L.H. flap attachment and hinge.	500	NOTE 1	.....
57-50	24) Visually inspect the visible portions of the L.H. flap ; in case of doubt, remove the flap and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-50-00 401.	500		.....
20-00	25) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-04 201.	500		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) R.H. WING INSPECTION (AREA 600)	AREA	OTHER	INSPECTION PERFORMED BY
57-00	**R.H. WING INSPECTION (AREA 600)**	600		
57-00	1) Perform an overall visual inspection of area 600.	600		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	600	NOTE 1	.....
24-00	3) Visually inspect all cable connections in the R.H. wing. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	600		.....
27-10	4) Visually inspect the visible portions of R.H. aileron rods.	600		.....
27-50	5) Visually inspect (do not remove) the R.H. flap control rods.	600		.....
27-50	6) Visually inspect (do not remove) the flap control linkage for security of attach fittings, play, evidence of wear, interference and corrosion - refer to 27-50-01 201.	000	1000 hrs	.....
28-10	7) Perform an operational test of the R.H. fuel tank cap and check the seal condition - refer to 28-10-00 301.	600		.....
28-10	8) Visually inspect the R.H. fuel tank air vent system for condition, security and obstruction.	600		.....
57-00	9) Visually inspect the wing structure - refer to 57-00-00 601 Paragraph 1. **NOTE : For highly salty or highly humid operating atmospheres, the inspection shall be performed every 2000 hours or 3 years.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 1648, 1657, 1665			
57-00	10) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2. **NOTE : If PR is applied between (upper and lower surface) skins and spar for repair or, if wings have been replaced by kit OPT10 9248, 9249, 9250, 9251, 9252, 9253, 9254, 9255 or 9256 do the inspection at 10000 hrs.**	000	2000 hrs or 5 years NOTE	.....
	S / N 1 - 9999			
57-00	11) Thoroughly examine the spar flanges/skin junction from root to N4 rib for corrosion - refer to 57-00-00 601 Paragraph 2.	000	10000 hrs	.....
57-10	12) Check the pins of the R.H. wing-to-fuselage front and main attachments ; make sure the nuts have not rotated, in case of doubt, torque the nuts - refer to 20-00-01 201.	600		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) R.H. WING INSPECTION (AREA 600)	AREA	OTHER	INSPECTION PERFORMED BY
57-20	13) Visually inspect the R.H. main-landing-gear attachment area for loose rivets, distortion, cracks and evidence of corrosion.	600	NOTE 1	.....
57-20	14) Inspect the R.H. wing upper and lower surface skins for condition, inspect the anti-skid coating and anti-wear PTFE located at flap/wing junction for condition.	600		.....
57-30	15) Visually inspect the R.H. wing tip attach fittings.	600		.....
57-30	16) Visually inspect the visible portions of the R.H. wing tip for loose rivets, cracks and distortion.	600		.....
57-60	17) Visually inspect the R.H. aileron attachment and hinge.	600	NOTE 1	.....
57-60	18) Check the R.H. aileron balancing weight attach fittings for condition.	600	NOTE 1	.....
57-60	19) Visually inspect the visible portions of the R.H. aileron ; in case of doubt, remove the aileron and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-60-00 401.	600		.....
57-60	20) Check the R.H. aileron for freedom of rotation - refer to 27-10-00 201.	600	NOTE 1	.....
57-50	21) Visually inspect the R.H. flap attachment and hinge.	600	NOTE 1	.....
57-50	22) Visually inspect the visible portions of the R.H. flap ; in case of doubt, remove the flap and inspect for loose rivets, cracks, distortion and evidence of corrosion - refer to 57-50-00 401.	600		.....
20-00	23) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-04 201.	600		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
71-00	**ENGINE COMPARTMENT INSPECTION (AREA 100)**	100		
71-00	1) Perform an overall visual inspection of area 100.	100		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	100	NOTE 1	.....
32-40	3) Visually inspect the brake hydraulic reservoir. Check fluid level - refer to 12-13-01 301.	100		.....
32-40	4) Change the brake hydraulic fluid - refer to 12-13-01 301, 12-13-02 301.	100	3 years	.....
71-20	5) Visually inspect the engine mount for distortion, cracks, evidence of corrosion and interference. Check the protection - refer to 20-00-04 201.	100	NOTE 1	.....
71-20	6) Visually check that the engine mount is correctly attached to the firewall. Check the red painted marks on the bolts for alignment.	100	NOTE 1	.....
71-20	7) Check the engine attaching bolts for proper torque and check the vibration isolators for wear. In case of wear, replace all the vibration isolators - refer to 20-00-01 201 and 71-20-00 401.	100	NOTE 1	.....
21-40	8) Perform a detail examination of air regulation hose(s) and firewall-mounted box(es) for cracks.	100		.....
21-40	9) Check condition of the hot air inlet pipe between the heat exchanger and the carburetor.	100	NOTE 1	.....
24-30	10) Perform an overhaul of the alternator.	100	Associated with engine overhaul	.....
24-30	11) Visually inspect the alternator, attach fittings, noise filter and connections.	100		.....
24-30	12) Check the condition and tension of the alternator belt - refer to 24-30-01 501. Check the tension of a new belt after the first 25 operating hours. Refer to the latest issue of LYCOMING Service Instruction 1129, for belt tension adjustment.	100	NOTE 1	.....
80-00	13) Perform an overhaul of the starter.	100	Associated with engine overhaul	.....

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ATA	ANNUAL INSPECTION (AI) ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
80-00	14) Visually inspect the starter, the attach fittings and the connections. To adjust the clearance between the toothed ring and the LYCOMING starter drive gear, refer to the latest issue of TEXTRON LYCOMING Service Instruction No. 1447.	100		.....
24-00	15) Check all cable connections to engine and accessories, engine mount, firewall. Replace cables if damaged. Inspect cables for routing, clamp security, cleanliness, lugs and terminal covers.	100		.....
28-20	16) Visually inspect the electric pump, the support, the unions, the vent hose and the connections.	100		.....
28-20	17) Clean or replace the fuel filter on the electric pump, check the support - refer to 28-20-01 401.	100	NOTE 1	.....
	S / N 1 - 730			
28-20	18) Clean or replace the additional fuel filter (if installed) located close to the electric pump, check the support - refer to 28-20-02 401.	100	NOTE 1	.....
	S / N 1 - 9999			
28-20	19) Visually inspect the engine fuel lines for routing and leaks. Inspect for evidence of interference and wear.	100		.....
73-10	20) Visually inspect the mechanical fuel pump. Check attach fittings and connections on the engine pump and the pressure switch.	100	NOTE 1	.....
73-10	21) Visually inspect the fuel hoses for condition, attachment and routing. Look for evidence of wear and interference.	100		.....
73-20	22) Perform an overhaul of the carburetor.	100	Associated with engine overhaul	.....
73-20	23) Visually inspect the carburetor and attach fittings for leaks.	100		.....
73-20	24) Remove and clean the carburetor fuel inlet filter. Install the filter - refer to 73-20-01 301.	100	NOTE 1	.....
73-00	25) Check the fuel system for leaks and security of the clamps.	100	NOTE 1	.....
73-30	26) Visually inspect the fuel pressure transmitter, check the unions and connections for condition.	100		.....
28-00	27) Inspect the fuel system for tightness (from the electric pump to the power plant equipment) - refer to 28-00-00 601.	000	NOTE 1	.....

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ATA	ANNUAL INSPECTION (AI) ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
61-10	28) Remove and thoroughly inspect propeller spinner 111 for cracks, check the attach fittings - refer to 61-10-00 401.	100	NOTE 1	.....
61-10	29) Perform an overhaul of the propeller.	100	Refer to 05-10-00	.....
61-10	30) Perform an overhaul of the propeller governor (if installed).	100	Refer to 05-10-00	.....
61-10	31) Visually inspect the propeller and the bulkhead(s) for impact marks and evidence of corrosion. Make sure that the strip is present on the bulkhead(s) (if installed).	100	NOTE 1	.....
61-10	32) Check the propeller tightening torque - refer to 20-00-01 201.	100		.....
61-10	33) Install propeller spinner 111, make sure that washers are installed under the screw heads - refer to 61-10-00 401.	100	NOTE 1	.....
61-10	34) Visually inspect the propeller governor (if installed).	100	NOTE 1	.....
37-00	35) Replace the vacuum system filter located on the engine mount (if installed).	100	500 hrs	.....
37-00	36) Replace the (mechanical) AIRBORNE vacuum pump drive (if installed).	100	Recommended 6 years	.....
74-10	37) Perform an overhaul of the SLICK magnetos.	100	Associated with engine overhaul	.....
74-10	38) Perform an overhaul of the TCM magnetos.	100	Associated with engine overhaul or 4 years	.....
74-10	39) Replace the bearing of SLICK Series 4200 magnetos. Refer to the latest issue of SLICK L-1037 Maintenance & Overhaul Manual.	100	1000 hrs	.....
74-10	40) Check the TCM magnetos, the attach fittings and the grounding. Refer to the latest issue of LYCOMING Service Bulletin No. 515 (SB 643 Teledyne Continental, Paragraphs 1 and 2B) and to any other publication in force issued from equipment and engine manufacturers.	100	100 hrs or 1 year	.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
74-10	41) Check the SLICK magnetos, the attach fittings and the grounding. Refer to the latest issue of SLICK L-1037 or L-1363 Maintenance & Overhaul Manual and to any other publication in force issued from equipment and engine manufacturers.	100	100 hrs or 1 year and 500 hrs	.....
74-10	42) Check the TCM magnetos, the attach fittings and the grounding. Refer to the latest issue of LYCOMING Service Bulletin No. 515 (SB 643 Teledyne Continental, Paragraphs 2A and 3) and to any other publication in force issued from equipment and engine manufacturers.	100	500 hrs	.....
74-10	43) Check breaker points for pitting and minimum gap.	100	NOTE 1	.....
74-10	44) Check for excessive oil in the breaker compartment ; if found, wipe dry with a clean lint-free cloth.	100	NOTE 1	.....
74-10	45) The felt located at the breaker points should be lubricated in accordance with the magneto manufacturer's instructions.	100	NOTE 1	.....
74-10	46) Check magneto to engine timing.	100	NOTE 1	.....
74-20	47) Remove and thoroughly inspect the upper and lower spark plugs. If the spark plugs are fouled, clean and adjust gap, then permute upper and lower spark plugs - refer to 74-20-02 401.	100	NOTE 1	.....
74-20	48) Check the conductors and the ceramics for corrosion and deposits. Clean the cable ends, spark plug walls and ceramics with a dry clean cloth or a clean cloth moistened with methyl-ethyl-ketone. Dry.	100	NOTE 1	.....
74-20	49) Check ignition harness clamps and magneto for security and spark plug and magneto terminals for tight connection.	100	NOTE 1	.....
72-00	50) Perform an overhaul of the engine.	100	Refer to 05-10-00	.....
72-30	51) Check cylinders visually for cracked or broken fins.	100	NOTE 1	.....
72-30	52) Apply the latest issue of LYCOMING Service Bulletin 388 and LYCOMING Instruction Service 1485 about valve guide clearance check.	100		.....
79-00	53) Visually inspect the lubrication lines and connections on the engine cases and on the oil cooler(s), check the attach fittings and look for impact marks, wear, cracks and leaks.	100	NOTE 1	.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
79-10	54) Visually inspect the engine oil filler port, the oil gage and the base for leaks, and check attach fittings.	100		.....
79-20	55) Visually inspect oil cooler(s), support(s), attach fittings. Look for cracks and evidence of leaks.	100		.....
79-20	56) Check engine crankcase breather for obstruction.	100	NOTE 1	.....
79-30	57) Visually inspect attach fittings, lines, connections, pressure transmitter and oil temperature probe for routing and condition.	000	NOTE 1	.....
71-10	58) Visually inspect the attach fittings, the engine bulkheads and the baffles for integrity and security.	100		.....
71-60	59) Visually inspect the inlet pipes, the manifolds and their attach fittings.	100	NOTE 1	.....
71-60	60) Visually inspect the hoses (corrugated hoses).	100	NOTE 1	.....
71-60	61) Visually inspect the air filter(s) - refer to the spare filter package instructions.	100		.....
71-60	62) Replace the air filter(s).	100	1 year	.....
71-60	63) Visually inspect the deflectors, the inlet box and the air intake flap ; clean if necessary. Inspect for cracks and distortion, and check the attach fittings for condition.	100	NOTE 1	.....
71-60	64) Perform an operational test of the air intake flap.	100	NOTE 1	.....
78-00	65) Remove the heat exchanger and the exhaust pipe (and the muffler, if installed) - refer to 21-40-01 201, 78-00-00 401, 78-20-00 401.	100	NOTE 1	.....
78-00	66) Thoroughly inspect the attach fittings, the tubes, the exhaust pipe, the exchanger (and the muffler, if installed). Look for welding defects and cracks on the inner and outer casings - refer to 78-00-00 601.	100	NOTE 1	.....
78-10	67) Check attaching flanges at exhaust outlets on cylinder for evidence of leakage. If found loose, the flanges must be removed and machined flat before they are reassembled and tightened.	100	NOTE 1	.....
78-10	68) Inspect exhaust manifolds for general condition.	100	NOTE 1	.....

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ATA	ANNUAL INSPECTION (AI) ENGINE COMPARTMENT INSPECTION (AREA 100)	AREA	OTHER	INSPECTION PERFORMED BY
78-20	69) Check the steel wool in the muffler (if installed) for condition - refer to 78-20-00 301. **NOTE : After replacement of the steel wool, this check shall be performed at 300 hrs, then every 100 hrs until next replacement.**	100	NOTE 1	.....
78-00	70) Install the exhaust pipe and the exchanger (and the muffler, if installed) - refer to 78-00-00 401, 21-40-01 201, 78-20-00 401.	100	NOTE 1	.....
77-00	71) Visually inspect routing and condition of attach fittings, lines, connections and sensors of : - tachometer control system, - fuel inlet pressure system.	000		.....
77-00	72) Visually inspect routing and condition of attach fittings, wires, connections and sensors of : - cylinder head temperature C.H.T. system (if installed), - exhaust gas temperature E.G.T. system (if installed), - carburetor air temperature system (if installed).	000		.....
20-00	73) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-01 201.	100		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) STABILIZER INSPECTION (AREA 300)	AREA	OTHER	INSPECTION PERFORMED BY
55-00	**STABILIZER INSPECTION (AREA 300)**	300		
55-00	1) Perform an overall visual inspection of area 300.	300		.....
11-00	2) Check installation and legibility of exterior placards and markings - refer to 11-20-00 1.	300	NOTE 1	.....
55-20	3) Visually inspect the elevator hinge bearings. S / N 1 - 1864, 1867 - 1869 Refer to the latest issue of SB 10-101-55.	300	1000 hrs or 2 years	.....
55-20	4) Check the balancing weight and the boom for security and evidence of corrosion.	300	NOTE 1	.....
55-40	5) Visually inspect the rudder hinges and check for loose rivets, cracks and evidence of corrosion.	300		.....
55-40	6) Check the balancing weight for attachment, and check for evidence of corrosion ; in case of doubt, remove the vertical stabilizer tip - refer to 55-40-00 401.	300	NOTE 1	.....
55-00	7) Visually inspect the stabilizer and trim tab hinges. Perform an operational test.	300		.....
55-00	8) Visually inspect (do not remove) the visible portions of both elevator and vertical stabilizer, check for loose rivets, cracks and evidence of corrosion.	300		.....
27-30	9) Visually inspect the adjustable end of the elevator and the trim tab (on control surface side).	300		.....
24-00	10) Visually inspect all cable connections in the vertical stabilizer. Replace cables if damaged. Inspect cables for routing, clamp security, lugs and cleanliness.	300		.....
20-00	11) Reinforce the anticorrosion protection - refer to 20-00-04 201 and lubricate - refer to 12-21-03 201.	300		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) FINAL STEPS	AREA	OTHER	INSPECTION PERFORMED BY
	FINAL STEPS	000		
52-40	1) Install baggage compartment bottom door 242.	200		.....
25-10	2) Tilt the instrument panel(s) back into position and install the covers forward of the instrument panel(s).	200		.....
52-40	3) Install inspection doors 235L, 235R.	200		.....
24-40	4) Disconnect the external power supply source (if installed).	200		.....
24-30	5) Connect the battery, lubricate the terminals - refer to 24-30-02 401.	000		.....
52-40	6) Install inspection doors 211L, 211R, (if installed).	200		.....
52-40	7) Install and lock the battery tray cover.	100		.....
52-40	8) Install firewall-mounted inspection doors 212L and (if installed) 212R.	200		.....
53-00	9) Install junction fairings 217R and 217L.	000		.....
53-00	10) Install cowling under hull 218.	200		.....
52-40	11) Install inspection doors 511, 512, 516 and (if installed) 515 - refer to 52-40-00 201.	500		.....
52-40	12) Install inspection doors 611, 612, 616 and (if installed) 615 - refer to 52-40-00 201.	600		.....
71-10	13) Install lower engine cowlings 131, 132 and upper engine cowling 121 - refer to 71-10-01 401.	100		.....
53-00	14) Install tail cone 222 - refer to 53-20-04 401.	200		.....
	15) Check that all cowlings, access doors and fairings are correctly installed.	000		.....
07-10	16) Lower the aircraft onto ground - refer to 07-10-00 201.	000		.....
08-10	17) Weigh the aircraft for weight and balance computations - refer to 08-20-00 201.	000	5 years	.....
	18) Perform a test run-up. Record the parameters (at engine shutdown) - refer to 05-30-02 201.	000		.....
34-20	19) Perform a compensation of the compass(es) - refer to 34-23-00 201.	200	3 years	.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

ATA	ANNUAL INSPECTION (AI) FINAL STEPS	AREA	OTHER	INSPECTION PERFORMED BY
71-10	20) After the test run-up, remove upper engine cowling 121 and lower engine cowlings 131 and 132, and check for leaks (oil, fuel, air, exhaust gases). If everything is normal, reinstall the engine cowlings and check that they are correctly locked - refer to 71-10-01 401.	000		.....
	21) Perform a test flight - refer to 05-30-00 1 and 05-30-03 201.	000		.....
71-10	22) After the test flight, remove upper engine cowling 121 and lower engine cowlings 131 and 132, and visually inspect the whole engine compartment. If everything is normal, reinstall the engine cowlings and check that they are correctly locked - refer to 71-10-01 401.	000		.....
	23) Record this inspection in the aircraft maintenance files (airframe and engine log books).	000		.....

NOTE 1 : If a 100-hr. inspection has been carried out during the last 3 months, do not perform this operation unless this annual inspection replaces a 100-hr. inspection. For US registered aircraft, perform all operations.

RUN-UPS AND TEST FLIGHTS

DESCRIPTION AND OPERATION

1. DEFINITION OF RUN-UPS

CAUTION : DURING RUN-UPS PERFORMED WITH ONE OR WITHOUT ENGINE COWLING, PAY PARTICULAR ATTENTION TO CYLINDER AND CYLINDER HEAD TEMPERATURES (E.G.T. / C.H.T.).

A. Maintenance run-up - refer to 05-30-01

Maintenance run-ups must be performed when the aircraft is placed in short- or long-term storage - refer to 10-10-00.

B. Test run-up - refer to 05-30-02

A test run-up must be performed before and after each scheduled inspection - refer to 05-20-00.

NOTE : A test run-up must be performed before and after a trouble-shooting or a repair. This test run-up will be limited to the elements concerned by such a trouble-shooting or repair.

2. DEFINITION OF MANDATORY TEST FLIGHTS

CAUTION : UNDER NO CIRCUMSTANCES MAY PRELIMINARY INSPECTIONS PERFORMED BY THE MAINTENANCE STAFF REPLACE THE "PRE-FLIGHT" INSPECTION (DESCRIBED IN SECTION 4 OF THE PILOT'S OPERATING HANDBOOK) TO BE PERFORMED BY THE PILOT.

NOTE : The Airworthiness Authorities shall be given prior notice of any test flight to allow them to be present if required.

A. Major test flight - refer to 05-30-03

A major test flight shall be performed :

- after each major inspection,
- after a significant repair following an incident,
- after aircraft disassembly and assembly.

B. Minor test flight

A minor test flight is limited to aircraft component(s) modified and shall be performed :

- when the origin of a defect has not been detected or when the correct operation of a system has not been confirmed during ground tests,
- after wing or control surface replacement,
- after engine or propeller replacement,
- after modification of radionavigation or radiocommunication system, particularly after new antenna installation.

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MAINTENANCE RUN-UP

1. PRELIMINARY INSPECTION (Figure 201)

NOTE : Place the aircraft into the wind.

1) Cabin (1)

Pilot door ..... OPEN
Control lock ..... REMOVED
Magneto selector ..... OFF
Mixture ..... IDLE CUT-OFF
Engine controls ..... Check deflection
Engine control friction ..... Checked
Fire extinguisher (if installed) ..... Check pressure
Fuel selector ..... OPEN (L.H.)

Proceed with the external inspection moving clockwise around the aircraft.

2) L.H. wing (2)

Wing ..... Free from frost, snow, ice
Pitot ..... Cover removed, clean, unobstructed
Tie-down ..... REMOVED
Fuel tank ..... Check level
Fuel tank cap ..... SECURED
Fuel tank draining ..... Fuel free from water and sediment
Fuel tank drain ..... Check CLOSED

3) L.H. main landing gear (3)

Chocks ..... INSTALLED
Shock-absorber ..... Normal position

4) Forward fuselage (4)

Windshield and window panels ..... Clean
Engine cowling attachment ..... Check
Oil ..... Check level and absence of leak
Propeller ..... Clean, good condition
Propeller cone ..... Check (no slack)
Air intakes ..... Clean
Oil pump breather ..... Unobstructed
Exhaust pipe ..... Check
Fuel filter draining ..... Fuel free from water and sediment
Fuel filter drain ..... Check CLOSED

5) Nose landing gear (5)

Towing fork ..... REMOVE
Shock-absorber ..... Normal position

6) R.H. main landing gear (6)

Chocks ..... INSTALLED
Shock-absorber ..... Normal position

7) R.H. wing (7)

Fuel tank draining	Fuel free from water and sediment
Fuel tank drain	Check CLOSED
Fuel tank	Check level
Fuel tank cap	SECURED
Tie-down	REMOVED
Wing	Free from frost, snow and ice

8) R.H. rear fuselage (8)

R.H. door lock	UNLOCKED
Static port	Cover removed, clean
Window panels	Clean

9) L.H. rear fuselage (9)

Static port	Cover removed, clean
Baggage compartment door	SECURED
Window panels	Clean

2. BEFORE ENGINE STARTING

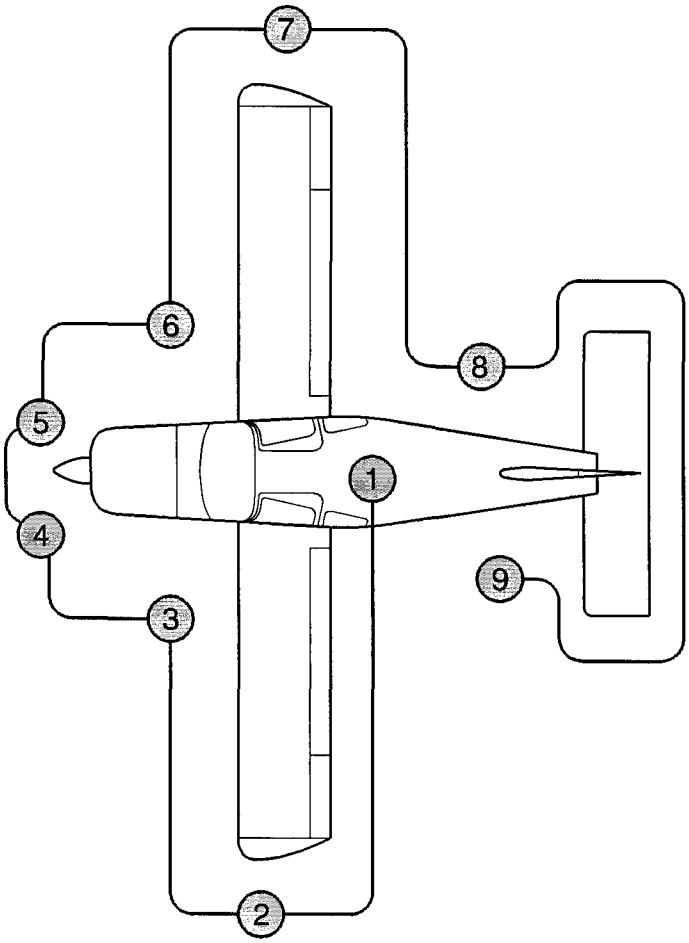
Preliminary inspection	Carried out
Doors	CLOSED, check catches in place
Parking brake	Set
Alternator switch-breaker	OFF
Fuel pump	OFF
Engine controls	Check pointer low position
Main switch	ON
Advisory panel	Tested
Fuel gages	Check
Flaps	RETRACT
Fuel selector	OPEN (L.H. or R.H.)
Circuit breakers (side panel)	In
Magneto selector	OFF
"Radio master" (if installed)	OFF
Manifold pressure (aircraft equipped with constant speed propeller : OPTION 575)	Check equal to atmospheric pressure (Pat) less 50 hPa (1.5 in. Hg)
Alternate static source (if installed)	Pushed

3. ENGINE STARTING

Anti-collision lights (if installed) ..... ON

A. Cold engine procedure

Carburettor heating	OFF
Propeller (aircraft equipped with constant speed propeller : OPTION 575)	FULL FORWARD
Mixture	FULL RICH
Oil pressure warning light	Illuminated
Fuel pump	ON
Pump warning light	Illuminated



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Preliminary inspection
Figure 201

Fuel pressure ..... Green sector
Injection ..... Throttle operated a few times
Throttle ..... 1 / 4 OPEN
Area ..... Clear
Magneto / start selector ..... START (30 sec. maxi)

When the engine starts :

Magneto selector ..... BOTH
Oil pressure ..... Green sector

If no oil pressure indication after 30 sec.,
shut down engine.

Fuel pump ..... OFF
Engine ..... 1000 to 1200 RPM during heating

B. Hot engine procedure

Carburettor heating ..... OFF
Propeller (aircraft equipped with constant speed propeller : OPTION 575) ..... FULL FORWARD
Mixture ..... FULL RICH
Oil pressure warning light ..... Illuminated
Fuel pump ..... ON
Pump warning light ..... Illuminated
Fuel pressure ..... Green sector
Throttle ..... 1 / 4 OPEN
Area ..... Clear
Magneto / start selector ..... START (30 sec. maxi)

When the engine starts :

Magneto selector ..... BOTH
Oil pressure ..... Green sector

If no oil pressure indication after 30 sec.,
shut down engine.

Fuel pump ..... OFF
Engine ..... 1000 to 1200 RPM

C. Cold weather procedure

Carburettor heating ..... OFF
Propeller (aircraft equipped with constant speed propeller : OPTION 575) ..... FULL FORWARD
Mixture ..... FULL RICH
Oil pressure warning light ..... Illuminated
Fuel pump ..... ON
Pump warning light ..... Illuminated
Fuel pressure ..... Green sector
Injection ..... Throttle operated 10 to 15 times
Throttle ..... 1 / 4 OPEN
Area ..... Clear

Magneto / start selector ..... START (30 sec. maxi)

When the engine starts :

Magneto selector ..... BOTH
Oil pressure ..... Green sector

If no oil pressure indication after 30 sec., shut down engine.

Fuel pump ..... OFF
Engine :
- 1200 RPM until oil temperature pointer moves
- 1500 RPM until oil temperature pointer reaches 50 % of yellow sector
- 2000 RPM until oil temperature pointer reaches the green sector

D. Failed starting

Failed starting may be due to excess fuel resulting from repeated injections producing black smoke and back fire.

Proceed as follows :

Fuel pump ..... Check OFF
Mixture ..... IDLE CUT-OFF
Throttle ..... FULL POWER
Magneto / start selector ..... START (30 sec. maxi)

When the engine starts :

Magneto selector ..... BOTH
Oil pressure ..... Green sector

If no oil pressure indication after 30 sec., shut down engine.

Engine ..... 1000 to 1200 RPM

If the engine does not start :

Perform the same procedure as for hot engine.

4. AFTER ENGINE STARTING

CAUTION : AVOID EXCEEDING 1200 RPM AS LONG AS THE OIL TEMPERATURE INDICATOR POINTER IS WITHIN YELLOW SECTOR.

Advisory panel test ..... Positive

5. ENGINE RUN-UP

Engine control friction ..... Adjusted
Oil temperature ..... Green sector
Oil pressure ..... Green sector
Fuel pressure ..... Green sector
Mixture ..... FULL RICH
Carburettor heating ..... OFF

A. Propeller check (aircraft equipped with constant speed propeller : OPTION 575)

CAUTION : REDUCE ENGINE RPM TO 2000 RPM WITH THROTTLE CONTROL BEFORE USING PROPELLER CONTROL.

Propeller ..... FULL FORWARD
Throttle ..... 2000 RPM
Propeller ..... Cycle twice (maxi. 500 RPM drop)
Return to high RPM (FULL FORWARD)

B. Magneto check

Throttle (aircraft not equipped with constant speed propeller : OPTION 575) ..... 1800 RPM
Throttle (aircraft equipped with constant speed propeller : OPTION 575) ..... 2000 RPM
Magneto selector ..... L. then BOTH
R. then BOTH
Maximum RPM drop on each magneto ..... 175 RPM
Maximum difference between magnetos ..... 50 RPM

6. SHUT-DOWN / SECURING AIRCRAFT

Anti-collision lights (if installed) ..... OFF
Throttle ..... REDUCED

WARNING : THE TEST HEREAFTER MUST BE IMPERATIVELY CARRIED OUT WITH ENGINE POWER LOWER THAN 1000 RPM ; THE FAILURE TO OBSERVE THIS RULE MAY LEAD TO EXHAUST SYSTEM DAMAGE.

Magneto cut-off test ..... OFF, then BOTH
Propeller (aircraft equipped with constant speed propeller : OPTION 575) ..... FULL FORWARD
Throttle ..... 900 to 1000 RPM
Mixture ..... IDLE CUT-OFF

AFTER ENGINE STOPS :

Magneto selector ..... OFF
Alternator switch-breaker ..... OFF
Oil pressure warning light ..... Illuminated
Main switch ..... OFF
Fuel selector ..... OFF
Parking brake ..... RELEASED
Control lock ..... Installed
Chocks / Tie-downs ..... Installed

TEST RUN-UP

1. PRELIMINARY INSPECTION (Figure 201)

NOTE : Place the aircraft into the wind.

A. Airframe

1) Cabin (1)

Pilot door	OPEN
Control lock	REMOVED
Magneto selector	OFF
Mixture	IDLE CUT-OFF
Main switch	ON
Flaps	LANDING
Engine controls	Check deflections
Engine control friction	Checked
Pitch trim	Check deflection
Fire extinguisher (if installed)	Check pressure
Main switch	OFF
Fuel selector	OPEN (L.H.)

Proceed with the external inspection moving clockwise around the aircraft.

2) L.H. wing trailing edge (2)

Flap and aileron	Check controls, hinges, plays and deflections

3) L.H. wing (3)

Wing tip (lights and landing lights if installed)	Undamaged

4) L.H. wing leading edge (4)

Wing	Free from frost, snow, ice
Pitot	Cover removed, clean, unobstructed
Tie-down	REMOVED
Stall warning device	Clean, check deflection
Fuel tank	Check level (7.93 U.S. Gal mini)
Fuel tank cap	SECURED
Fuel tank draining	Fuel free from water and sediment
Fuel tank drain	Check CLOSED

5) L.H. main landing gear (5)

Chocks	INSTALLED
Tire	Check condition
Shock-absorber	Normal position
Fairing (if installed)	Check condition, cleanliness and normal position

6) Forward fuselage (6)

Windshield and window panels	Clean
Engine cowling attachment	Check
Oil	Check level and absence of leak
Propeller	Clean, good condition
Propeller cone	Check (no slack)
Air intakes	Clean
Oil pump breather	Unobstructed
Exhaust pipe	Check
Fuel filter draining	Fuel free from water and sediment
Fuel filter drain	Check CLOSED

7) Nose landing gear (7)

Towing fork	REMOVE
Tire	Check
Shock-absorber	Normal position
Fairing (if installed)	Check good condition, cleanliness and normal position

8) R.H. main landing gear (8)

Chocks	INSTALLED
Tire	Check condition
Shock-absorber	Normal position
Fairing (if installed)	Check good condition, cleanliness and normal position

9) R.H. wing leading edge (9)

Fuel tank draining	Fuel free from water and sediment
Fuel tank drain	Check CLOSED
Fuel tank	Check level (7.93 U.S. Gal mini)
Fuel tank cap	SECURED
Tie-down	REMOVED
Wing	Free from frost, snow, ice

10) R.H. wing (10)

Wing tip (and lights if installed)	Undamaged

11) R.H. wing trailing edge (11)

Flap and aileron	Check controls, hinges, plays and deflections

12) R.H. rear fuselage (12)

R.H. door lock	UNLOCKED
Static port	Cover removed, clean
Window panels	Clean

13) Stabilizers (13)

Fin ..... Check
Rudder ..... Check controls, hinges, plays and frictions
Stabilator and stabilator tab ..... Check controls, hinges, deflections, plays and frictions
Tail cone (and navigation light if installed) ..... Good condition

14) L.H. rear fuselage (14)

Static port ..... Cover removed, clean
Baggage compartment door ..... SECURED
Window panels ..... Clean

B. Electrical systems

1) Cabin (a)

Alternator switch-breaker ..... OFF
Fuel pump ..... OFF
Engine controls ..... Check pointer low position
Main switch ..... ON
Advisory panel ..... Tested
Fuel gages ..... Check
Flaps ..... RETRACT
Cabin lighting (if installed) ..... ON
Emergency lighting (if installed) ..... ON
Instrument lighting (if installed) ..... ON

NOTE : Check lighting intensity using rheostats.

Navigation lights (if installed) ..... ON
Anti-collision lights (if installed) ..... ON
Strobe lights (if installed) ..... ON
Pitot heating (if installed) ..... ON
Landing lights (if installed) ..... ON

2) L.H. wing (b)

Navigation light (if installed) ..... ON
Anti-collision light (if installed) ..... Flashing
Landing lights (if installed) ..... ON

WARNING : DO NOT TOUCH PITOT DIRECTLY - IT CAN BE HOT ENOUGH TO BURN SKIN.

Heated pitot (if installed) ..... Check heat
Stall warning device ..... Aural warning

NOTE : Turn landing lights and pitot heating "OFF" before carrying on inspection to prevent battery from being run down.

3) R.H. wing (c)

Navigation light (if installed) ..... ON
Anti-collision light (if installed) ..... Flashing

4) Aircraft rear part (d)

Navigation light (if installed) ..... ON
Strobe light (if installed) ..... Flashing
Anti-collision light (if installed) ..... Flashing

5) Cabin (e)

Navigation lights (if installed) ..... OFF
Strobe lights (if installed) ..... OFF
Anti-collision lights (if installed) ..... OFF
Pitot heating (if installed) ..... OFF
Landing lights (if installed) ..... OFF
Cabin lighting (if installed) ..... OFF
Emergency lighting (if installed) ..... OFF
Instrument lighting (if installed) ..... OFF
Main switch ..... OFF

2. BEFORE ENGINE STARTING

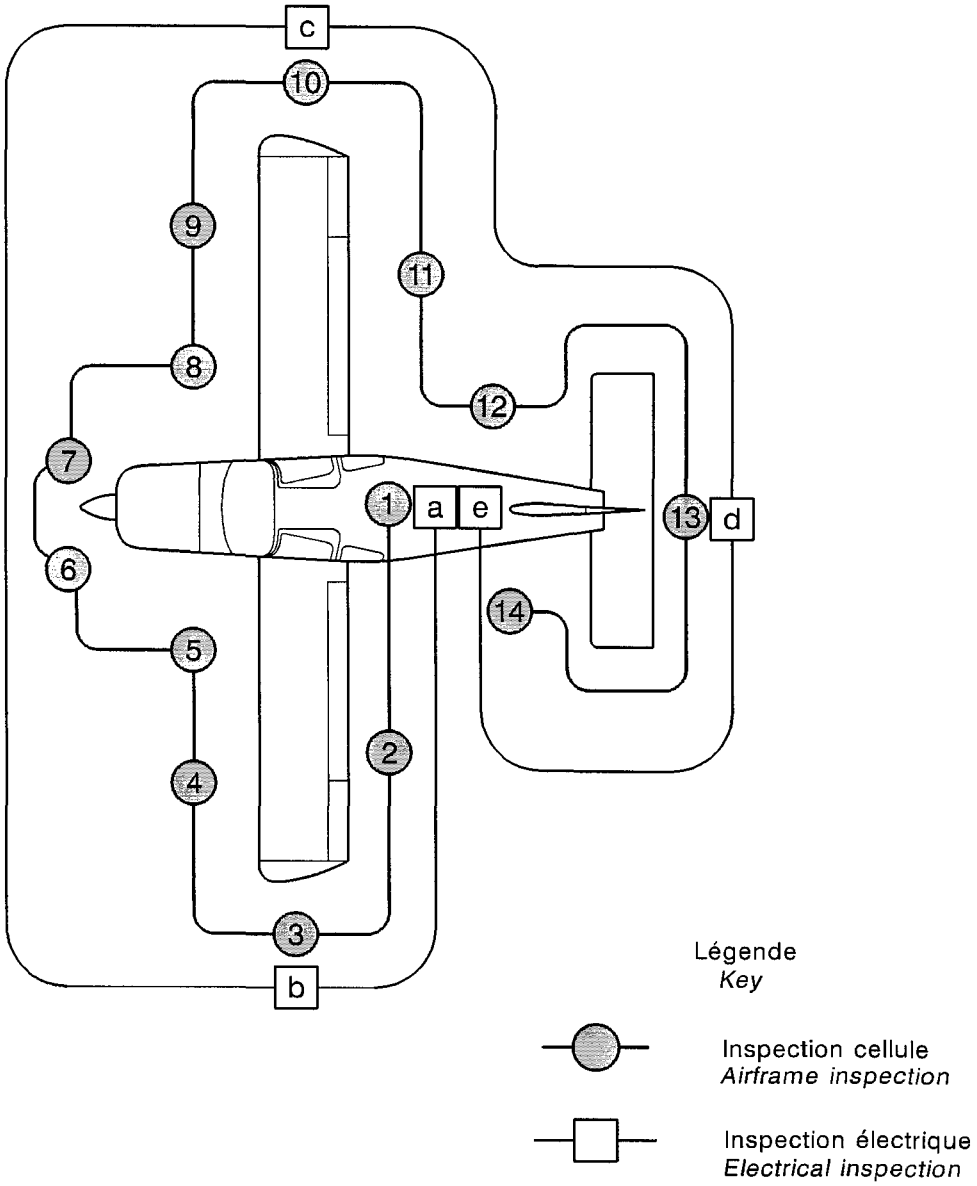
Preliminary inspection ..... Carried out
Doors ..... CLOSED, check catches in place
Main switch ..... OFF
Parking brake ..... Set
Seats, seat belts, shoulder harnesses ..... Check deflections and securing
Flight controls ..... Check operation
Pitch trim ..... Check deflection
Fuel selector ..... OPEN (L.H. or R.H.)
Circuit breakers (side panel) ..... In
Magneto selector ..... OFF
"Radio master" (if installed) ..... OFF
Manifold pressure (aircraft equipped with constant speed propeller : OPTION 575) ..... Check equal to atmospheric pressure (Pat) less 50 hPa (1.5 in. Hg)
Alternate static source (if installed) ..... Pushed

3. ENGINE STARTING

Anti-collision lights (if installed) ..... ON

A. Cold engine procedure

Carburettor heating ..... OFF
Propeller (aircraft equipped with constant speed propeller : OPTION 575) ..... FULL FORWARD
Mixture ..... FULL RICH
Main switch ..... ON
Oil pressure warning light ..... Illuminated
Parking brake warning light ..... Illuminated
Fuel pump ..... ON
Pump warning light ..... Illuminated
Fuel pressure ..... Green sector
Injection ..... Throttle operated a few times
Throttle ..... 1 / 4 OPEN
Area ..... Clear



Preliminary inspection
Figure 201

Magneto / start selector ..... START (30 sec. maxi)

When the engine starts :

Magneto selector ..... BOTH
Oil pressure ..... Green sector

If no oil pressure indication after 30 sec., shut down engine.

Fuel pump ..... OFF
Engine ..... 1000 to 1200 RPM during heating

B. Hot engine procedure

Carburettor heating ..... OFF
Propeller (aircraft equipped with constant speed propeller : OPTION 575) ..... FULL FORWARD
Mixture ..... FULL RICH
Main switch ..... ON
Oil pressure warning light ..... Illuminated
Parking brake warning light ..... Illuminated
Fuel pump ..... ON
Pump warning light ..... Illuminated
Fuel pressure ..... Green sector
Throttle ..... 1 / 4 OPEN
Area ..... Clear
Magneto / start selector ..... START (30 sec. maxi)

When the engine starts :

Magneto selector ..... BOTH
Mixture applied slowly towards ..... FULL RICH
Oil pressure ..... Green sector

If no oil pressure indication after 30 sec., shut down engine.

Fuel pump ..... OFF
Engine ..... 1000 to 1200 RPM

C. Cold weather procedure

Carburettor heating ..... OFF
Propeller (aircraft equipped with constant speed propeller : OPTION 575) ..... FULL FORWARD
Mixture ..... FULL RICH
Oil pressure warning light ..... Illuminated
Fuel pump ..... ON
Pump warning light ..... Illuminated
Fuel pressure ..... Green sector
Injection ..... Throttle operated 10 to 15 times
Throttle ..... 1 / 4 OPEN
Area ..... Clear
Magneto / start selector ..... START (30 sec. maxi)

When the engine starts :

Magneto selector ..... BOTH

Oil pressure ..... Green sector

If no oil pressure indication after 30 sec., shut down engine.

Fuel pump ..... OFF

Engine :
- 1200 RPM until oil temperature pointer moves
- 1500 until oil temperature pointer reaches 50 % of yellow sector
- 2000 until oil temperature pointer reaches the green sector

D. Failed starting

Failed starting may be due to excess fuel resulting from repeated injections producing black smoke and back fire.

Proceed as follows :

Fuel pump ..... Check OFF
Mixture ..... IDLE CUT-OFF
Throttle ..... FULL POWER
Magneto / start selector ..... START (30 sec. maxi)

When the engine starts :

Magneto selector ..... BOTH
Oil pressure ..... Green sector

If no oil pressure indication after 30 sec., shut down engine.

Engine ..... 1000 to 1200 RPM

If the engine does not start :

Perform the same procedure as for hot engine.

4. AFTER ENGINE STARTING

CAUTION : AVOID EXCEEDING 1200 RPM AS LONG AS THE OIL TEMPERATURE INDICATOR POINTER IS WITHIN YELLOW SECTOR.

A. Electrical power check

Alternator switch-breaker OFF
- Generation warning light ..... Illuminated
- Voltmeter ..... Yellow sector

Alternator switch-breaker ON
- Generation warning light ..... OFF
- Voltmeter ..... Green sector

Throttle ..... 1200 RPM
Turn-and-bank indicator (if installed) ..... ON
Vacuum gage (if installed) ..... Checked
Advisory panel test ..... Positive

Flaps ..... TAKE-OFF - LANDING - RETRACTED
Internal lighting (if installed) ..... ON
External lighting (if installed) ..... ON
Fuel pump ..... ON
Heated Pitot (if installed) ..... ON
"Radio master" (if installed) ..... ON
All radios and navaids ..... ON
Carry out an operational test of all radio and navaid instruments.
Check :
- voltmeter ..... Green sector
- Generation warning light ..... OFF

All radios, navaids and electrical equipment
[except anti-collision lights (if installed)] ..... OFF
Throttle ..... REDUCE

B. Fuel selection check

Fuel selector ..... from LEFT to OFF

Check :
- Fuel selector warning light ..... Illuminated
- Fuel pressure indication ..... DROP

Immediately after check :
Fuel selector ..... on RIGHT

Check :
- Fuel selector warning light ..... OFF
- Fuel pressure indication ..... NORMAL

C. Flux valve (if installed) and autopilot (if installed) check

- Flux valve : With slave gyro mode selected, check that the magnetic heading shown on HSI is approximately the same as the magnetic heading on the standby compass.
- Autopilot : The autopilot check is described in Section 9 of the Pilot's Operating Handbook.

5. ENGINE RUN-UP

Parking brake ..... Set
Engine control friction ..... Adjusted
Oil temperature ..... Green sector
Oil pressure ..... Green sector
Fuel pressure ..... Green sector
Mixture ..... FULL RICH
Carburettor heating ..... OFF
Fuel selector ..... Set to fullest tank

A. Propeller check (aircraft <u>equipped</u> with constant speed propeller : OPTION 575)

CAUTION : REDUCE ENGINE RPM TO 2000 RPM WITH THROTTLE CONTROL BEFORE USING PROPELLER CONTROL.

Propeller ..... FULL FORWARD
Throttle ..... 2000 RPM

Propeller ..... Cycle twice (maxi. 500 RPM drop)
return to high RPM (FULL FORWARD)

B. Magneto check

Throttle (aircraft not equipped with constant speed propeller : OPTION 575) ..... 1800 RPM
Throttle (aircraft equipped with constant speed propeller : OPTION 575) ..... 2000 RPM
Magneto selector ..... L. then BOTH
R. then BOTH
Maximum RPM drop on each magneto ..... 175 RPM
Maximum difference between magnetos ..... 50 RPM

C. Carburettor heating check

Carburettor heating ..... FULL HOT
Manifold pressure (aircraft equipped with constant speed propeller : OPTION 575) ..... DECREASE
Carburettor temperature indicator (if installed) ..... INCREASE
Carburettor heating ..... OFF

D. Engine check

Full throttle (10 sec. maxi) ..... 2700 (*) RPM (+ 0 ; - 20)

(*) Refer to the value recommended in the Pilot's Operating Handbook for the aircraft equipped with "Noise special limitation" or "Low noise level" option.

Idle ..... 700 RPM ± 50
Mixture ..... Mixture control to IDLE CUT-OFF
Idle increase of 20 to 40 RPM

6. ENGINE SHUT-DOWN / SECURING AIRCRAFT

Parking brake ..... Set
Anti-collision light (if installed) ..... OFF
Throttle ..... REDUCED

WARNING : THE TEST HEREAFTER MUST BE IMPERATIVELY CARRIED OUT WITH ENGINE POWER LOWER THAN 1000 RPM ; THE FAILURE TO OBSERVE THIS RULE MAY LEAD TO EXHAUST SYSTEM DAMAGE.

Magneto cut-off test (*) ..... OFF, then BOTH
Propeller (aircraft equipped with constant speed propeller : OPTION 575) ..... FULL FORWARD
Throttle ..... 900 to 1000 RPM
Mixture ..... IDLE CUT-OFF

AFTER ENGINE STOPS :

Magneto selector ..... OFF
Alternator switch-breaker ..... OFF
Oil pressure warning light ..... Illuminated
Main switch ..... OFF
Fuel selector ..... OFF
Control lock ..... Installed
Chocks / Tie-downs ..... Installed

(*) Depending on the kind of operation, it is not necessary to perform this test more than once a day, but just before securing the aircraft.

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TB9	TYPICAL TEST FLIGHT	AIRCRAFT S/N : F : 1/7
		Pilot : Date :

Time

0 - PREFLIGHT INSPECTION

Outside and inside checks

Refer to Section 4 of the PILOT'S OPERATING HANDBOOK

	L	R
Fuel gage level		
Altimeters QFE (hPa) ..... ALT 1		
ALT 2		
Manifold pressure (in.Hg)		

QFU	QNH hPa	QFE hPa	OAT °C	Vw

1 - ENGINE START

Fuel pressure (booster ON)		Green
Start - oil pressure		Warning light off
Alternator connection		Voltmeter (green range)
Fuel tanks selection		No engine shut off
Instruments general operation		

TB9	TYPICAL TEST FLIGHT	AIRCRAFT S/N : F : 2/7 Pilot : Date :

Time

2 - TAXIING

Park brake warning light off ..... ☐

Rudder stop-to-stop travel ..... ☐

Nose wheel steering and differential braking ..... ☐

Pilot and (if installed) R.H. station symmetrical braking ..... ☐

Controls and trims travel ..... ☐

Turning radius ..... ☐

3 - COMPENSATION

Max error 5°

Strobe lights ON ..... ☐

Turn indicator ON ..... ☐

N = 2000 RPM

Heading	Taxiway	Runway
Gyro		
Compass		

HSI manual alignment ..... ☐

TB9	TYPICAL TEST FLIGHT	AIRCRAFT S/N : F : 3/7 Pilot : Date :

Time

4 - ENGINE RUN-UP

Mixture check ..... ☐

Carburettor heating ..... ☐

Parking brake check ..... ☐

Magneto selection ..... ☐

N = 2000 RPM $\Delta N_1 =$ $\Delta N_2 =$ $\Delta N < -175$ RPM

$\Delta N_1 - \Delta N_2 < 50$ RPM

Altimeter setting 1013 mb displayed ..... ☐

Parameters	IOAT °C	RPM	CHT °F	EGT °F	Oil temp.	Oil press.	Fuel pressure m bar	U volts	Vacuum in.Hg
Results Full throttle									

5 - FLIGHT

Climb to FL = 75 - 78 KIAS

Parameters	Zp ft	Time	IOAT °C	RPM	CHT °F	EGT °F	Oil temp.	Oil press.	Fuel pressure m bar	U volts	Vacuum in.Hg
Take-off											
Climb 78 KIAS Full rich	2500										
	5000										
	7500										

Engine instrument operation ..... ☐

Carburettor heating ..... ☐

Engine reversion ..... ☐ from idling to full power

TB9	TYPICAL TEST FLIGHT	AIRCRAFT S/N : F : 4/7
		Pilot : Date :

Time

5.1 - STALLS

Deceleration rate : 1 kt/s Idling

Flight configuration	Trim speed KIAS	Trim tab position up / 0 / down	Audio warning KIAS (1)	Stalling KIAS (2)
Clean	85			
Take-off	80			
Landing	75			

(1) Audio warning 5 to 10 kt before mini indicated airspeed
(2) Indicated airspeed for 930 kg - Increase or decrease of 2.5 kt per 100 kg

5.2 - WING FLAPS OPERATION 95 KIAS

Down Δt = sec.
Up Δt = sec.

5.3 - CRUISE FL 50

Cruise performance (stabilization 5')

	RPM	CHT °F	EGT °F	Oil temp.	Oil press.	Fuel pressure m bar	VI kt	IOAT °C	Trim Up / 0 / Down
75 % Best Power	2580								

Control rigging

RPM = 2580 - Best power
ailerons L.H. = R.H. = (trailing edge position)
banking tendency = maxi : 10° bank / 4 sec.
yawing tendency =

Emergency static source (vents on)

Δ KIAS = kt
Δ FT = ft

TB9	TYPICAL TEST FLIGHT	AIRCRAFT S/N : F : 5/7 Pilot : Date :

Time

Air regulation

Full fresh air	☐	Full hot air	☐
Lower ventilation (fresh)	☐	Upper ventilation (hot)	☐
Side ventilation (fresh)	☐	Lower ventilation (hot)	☐

Acceleration to V_{NE} 165 KIAS - Full throttle - Full rich - Max RPM 2700 (*)

(*) Refer to the value recommended in the Pilot's Operating Handbook for the aircraft equipped with "Noise special limitation" or "Low noise level" option.

Doors	☐	Cabin sealing	☐
Aspect of engine cowling	☐	Propeller	☐
Maneuverability and controls . .	☐		

MAX RPM =

5.4 - RADIO-NAVIGATION CHECK

VHF 1	☐	VHF 2	☐
NAV 1	☐	NAV 2	☐
ADF	☐	DME	☐
ATC 1	☐	ATC 2	☐
UHF	☐	GPS	☐

TB9	TYPICAL TEST FLIGHT	AIRCRAFT S/N : F : 6/7
		Pilot : Date :

VHF Zp :	1			2		
	Emit	Receive	Mod. Contr.	Emit	Receive	Mod. Contr.
Freq. 1						
Freq. 2						

VOR Zp :	1			2		
Freq.	QDM	Reading	Audio	QDM	Reading	Audio

ADF Zp :	Freq.	QDM	Reading	Audio	Freq.	QDM	Reading	Audio

DME Zp :	Freq.	Dist. (Nm)	Audio

TRANSPONDER

Zp :	1	2
Radar :	Altitude report ☐	Altitude report ☐
Code :	Ident ☐	Ident ☐

ILS	1	2
Loc	☐	☐
Glide	☐	☐

TB9	TYPICAL TEST FLIGHT	AIRCRAFT S/N : F : 7/7 Pilot : Date :

Time

5.5 - STORMSCOPE CHECK ..... ☐

5.6 - GPS CHECK ..... ☐

6 - LANDING

Use of brakes ..... ☐

HSI check ..... ☐

ADI check ..... ☐

7 - PARKING

Idling ..... ☐ N = RPM

Magnetos cut off test ..... ☐

Mixture lean ..... ☐ ΔN = RPM

External check

no leaks, no distortions ..... ☐

Flight time :

8 - CUSTOMER CHECK

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UNSCHEDULED MAINTENANCE CHECKS

1. GENERAL

During handling, the aircraft may accidently face situations beyond normal service conditions as defined in the approved Pilot's Operating Handbook.

The described cases are :

- hard landing or overload,
- flight in severe air turbulence or with severe maneuvers,
- limitation overshoots,
- lightning strike.

Maintaining the aircraft airworthy depends on special inspections which should be performed before aircraft return to service.

2. DESCRIPTION

A. Hard landing or overload - refer to 05-50-01

Any landing performed by the aircraft with a drop rate deemed excessive is considered as a hard landing.

Are also considered as hard landings :

- skid landing or landing with tyre blowout,
- when the aircraft leaves an outfitted landing surface to enter a "bare" surface,
- when the aircraft lands on a "bare" surface.

Overload landing : the aircraft lands with a total weight greater than the maximum landing weight defined in the approved Pilot's Operating Handbook.

B. Flight in severe air turbulence or with severe maneuvers - refer to 05-50-02

Severe turbulences : weather conditions involving violent and quick swerves of the aircraft.

Severe maneuvers : all in-flight maneuvers beyond the limitations of the approved Pilot's Operating Handbook.

C. Limitation overshoots - refer to 05-50-03

Aircraft inspection and described checks will be performed :

- when a pilot statement in the flight report indicates one of the following cases :
  - . temperature overshoot - refer to NOTE 1,
  - . power plant or propeller RPM overshoots - refer to NOTE 1,
  - . overshoot of flight speeds defined in the Pilot's Operating Handbook - refer to NOTE 2.
- when findings made in a workshop during an ordinary inspection suggest that the aircraft overshot any above-mentioned limitations.

NOTE 1 : The pilot shall indicate the overshoot extent (value) and duration.

NOTE 2 : The pilot shall indicate the flight conditions : speed, weight, flaps extended or retracted.

D. Lightning strike – refer to 05-50-04

The lightning strike is an electrical discharge (lightning) passing through the aircraft when it flies in an atmospheric area where electrical stresses and discharges between clouds and ground or from clouds to clouds occur.

E. Special inspections due to fatigue – refer to 05-50-05

This paragraph deals with special checks and instructions following the fatigue tests.

F. Check of camber and parallelism – refer to 05-50-06

Camber and parallelism must be checked after a forced landing in a field or a hard landing on runway.

INSPECTION AFTER HARD LANDING OR OVERLOAD

INSPECTION / CHECK

1. GENERAL

The decision to carry out this inspection is based on :

- either a statement made by the pilot in the flight report,
- or, if during any workshop inspection, the findings suggest that the aircraft has made a hard landing or a landing with an overload.

In the first case, the pilot must be asked to specify the conditions at landing : weight / speed and if it was a 3-point touch-down or a hard skid on the main or nose landing gear.

Depending on the replies to these questions, investigations other than the points listed below, may be limited to special areas or components with the agreement of the people technically responsible for the aircraft.

The checks are divided into two categories of investigation, the first one being described in the Paragraph 2.C. "First-level investigation", the second one being implemented as described in the Paragraph 2.D. "Second-level investigation".

2. DETAILED INSPECTIONS

A. Tools and consumable materials

- 10 X magnifying glass

B. Preliminary operations

1) Check the shock-absorbers for leaks :
   - at the piston / seals assembly, indicated by leaks on the sliding section,
   - on the body, particularly around the inflation valve (cracks).

   If leaks are detected, do not perform steps 2), 3) and 4).
2) Tow the aircraft by hand and listen for unusual noises at attaching points, hinge points, scissors and shock-absorber sliding sections. Tow the aircraft in a straight line, then turn to the left and to the right.
3) After the aircraft towing on a flat area, check its horizontal attitude, height of two symmetrical points from the ground at wing tips (before taking the measurements, check tire correct inflation, shock-absorber height and similar fuel quantity in fuel tanks).
4) Clean the aircraft and particularly the landing gears and landing gear wells - refer to 12-20-03.

C. "First-level" investigation

This investigation aims at detecting cracks, distortions and other defects.

1) Inspect the tires (aircraft on the ground) for cracks on sidewalls and tears on fabric layers and detect local abrasion - refer to 12-10-03.
2) Jack up the aircraft - refer to 07-10-00.
3) Inspect the wheels (without removing them) for cracks, distortions and other defects which may be detected in this configuration. Check that each wheel rotates freely.
4) Check camber and parallelism - refer to 05-50-06.

5) Power plant

a) Check that the cowlings are correctly aligned when closed.

b) Check for distortion, waviness, folds on the engine cowling outer skins.

c) Remove the engine cowlings and detect distortion or defect on the engine mount, its attachments on the firewall and the attachments of mounting lugs on the engine.

d) Make sure that engine / propeller controls operate freely.

e) Check that there are no signs of impacts on propeller blade tips.

6) Nose landing gear

a) Carefully inspect the sliding body and the axle for cracks and / or distortion, grooves, distortions on the sliding section.

b) Check the geometry and condition of the scissors, then remove the upper and lower pins and inspect them under a 10 X magnifying glass (for a dye penetrant inspection). Repeat this procedure on the central pin. Check the bore of the bushings and the upper and lower bosses (cracks).

c) Carefully inspect the nose landing gear leg and its attachment on the engine mount.

d) Detect distortion or defect at mount level, inspect its attachments on the firewall.

e) Carefully inspect the fork (cracks, distortion).

7) L.H. and R.H. main landing gear

Telescopic leg main landing gear

a) Carefully inspect the telescopic leg and the axle for cracks and / or distortion, grooves, distortion on the sliding section.

b) Check the geometry and condition of the scissors, then remove the upper and lower pins and inspect them under a 10 X magnifying glass (for a dye penetrant inspection). Repeat this procedure on the central pin. Check the bore of the bushings and the upper and lower bosses (cracks).

c) Carefully inspect the landing gear leg and its attachments.

d) Check for main landing gear lateral slack.

Trailing arm main landing gear

a) Carefully inspect the swivel arm and the axle for cracks and / or distortion.

b) Check the geometry and condition of the scissors, then remove the upper and lower pins and inspect them under a 10 X magnifying glass (for a dye penetrant inspection). Repeat this procedure on the central pin. Check the bore of the bushings and the upper and lower bosses (cracks).

c) Carefully inspect the landing gear leg and its attachments.

d) Carefully inspect the shock-absorber, check for grooves, distortion on the sliding section, attachments and attachment fittings.

e) Check for main landing gear lateral slack.

8) Structure in the landing gear wells

a) Inspect the main landing gear support ribs.

b) Check for distortion of the wings skin at the main landing gear support plate.

9) Wings

a) Carefully inspect the upper and lower surface outer skins, particularly check for folds between ribs N1 and N3.

b) Check for signs of excessive stress and permanent distortion along the lines of rivets between the spars and the skin, particularly on the lower surface.

c) Carry out a general inspection of the alignment of control surfaces and flaps at neutral position.

d) Perform a complete maneuver of the ailerons and flaps (full deflection) ; listen for unusual noises, check for friction points and interference. Watch the control surfaces to ensure that they move smoothly.

e) Remove the cowling under hull and inspect the front and main attachment fitting bolts of the wings.

f) Open the lower surface doors and inspect the internal structure.

10) Fuselage

NOTE : Inspect the fuselage front third with particular care.

a) Detect any distortion, waviness, folds and check the condition of the riveting (paint film alligatoring, loose or missing rivets) :

- on firewall and frame No. 0, power plant and fuselage sides, especially attachments of front table and console sides on firewall (if necessary, unstick sound-proofing liner),
- on front floor aft of frame No. 0 (after removal of the mats),
- on fuselage sides between frames No. 0 and No. 4.

b) Inspect the external frames of all openings (exits, doors, windows) for cracks or distortion.

11) Stabilizers

a) Check the external skin of stabilizers and control surfaces.

b) Perform a complete maneuver of control surfaces and tab (full deflection), listen for unusual noises, check for friction points or interference.

c) Watch the control surfaces to ensure that they move smoothly.

12) Electrical power

Open the battery compartment and check that the battery is correctly attached and that no electrolyte has been spilled.

13) Avionics, radionavigation / communication

a) Check that all components are correctly mounted in their supports.

b) Check all antennas and their attachments.

NOTE : The "second-level" investigation must be carried out if any structural or operational defects are detected during the "first-level" investigation. Otherwise, lower the aircraft to ground - refer to 07-10-00.

D. "Second-level" investigation

1) Locate and remove the defective component(s) for general overhaul.

2) Locate and determine any structural damage detected during the "first-level" investigation.

3) Check the geometry of the airframe.

4) Check the linkage and cable tension for all flight controls.

5) Remove the main landing gear and nose landing gear, replace all hinge pins and carry out a magnetic particle inspection and check for distortion. Check bores, bushes for alignment and out-of-roundness.

6) Remove the wheels.

   a) Carry out a dye penetrant inspection on rims and check for distortion.

   b) Remove the tires for internal inspection.

   c) Carry out a detailed inspection of the axles using a 10 X magnifying glass. If there is any doubt, carry out a dye penetrant or magnetic particle inspection.

7) If the main landing gear lateral slack is significant, remove the wings to carry out a detailed inspection and check for crack and out-of-roundness of the holes concerning :

   - wing attachments, on wings and fuselage sides ; carry out a detailed and dye penetrant inspection on all wing attachment brackets and carry out a magnetic particle inspection on the attachment pins (or replace them),
   - frame No. 1 under floor,
   - wings front small spar (check via lower surface access door and rib N1),
   - main landing gear support ribs.

8) Depending on the cases, apply repair procedures recommended by the manufacturer.

9) In all cases, contact the manufacturer for additional investigations and, if necessary, definition or approval of a proposal for rework.

10) Lower the aircraft to ground and remove the jacks - refer to 07-10-00.

INSPECTION AFTER FLIGHT IN SEVERE AIR TURBULENCE OR WITH SEVERE MANEUVERS

INSPECTION / CHECK

1. GENERAL

This inspection is implemented :

- upon request of the pilot in the flight report,
- after observation during a workshop inspection which would tend to indicate that the airplane has been flown in severe air turbulence.

Checks are broken down into two categories, the first described in Paragraph 2.C. "First-level" investigation, the second is implemented as per conditions described in Paragraph 2.D. "Second-level" investigation.

CAUTION : EVEN IF EVIDENCE OF WRINKLES AND WAVINESS ON FUSELAGE OR WING SKINS MAY SEEM MINOR ENOUGH TO BE CONSIDERED AS NEGLIGIBLE, A CAREFUL AND METICULOUS INSPECTION OF THE INTERNAL STRUCTURE COULD REVEAL MAJOR DAMAGE.

2. DETAILED INSPECTION

A. Tools and consumable materials

None

B. Preliminary operations

With the airplane on a flat and, if possible, horizontal area, check whether the various components are in their normal configuration.

C. "First-level" investigation

1) Wings

a) Inspect the structure of the wing. Particularly check for the following on the lower and upper skins :

- wavinesses in the skin level with the spars, between the rivets,
- wavinesses in the panels,
- missing or slack rivets.

b) Carefully inspect the spar via the inspections doors.

c) Visually inspect the front and rear (if installed) attachment brackets ; check for any cracks or riveting faults.

d) Inspect all pipes, cables and linkage systems for visible faults.

2) Power plant

a) Check the alignment of the cowlings when "closed".

b) Check the skin of the cowlings for any distortion, waviness or wrinkles.

c) Check for missing or slack fasteners.

d) Open the engine cowlings and check the engine support frame, mounting lugs and firewall for any distortion or other faults.

e) Check that engine / propeller controls operate freely.

f) Inspect all pipes and cables to ensure that they are correctly attached and routed.

g) Internally inspect the landing gear well for any obvious damage : cracks, distortion, attachment faults.

3) Wings

a) Inspect the upper and lower skins for :

- wavinesses along the spars and panels between ribs,
- slack or missing rivets,
- seepage of petrol from the structural wing tanks.

b) Visually inspect the attachment brackets to locate any cracks or riveting faults.

c) Inspect flaps and ailerons for distortion.

d) Carefully inspect the spar via the inspection doors.

e) Carry out an overall alignment check of the ailerons and flaps.

f) Open the underwing doors and inspect the internal structure. Check for distortion, cracks or riveting faults along the spar flanges and the ribs.

g) Check all pipes, cables and linkages for correct attachment and routing.

h) Inspect the aileron support brackets and the flaps support.

4) Fuselage

a) Inspect the complete length of the fuselage for distortion, wavinesses, wrinkles and slack or missing rivets.

b) Examine the top of the fuselage, forward of the windshield, to locate any faults.

5) Empennages

a) Externally inspect the skin of the fixed and control surfaces.

b) Carry out an overall alignment check on the control surfaces in the neutral position.

c) Remove the tail cone and inspect the empennages and control surfaces supports.

6) Electricity

Open the battery compartment and check that the battery is properly attached and look for spillage of electrolyte.

7) Avionics - radio navigation / communications

a) Check that all components are correctly positioned in their supports.

b) Check all antennas and their attachment.

8) Flight controls

a) Operate all control surfaces and tabs over their complete range. Check for unusual noises, friction points and interference. Watch the control surfaces during movement to ensure that they move smoothly.

b) Check the pitch trim linkage and the cable tension.

NOTE : If a structural or operational fault is found during this "first level" investigation, the following "second-level" investigation must be carried out.

D. "Second-level" investigation

1) Locate the component(s) which is (are) causing the incorrect operation pointed out and remove it (them) for general overhaul. Carry out a detailed inspection of the system involved.

2) Locate and accurately assess the structural damage found during the "first-level" investigation.

3) Check the geometry of the airframe.

4) Wings

a) Open the inspection doors and the cowling under hull and carry out a detailed inspection of the spars for distortion, cracks and slack or missing rivets.

b) Check the attachment and routing of all pipes, cables, supports and linkages.

c) Carry out a dye-penetrant crack test on front and rear (if installed) attachment brackets.

d) Remove the attachment bolts and carry out a magnetic particle crack test and inspect for distortion. Replace them if necessary.

e) Check the bores in the brackets for alignment and ovality.

f) With the pumps running, carry out a pressure test of the complete fuel circuit and an operational test on valves and selectors.

g) Check the linkages during the operation of the flaps, ailerons and trim tabs.

5) Fuselage

a) Open all inspection doors and panels on the floor and carry out detailed inspection of the fuselage belly structure and all components (supports, stringer, stiffener, etc).

b) Check that all equipment is correctly attached.

c) Examine the stringers, frames and lateral structure for distortion, cracks or any other faults.

d) Inspect the flight controls linkages during operation.

6) Empennages

a) A detailed inspection of stabilator and rudder control linkages and bellcranks must be carried out.

b) Inspect the linkages during operation of elevator and rudder and trim tab.

c) A detailed inspection of horizontal and vertical stabilizers attachment brackets must be carried out.

7) These operations must be carried out in line with the manufacturer's procedures.

8) In all cases, contact the manufacturer for additional investigations and, if necessary, definition or approval of a repair scheme.

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INSPECTION AFTER LIMITATION OVERSHOOTS

INSPECTION / CHECK

1. GENERAL

This inspection is implemented :

- On the basis of a statement by the pilot in the flight report indicating that one of the following engine incidents has occured :

  . overspeed,

  . overpressure (or overtorque),

  . overheat.

  The pilot must always stipulate the extent of the overshoot and its duration.

- On the basis of findings during any inspection, in the workshop, which would tend to indicate that the engine has suffered one of the overshoots mentioned above.

2. DETAILED INSPECTION

A. Tools and consumable materials

None

B. Operations

Remove engine, propeller and propeller variable pitch regulator for investigation and / or reconditioning in a specialized workshop.

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INSPECTION AFTER LIGHTNING STRIKE

INSPECTION / CHECK

1. GENERAL

A lightning strike normally results in the following phenomena :

A. Thermal

The thermal effects may lead to melting and even to piercing of some components (leading edge skins, rib leading edges, trailing edges, static dischargers, antennas and supports) or may produce localized overheating for a short period leading to damage to heat treatment.

B. Electric and magnetic

The electric and magnetic effects may lead to overcurrents in some sections of the electrical and radio circuits and to unwanted magnetization of some components.

When the aircraft has been struck by lightning (either in flight or on ground), the following checks must be carried out before returning the aircraft to service.

2. DETAILED INSPECTION

A. Tools and consumable materials

None

B. Operations

1) Inspect the external surface of the airframe to detect obvious defects as described above. Also inspect for signs of electric arcing which produces small black micro-fusion pits which may be concentrated or spread over a considerable area. Thoroughly inspect :

- the front section of the fuselage,
- the wing leading edge and tips,
- the trailing edge of the wings, ailerons and flaps,
- the condition of static dischargers (if installed),
- the condition of aileron and flap hinges,
- the condition of aileron and flap bonding straps (if installed),
- the end of the tail cone,
- the leading edge of the horizontal and vertical stabilizers,
- the trailing edge of the horizontal and vertical stabilizers,
- the condition of the static dischargers on the stabilizer (if installed),
- the condition of the stabilizer hinges,
- the condition of the elevator and rudder bonding straps (if installed),
- the nose and main landing gear assy for signs of arcing or other defects.
- the propeller cone, the engine cowlings and the various bonding strips,

- the propeller :

  signs of strike (black fusion or micro-fusion pits of various dimensions) are normally located at blade tips. If such signs are detected, remove the propeller and :

  . test blade hardness in the damaged area,

  . inspect blade roots for signs of arcing and, if such signs are detected, carry out the same inspection as above,

  . discard blades with incorrect hardness,

  . always replace the blade root thrust bearings,

  . inspect all sections of the propeller hub for defects,

  . always demagnetize magnetizable components of the propeller,

  . inspect the propeller shaft for signs of electric arcing. If such signs are detected, remove the engine for inspection in a specialized workshop (internal effects, damage to heat treatments),

- the antennas and their supports.

2) Carry out a complete operational test of :

   - the radio-navigation / communication,

   - all electrical equipment and ancillary electrical systems (internal lighting, external lighting, warning lights, pumps and switches),

3) Check the compensation curve of the :

   - magnetic compass,

   - the flux valve (if installed).

SPECIAL INSPECTIONS DUE TO FATIGUE

INSPECTION / CHECK

1. GENERAL

Repercussion of TB10 fatigue tests on TB9 aircraft.

Apply to in service fleet, information acquired during fatigue tests.

These tests have led to an increased wing service life. They have also shown the necessity of specific inspections on certain components and the obligation to change certain vital parts after a number of hours of utilization which varies according to the component.

2. REFERENCE DOCUMENTS

Modification No. 32 and Modification Technical Instruction OPT10 9081 and OPT10 9198 (Frame 1 reinforcement plate).

Modification Technical Instruction OPT10 9110 (Reinforcement plate of wing forward attachment).

3. DESCRIPTION

A. Wing service life

Validity

Wing service life, which is conditioned by the wing spar service life is increased from 9000 to 14600 hours.

Fatigue tests were continued up to 90000 cycles (one cycle represents 0.65 flight hours). The tests were not stopped due to aircraft rupture but because the test equipment was required elsewhere and tests had already exceeded a reasonable service life for light aircraft.

B. Attachment of main gear

Refer to Service Bulletin No. SB 10-085-57 at the latest revision.

C. Wing / fuselage passage duct

1) Applicability

Detailed visual inspection every 2000 hrs.

2) Description

Perform detailed visual inspection of wing / fuselage passage duct ends - see figure 601, Detail A.

If a crack less than 1.18 in (30 mm) is found, drill crack stop hole and continue inspection cycle.

If a crack larger than 1.18 in (30 mm) is found, contact manufacturer for further instructions before continuing flights.

D. Wing forward attachment (fuselage side)

1) Applicability - Description

Refer to Service Bulletin No. SB 10-081-57 at the latest revision.

E. Wing forward attachment (wing side)

1) Applicability - Description

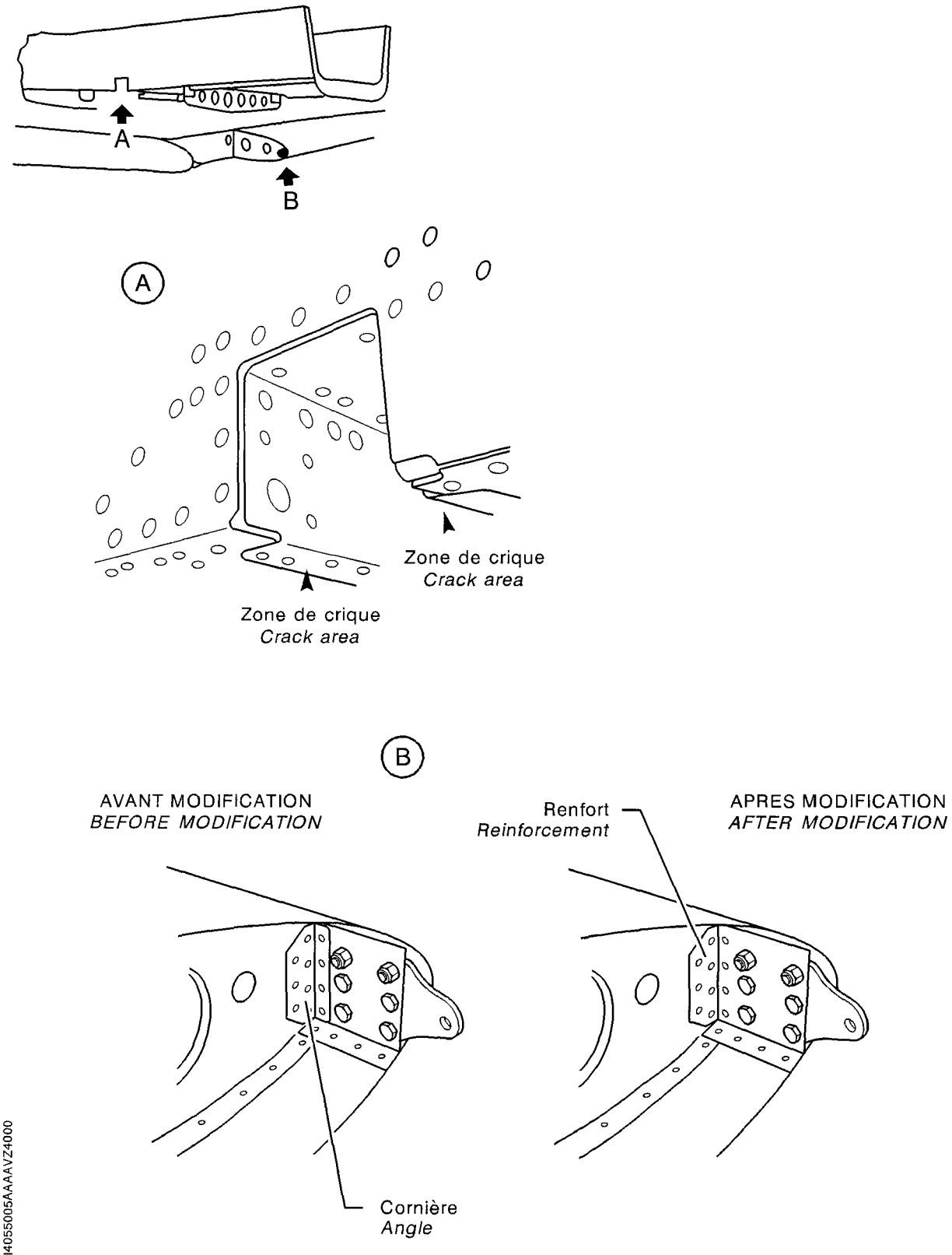
Refer to Service Bulletin No. SB 10-081-57 at the latest revision.

F. Ribs on main landing gear support

1) Applicability - Description

Refer to Service Bulletin No. SB 10-085-57 at the latest revision.

G. Parts with limited service life - refer to 04-00-00



Special inspections due to fatigue
Figure 601

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CHECK OF CAMBER AND PARALLELISM

INSPECTION / CHECK

1. GENERAL

Camber and parallelism should be checked after a forced landing in a field or a hard landing on runway.

2. CHECK OF CAMBER AND PARALLELISM

A. Tools and consumable materials

- Ruler, 6.5 ft (2 m) long
- Set-square
- Plumb line
- String

B. Check of camber (Figure 601)

1) Remove the fairings.
2) Jack up and level the aircraft - refer to 07-10-00.
3) Ensure that the ground is perfectly flat.
4) Check camber with a set-square.
5) If angle α is more than 1° on the gear, wheel axle, fork, sliding body and / or landing gear leg condition should be examined.

C. Check of parallelism (Figure 602)

1) Remove the fairings.
2) Jack up and level the aircraft - refer to 07-10-00.
3) With a plumb line, mark on ground the position of tangents to firewall (points A and B) and tangents to last frame (points C and D).
4) Mark the mid-points between A and B and C and D. This gives points X and X'.
5) With a string, mark line X, X' which defines the aircraft centerline.
6) Take a ruler (6.5 ft - 2 m long), apply its mid-point against the wheel rim.
7) Measure the distance between each end of the ruler and the aircraft centerline. This distance should be 48.98 in ± 0.39 (1244 ± 10 mm).

D. Check of defective parts (Figure 601)

If camber and / or parallelism checks reveal a distortion exceeding authorized limits, it is mandatory to detect the defective parts.

CAUTION : CHECK WHEEL ASSEMBLY AND TRIANGULATION IF LANDING GEAR DISTORTION EXCEEDS AUTHORIZED LIMITS - REFER TO 32-40-00 AND 05-50-01.

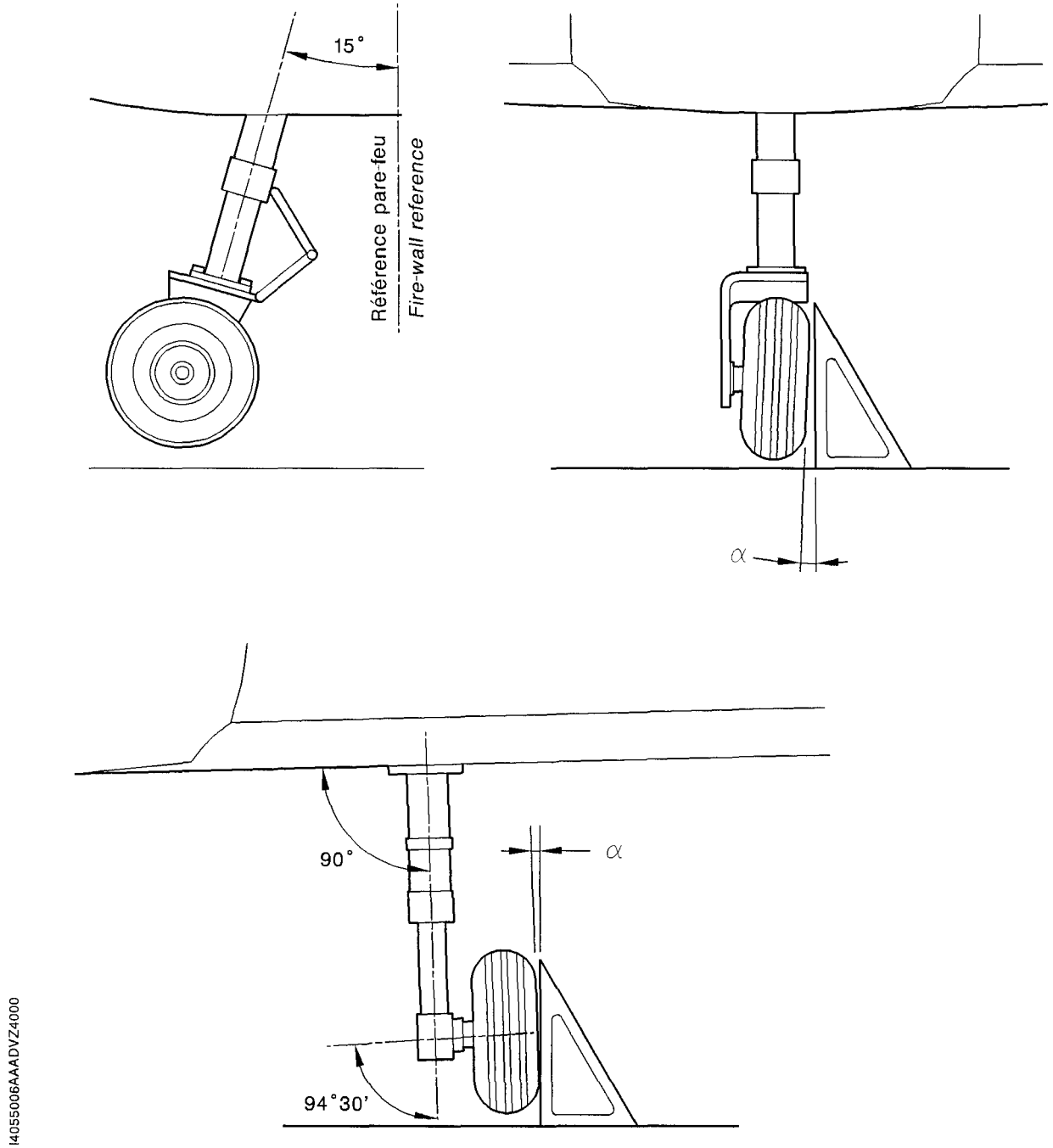
1) Nose landing gear
   a) Viewed from the front, check fork, sliding body and landing gear leg verticality.
   b) Viewed from the side, check 15° angle.

2) Main landing gear

a) Viewed from the front, check 90° angle of landing gear leg and sliding body in relation to the wing.

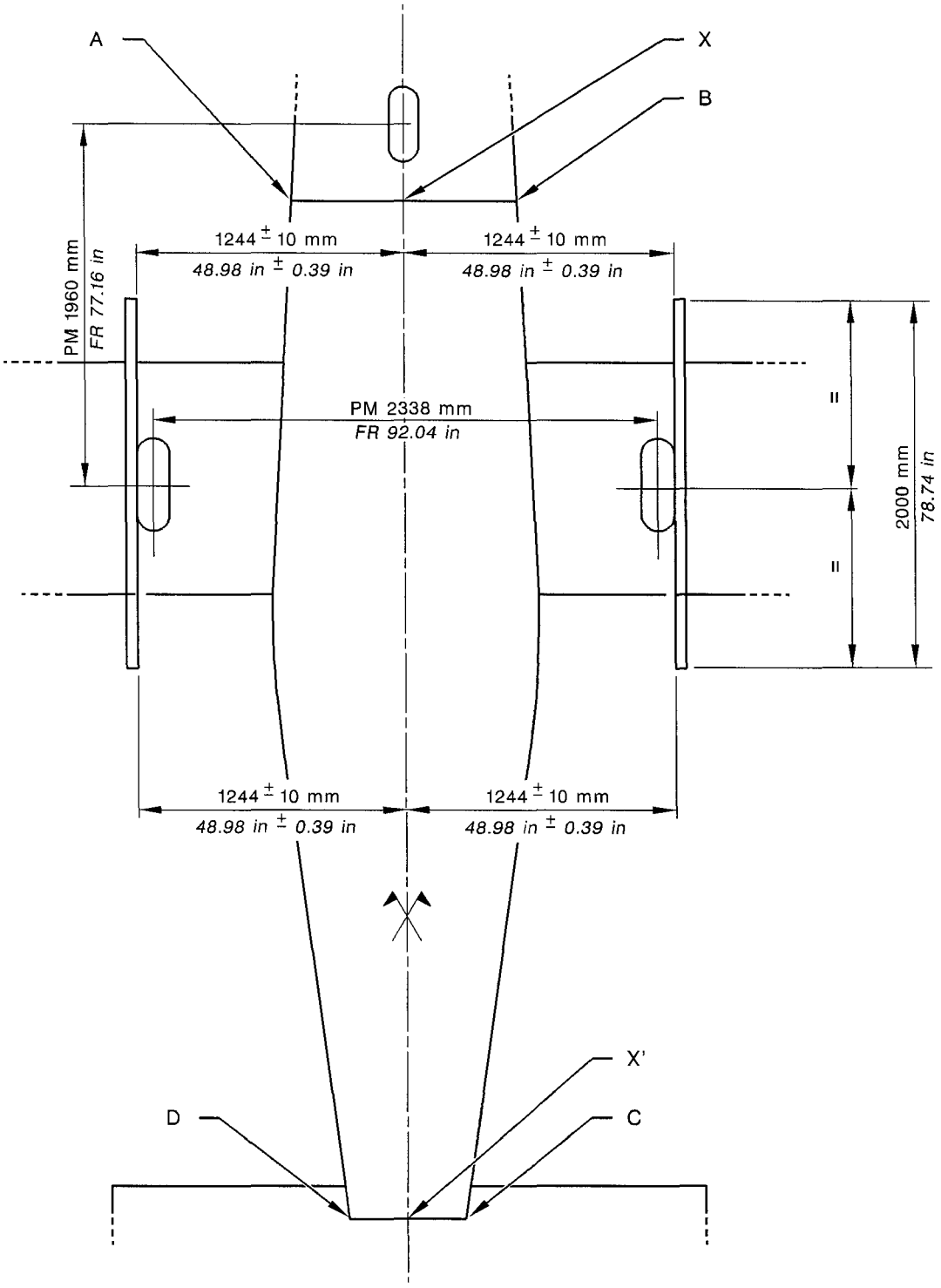
b) Viewed from the front, check 94°30' angle of wheel axle in relation to sliding body.

c) Viewed from the side, check sliding body and landing gear leg verticality.



Camber
Figure 601

AAAA
Validity : S / N 1 - 9999, telescopic leg main landing gear



Parallelism
Figure 602

CHECK OF CAMBER AND PARALLELISM

INSPECTION / CHECK

1. GENERAL

Camber and parallelism should be checked after a forced landing in a field or a hard landing on runway.

2. CHECK OF CAMBER AND PARALLELISM

A. Tools and consumable materials

- Ruler, 6.5 ft (2 m) long
- Set-square
- Plumb line
- String

B. Check of camber (Figure 601)

1) Remove the fairings.
2) Jack up and level the aircraft - refer to 07-10-00.
3) Ensure that the ground is perfectly flat.
4) Check camber with a set-square.
   a) On the nose landing gear, if angle α is more than 1°, wheel axle, fork, sliding body and / or landing gear leg should be examined.
   b) On the main landing gear, if angle β is more than 1°30', wheel axle, shock compensating rocker beam and landing gear body should be examined.

C. Check of parallelism (Figures 602 and 603)

1) Remove the fairings.
2) Jack up and level the aircraft - refer to 07-10-00.
3) With a set-square, make sure the pinch is 3°15' maxi.
4) With a plumb line, mark on ground the position of tangents to firewall (points A and B) and tangents to last frame (points C and D).
5) Mark the mid-points between A and B, C and D. This gives points X and X'.
6) With a string, mark line X, X' which defines the aircraft centerline.
7) Take a ruler (6.5 ft - 2 m long), apply its mid-point against the wheel rim.
8) Measure the distance between each end of the ruler and the aircraft centerline. This distance should be :
   a) Firewall side : 46.02 in ± 0.39 in (1169 ± 10 mm).
   b) Stabilizer side : 50.5 in ± 0.39 in (1283 ± 10 mm).

D. Check of defective parts (Figure 601)

If camber and / or parallelism checks reveal a distortion exceeding authorized limits, it is mandatory to detect the defective part(s).

CAUTION : CHECK WHEEL ASSEMBLY AND TRIANGULATION IF LANDING GEAR DISTORTION EXCEEDS AUTHORIZED LIMITS - REFER TO 32-40-00 AND 05-50-01.

1) Nose landing gear

   a) Viewed from the front, check fork, sliding body and landing gear leg verticality.

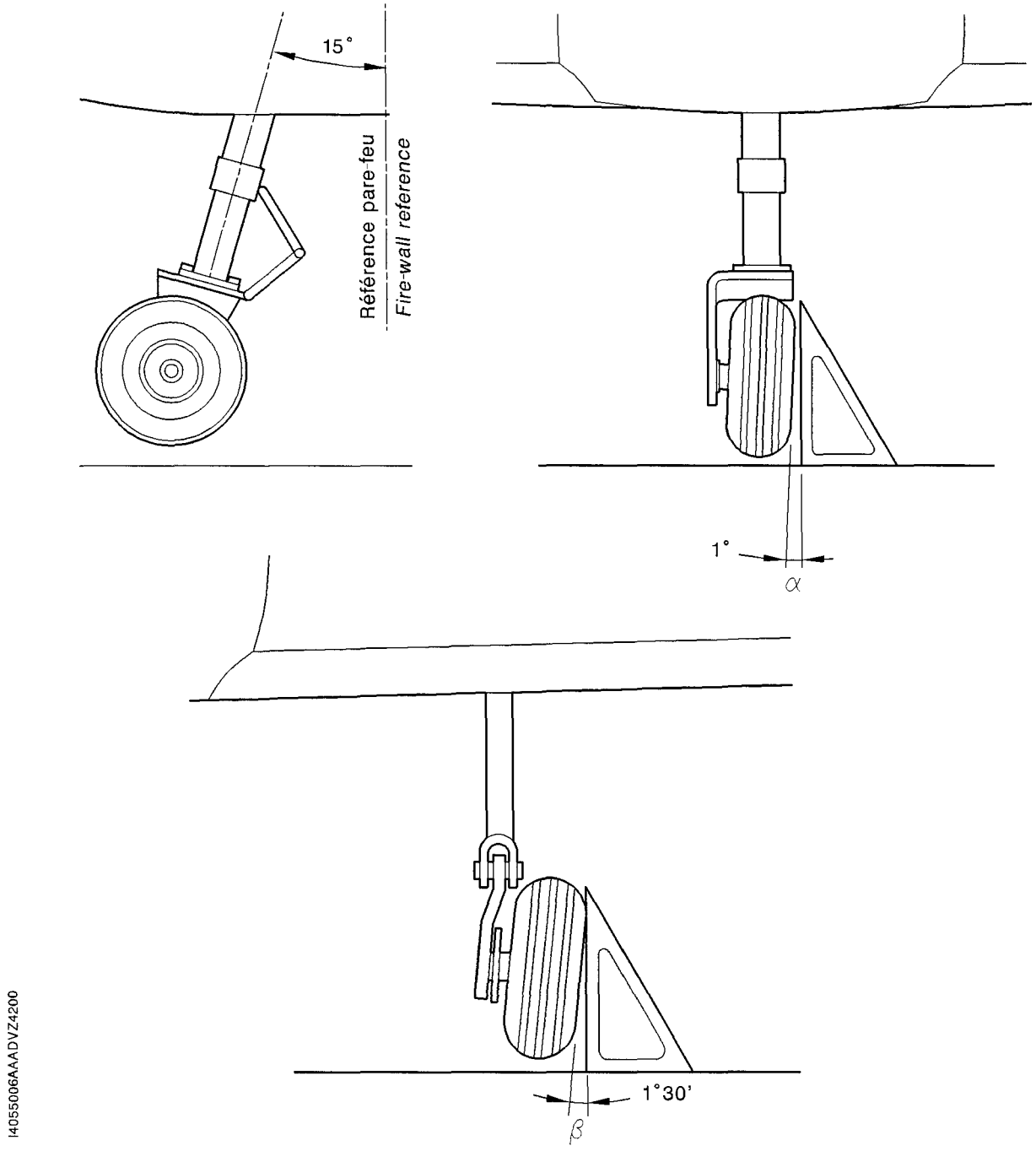
   b) Viewed from the side, check 15° angle.

2) Main landing gear

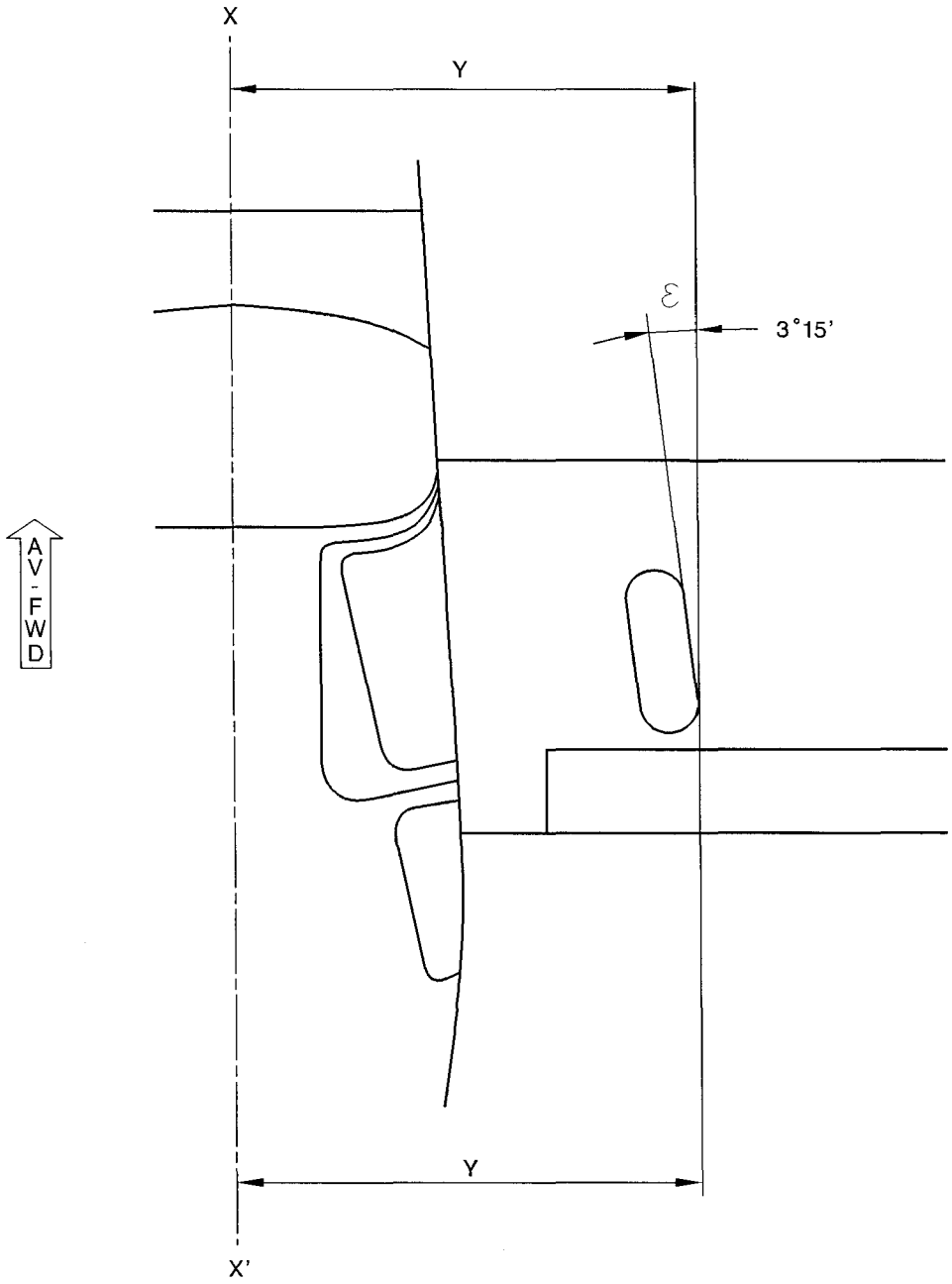
   a) Viewed from the front, check 90° angle of landing gear leg and sliding body in relation to the wing.

   b) Viewed from the front, check 94°30' angle of wheel axle in relation to sliding body.

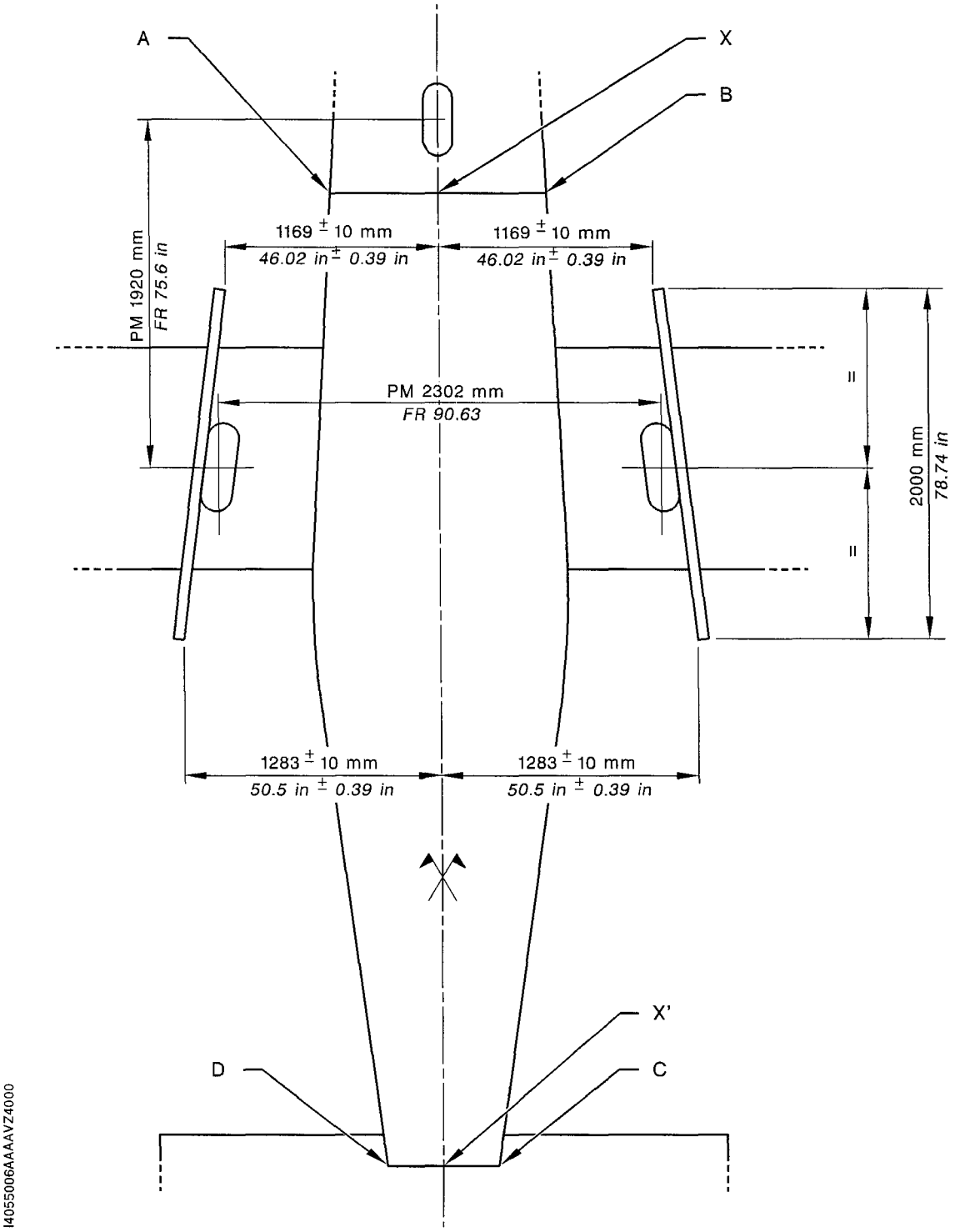
   c) Viewed from the side, check sliding body and landing gear leg verticality.



Camber
Figure 601



Parallelism
Figure 602



Parallelism
Figure 603

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