GA Aircraft Maintenance Programme

The Programme is based on

Appendix 1 to AMC M.A. 302 and AMC M.B.301 (b)

LN-PWA

Cessna Aircraft Company

172R

Serial Number 17280168

0.1.1 Contents List

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Section 1

Effective pages, AMP revision and Distributions List

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1.1.2 AMP Revision

AMP Revision				
REV No.	**REV date**	**Contents of amendment**	**Incorporated by**	**Incorporated on**
00	01.01.2016	Original issue	Øyvind Vassbotten	01.01.2016
The changes in this AMP must always be approved by the competent authority or CAMO that has been entitled to it. If the CAMO makes the approval, the owner of the aircraft has to have an agreement with the CAMO in question. The AMP is updated and it is sent with the covering letter acceptable. The AMP can be brought into use after the approval.				

1.1.3 Distribution List for Cessna 172R LN-PWA

The AMP, all revision and amendments should be distributed to the persons and/or departments/companies listed below. To the owner/CAMO contract holder, EASA Part-145 organization is responsible to keep the address list updated for the recipients and shall according to established procedures ensure that revisions and amendments reach the correct holder.

Book No.	Name of holder	Located	Position/Company
1.	Sandefjord Flyklubb	Sandefjord	Owner.
2.	Luftfartstilsynet	Bodø	Vedlikeholdsseksjonen.
3.	Flyteknisk Notodden AS	Notodden	CAMO

Section 2

Maintenance Programme Basis

Aircraft Maintenance Programme Cessna 172R LN-PWA

2.1. General requirements: This Aircraft maintenance programme (AMC) contains the basic requirements for maintenance of Cessna 172R in accordance with Commission Regulation (EC) No 1321/2014 of 26 November 2014 and Decision N0 2003/19/RM of 28 November 2003 including Commission Regulation (EU) No 2015/1536 of 16 September 2015 and Decision No 2015/024/R of 19 October 2015. The contents and setup is following the guidance in EASA Annex 1 (Part- M) M.A. 302.

2.1.1 Registration: LN-PWA	
Type: 172R	**Model Year :** 2008
MFG: Cessna Aircraft Company	**S/N :** 17280168
TC Number: FAA 3A12 EASA IM.A.051	**Propeller type/model:** McCauley 1A170E/JFA7658
Engine type/model: Lycoming IO-360-L2A	
Owner/Operator	CAMO
2.1.2 Name: Sandefjord Flyklubb	**Name:** Flyteknisk Notodden AS
Address: Postboks 24 Mosserød, 3226 Sandefjord	**Address:** Merdeveien 18B 3676 Notodden
Phone: +47 994 56865 (Rune Valestrand)	**Phone:** +47 350 12177
Owner e-mail: rune.valestrand@gmail.com	**CAMO e-mail:** post@flyteknisk.no
2.1.3 AMP reference: Cessna 172R LN-PWA Aircraft Maintenance Programme (AMP), Issue 1, Revision no. 00. Dated 01.01.2016 (dd-mm-yr).	
AMP date of issue: 01.01.2016	**AMP issue No. :** 01

2.1.4 Statement:

By signing this statement the CAMO Flyteknisk Notodden AS declares that the aircraft specified above will be maintained according to the aircraft maintenance program and the program will be reviwed and updated as required by the manufacturer/TC holder and or EASA and/or CAA-N.

- In preparation of this Mantenance Programme to meet the requirements of EASA Part M, the recomentations made by the airframe manufacturer, engine, propeller and equipment manufacturers have been evaluated and, where appropriate, have been incorporated.
- This Maintenance Programme lists the tasks and identifies the pracices and procedures, which form the basis for the scheduled maintenance of the aeroplane. The owner undertakes to ensure that this aeroplane will continiue to be maintained in accordance with this programme.
- The data contained in this programme will be reviewed for continued validity at least annuall in the light of operating experience.
- It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published by EASA or the CAA-N from time to time where these new or amended regulations may override elements of this programme.
- It is understood that compliance with this programme alone does not discharge the owner from ensuring that the programme reflects the maintenance needs for the aeroplane, such that continiuing safe operation can be assured.
- It is understood that the CAA-N reserves the rights to suspend , vary or cancel approval of the Maintenance Programme if the CAA-N has evidence that the requirements of the Maintenance Programme are not followed or that the required standards of airworthiness are not being maintained.

For and behalf of the owner/ CAMO	
Name: Øyvind Vassbotten	**Position:** Continiuing Arworthiness Manager
Date: 01.01.2016	**Signed:**

2.2.1 Programme Basis

Basis for this maintenance programme is:

- Cessna Model 172 Maintenance Manual
- Lycoming Operator`s Manual P/N 60297-12
- Lycoming Service Bulletins, Service Letter and Service Instructions.

2.2.2 Newly Type Certificated Aircraft

Not applicable to this airplane (old type certification).

2.2.3 Comparison with previously approved Maintenance Programmes

Not applicable to this aircraft. This is the first AMP issued for LN-PWA

Assessment of existing maintenance programme:

Our maintenance programme will be evaluated regarding aircraft utilization, landing rate, equipment fit and our own experience with the aircraft consulting maintenance snags and operational snags, versus our operation.

If we, due to above mentioned reasons, like to change the programme, this shall be in accordance with AMP 2.2.4 amendments.

Changes of the programme has to be approved by the CAA-N before incorporating.

2.2.4 Amendments

Amendments to this maintenance programme shall be made by the Continuing Airworthiness Manager Ref. 2.1.4.

Amendments shall be performed if:

- Any changes from the TC holder /manufacturer or any STC holder.
- Any introduction by modification
- Any introduction by repairs
- Any changes wishing to be done by service experiences
- Any changes required by the CAA-Norway
- Any changes required by EASA

All amendments shall be performed by the Continuing Airworthiness Manager ref. AMP 2.1.4. as request for approval to CAA-Norway.
No amendments can be used until approved from the authority.

2.2.5 Permitted variations to maintenance periods:

Direct Approval by CAA-N

- Variation to maintenance periods must be approved by the CAA-N
  (Variation established by the TC holder/manufacturer, component manufacturers and STC holder do not need to be approved by CAA-N)

Indirect Approval

- Indirect approval of maintenance periods are not allowed at present time.

Section 3

Standards and Responsibilities

3.1 Owner/Operators Responsibilities

3.1.1. The owner/operator is responsible for the airplane's continuing airworthiness in accordance With Commision Regulation (EU) No. 1321/2014 of 26 November 2014, Annex 1 (Part M) M.A. 201.

3.2 CRS

3.2.1. On completion of any of the AMP maintenance checks, a detailed, referenced entry must be made in the relevant log book(s) with appropriate CRS by the certifying person.

3.2.2. CRS for airplanes operated for the purpose of CAT shall be issued by a Part-145 organization. LN-PWA is not used for CAT, but CRS will as well normally be issued by a Part-145 organization.

3.2.3. Except when released by a Part-145 organization, the CRS shall be issued according to Part M M.A.801.

3.2.4. The pilot-owner may issue CRS in accordance with Part M M.A.803 for maintenance as listed in Part M, Appendix VIII, as applicable and for the completion of the 50 hour check.

3.3 Certifying Person`s Responsibilities.

3.3.1 Certifying persons must use their engineering skill and judgment in determining the depth of inspection needed and other matters, which could affect the airworthiness of the airplane.

3.3.2 Certifying persons are responsible for recording in the appropriate log book or worksheet, any defects, deficiencies or additional maintenance required, resulting from the implementation of the AMP and the issue of the CRS.

3.4 Airworthiness Life Limitations (Retirement/Scrap Lives).

3.4.1 Airworthiness life limitations is those published by the state of design TC holder and STC holders. (At the present time the Cessna 172R aircraft does not incorporate any items that have a time limit from a service standpoint).

3.4.2 When applicable airworthiness life limitation shall be recorded in documents or systems acceptable to the competent authority (not applicable to LN-PWA at present time).

3.5 Airworthiness Directives (ADs).

3.5.1 ADs shall be those issued by EASA, the competent authority and the state of design responsible for TCs and STCs.

3.5.2 Forecasting and compliance with ADs shall be recorded in the applicable technical log book/ component card/AD follow up list AMP Section 8 Appendix 7 (acceptable to the CAA-N).

3.6 National Generic Requirements

3.6.1 There is a series of National requirement state in the Norwegian BSL and LDPs Applicable BSL is listed in AMP 4.1.11 Component and Maintenance periods.

3.7 Overhaul, Additional Inspections and Test Periods.

3.7.1 Overhaul, additional inspections and test periods is those recommended by the TC holder and STC holders.

3.7.2 EASA and the competent authority may vary or mandate or mandate overhaul and test periods and additional inspections by the issue of an AD or national Generic Requirements.

3.7.3 The forecasting with overhaul, additional inspections and test periods is recorded in the Maintenance Schedule follow up list (AMP Section 8 Appendix 6) and in the LDP/AD/SB follow up list (AMP Section 8 Appendix 7).
Compliance of the tasks is documented in applicable technical log books, component cards and the applicable maintenance facilities work pack.

3.8 Instruction for Continuous Airworthiness.

3.8.1 Instruction for continued airworthiness consist of in-service data published by the TC holder/manufacturer or STC holder in Model 172 Maintenance Manual, Service Bulletins, Service Letters etc.

3.8.2 To ensure operational safety and reliability, instructions for continuing airworthiness must be formally technically assessed and adopted as required by the owner/operator or CAMO.

3.8.3 Continuous airworthiness instructions will be recorded in the document or systems accepted by the competent authority.

3.9 Changes (Modifications or Repairs).

3.9.1 EASA approved changes. Which have been carried out, shall be recorded in the document or systems accepted by the Competent authority.

3.9.2 Any additional instruction for continued airworthiness due to the changes shall be recorded in documents or system accepted to the competent authority.

3.10 Independent Inspections.

3.10.1 The TC holder or STC holder`s instruction for continuous airworthiness should be followed when determining the need for an independent inspection.

3.10.2 In the absence of these inspection standards, an independent inspection must be carried out after any flight safety sensitive maintenance task, in accordance with Part:

- M.A: 402 (A)
- AMC M.A.402 (a) 4

3.11 Scheduled Maintenance Job cards.

3.11.1 Job card becomes part of the maintenance records and must be keep in accordance with Part M M.A.305 (h) by the owner/operator.

3.11.2 All additional maintenance carried out should be certified on suitably referenced worksheet and included in the airplanes records.

3.11.3 Scheduled maintenance job cards and additional worksheets shall be cross-referenced and recorded documents or systems acceptable to the competent authority, giving details of AD`s. component changes, scheduled and any additional maintenance carried out.

3.12 Defects

3.12.1 Any defect that hazards seriously the flight safety shall be rectified before further flight.

Only the authorized certifying staff on behalf Subpart F or Part 145 maintenance organization and Part 66 license holder can decide, using maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred.

Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the day the defect was first identified and within any limits specified in the maintenance data.

Any defect not rectified before flight shall be recorded in the aircraft maintenance record system.

3.13 Performance of Maintenance

3.13.1 All maintenance shall be performed following the methods, techniques, standards and Instructions specified in Part M M.A. 402. The aircraft should only be maintained with this approved AMP. The general maintenance and inspection standards applied to individual maintenance tasks should meet the recommended standards and practices of the organization responsible for the type design which are normally published in the aircrafts Maintenance /Service Manuals, Instruction for Continuous Airworthiness Manual.

3.14 Definitions.

3.14.1 Throughout the AMP the following terms and abbreviations have been stated definitions;

Service /lubrication (SERVICE/LUB)

The term `service or lubrication` requires that a component or system should be serviced and/or replenished as necessary with fuel, oil, grease, water, oxygen, etc., to a condition specified in the appropriate Instruction for Continuous Airworthiness Manual.

Inspect (INSP)

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

Operational check (OP/C)

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

Functional check (F/C)

A `functional check` is a detailed examination of a complete system, sub-system or component to determine if operating parameters are within limits of range of movement, rate of flow, temperature, pressure, revolution per minute, degrees of travel, etc., as specified I in the appropriate Instruction for Continuous Airworthiness Manual and or Operator manuals and Service/Maintenance Manuals.
Measured parameter must be recorded.

Check (CHK)

A `check` is the verification of compliance with type design organization's instruction for continuous airworthiness.

Section 4

Maintenance checks and cycles

4.1.1 Not in use
4.1.2 Not in use
4.1.3 Not in use
4.1.4 Not in use

4.1.5 Revision status of the document

The revision status of the document is stated in the top text of this document.

4.1.6 Check period for anticipated utilization

The maintenance programme is independent of the aircraft anticipated utilization. All calendar limits are incorporated into the programme, or on spesial lists made for follow up of the individual tasks regarding the actual components or special inspections Maintenance Schedule- Follow up list. (AMP Section 8 Appendix 6).

Present anticipated yearly utilization for LN-PWA is about 300 flying hours per year.

Planed and Scheduled inspections to be performed on the aircrafts are 50, 100 and 200 hours inspection intervals. In addition there is a series of special inspections with individual due times monitored by the Maintenance Schedule- Follow up list. (AMP Section 8 Appendix 6).
Annual inspection has to be performed every 12 months. If flown less than 200 hours last year a 200 hour inspection has to be performed during the annual inspection.
The inspections shall be performed i.e.to tolerances described in AMP 4.1.10

4.1.7 Procedures for escalations of established check periods

No procedures for escalation of established check periods are established as Cessna 172R maintenance periods are based on recommendations from the Type Certificate Holder /Manufacturer and the Authorities.

4.1.8 Date and reference of approved amendments incorporated in the programme

Cessna 172R will only have references to approved amendments where Type Certificate Holder's recommendations have been escalated.
Revisions that follow changes in the Type Certificate Holder's recommendations will not have a specific reference in the programme.

4.1.9 Pre- Flight maintenance task that are accomplished by maintenance staff.

The Airplane Flight Manual/Owners Handbook describes the Pre-Flight Inspection who should be done before each flight. This is not a part of the maintenance system and should be performed by the pilot in command.

4.1.10 Maintenance Periods

The Programme is as follows:

50 Hrs Inspection (50 hrs. insp.and applicable Interval letter insp.)
100 Hrs Inspection (100 hrs insp. consist of 50 and 100 hrs. and applicable Interval letter insp).
200 Hrs Inspection (200 hrs insp. Consist of 50,100, and 200 hrs. and applicable interval letter insp.)
Annual Inspection (Annual inspection consist of Special Recuirements and applicable interval letter. (If flown less than 200 hrs. a 200 hrs insp.).
Special Requirements
Component Schedule
SID inspections

Tolerances:
If nothing else described, the tolerance for the scheduled inspections are:

a. Each inspection interval can be exceeded by 10 hours or can be performed early at any time prior to the regular intervals as provided below:

1. In the event of late compliance of any operation scheduled, the next operation in sequence retains a due point from the time the late operation was originally scheduled.

2. In the event of early compliance of any operation scheduled, that occurs 10 hours or less ahead of schedule, the next phase due point may remain where originally set.

3. In the event of early compliance of any operation scheduled, that occurs more than 10 hours ahead of schedule, the next phase due point must be rescheduled to establish a new due point from the time of early accomplishment.

b. For calendar limited parts, the tolerance is: The last day in the month the task is due.

c. Items due for overhaul or retirements have no + limits.

Execution of tasks after this limit shall be approved by the TC holder/manufacturer or the authority.
The maintenance schedule for the aircraft and it`s components is described in 4.1.1

4.1.10 Maintenance Periods, continued

Tolerance for the SID inspections:

The Inspection Time Limits Table shows the recommended intervals at which items are to be inspected, based on usage and environmental conditions. The operator's inspection intervals shall not deviate from the inspection time limits shown in this table except as provided below:

(a) Each inspection interval can be exceeded by 10 hours (if time-controlled), or by 30 days (if date-controlled) or can be performed early at any time prior to the regular interval as provided below:

1 In the event of late compliance of any operation scheduled, the next operation in sequence retains a due point from the time the late operation was originally scheduled.

2 In the event of early compliance of any operation scheduled, that occurs 10 hours or less ahead of schedule, the next operation due point may remain where originally set.

3 In the event of early compliance of any operation scheduled, that occurs more than 10 hours ahead of schedule, the next operation due point must be rescheduled to establish a new due point from the time of early accomplishment.

NB. According to the Norwegian Civil Aviation Authority (N-CAA) AIC-NAA 24/13 (airworthiness information circular) AIC-N 24/13 dated 25 Nov. 2013 and EASA Safety Information Bulletin EASA SIB No:2014-01an owner can refuse to carry out the different operation inspections.

Decisions to not carry out specific inspection operation tasks have to be taken in conjunctions with the CAMO.

Decision to not carry out inspection operation items shall be noted in the Maintenance Schedule list Appendix 6. The actual inspection operation check list will be copied from this AMP Sectio 8 Appendix 5 and the testimony to not carry it out writhed on the paper and signed by the owner or CAMO.

The deferred or canceled operation inspection will then get a new due time i.a.c. to the original schedule or a due time witch is sooner if desired.

4.1.11 Components and Maintenance Periods.

Check periods for the aircraft`s components, engine and it`s component`s, propeller and spesial inspections are described in the tabell bellow.

KOMPONENTS/ TASKS:	TYPE INSTALLED	COMPLIANCE	WHAT TO DO
Oil change		4 Month	Change engine oil
50 hrs inspection		50 Hours	AMP Section 8 Appendix 3
100 hrs inspection		100 Hours	AMP Section 8 Appendix 3
200 hrs inspection		200 Hours	AMP Section 8 Appendix 3
Annual		1 year	Special. Requirement
Special Inspections		See Maintenance Scheduele Appendix 6	AMP Section 8 Appendix 4
SID Inspections		See Maintenance Scheduele Appendix 6	Amp section 8 Appendix 5
Fireextinquiser	Portable types	1 year	Insp. Pressure, pressure ind. for live, bottle weight
First Aid kit	BSL D1-9	1 year	Check content Ref. BSL D 1-9
ELT	Artex ME 406 453-6603	1oo Hours 1 Year Battery replacement 7 years See (Note 1)	Emergency Locator Transmitter – Inspect for security of attachment and check operation by verifying transmitter output.(Artex Description, Operating, Installation and Maintenance manual 570-1600 last rev.) Check cumulative time and useful life of batteries.
Directional Gyro	Garmin 1000	On Condition	
Horizon Gyro	Garmin 1000	On Condition	
Horizon Gyro Electric	Vacuum Type	On Condition	
Turn Coordinator	Garmin 1000 syst.	On Condition	
Radio equipment	All types	OC	
Airspeed ind.	All Types	2 years	Test Ref. BSL B 2-3 §15
Altimeter	All Types	2 years	Test Ref. BSL B 2-3 §15
V/S indicator	All Types	OC	
Pitot Static Syst.		2 Years	Leak test Ref. BSL B 2-3 §14 and §16
Compass	STB	2 Years	Swing Ref. BSL B 2-3 §16
RPM Indikator	All Types	1 Year	Test Ref. BSL B 2-3 §16
Engine	Lycoming IO-360-L2A	2000 Hours+ on condition See (Note 2)	Overhaul Ref. BSL B 2-3 §20
Electric Fuel Pump		Replace at 10 Years if not overhauled.	Replace
Fuel injection		2000 Hours +20%	Overhaul Ref.BSL B 2-3 §20

4.1.11 Components and Maintenance Periods cont.

KOMPONENTS/ TASKS:	TYPE INSTALLED	COMPLIANCE	WHAT TO DO
Magnetos	Slick 4371	2000+ 20% /500 Hours insp. See Note 3	Overhaul Ref.BSL B2-3 §20, Internal check every 500Hours
Vacuum Manifold	1H5-25	Refer to the Airborne Air & Fuel Product Reference Memo No. 39 or the latest revision for replacement time limits.	Not installed in LN-PWA
Alternator	Ford C611501-0101	2000 hrs +20% /500Hrs insp.	Overhaul Ref.BSL B2-3 §20, internal inspection every 500 Hours
Vacuum Pump	Tempest/Aero Accessories	600 Hours + each 100Hrs.	Check wear indicator at 600 hours thereafter each 100 hours.
Vacuum pump drive	All	6 Years	Replace
Starter	Various	Replace at every engine TBO.	Replace
Oil Pressure Switch	83278	Replace every 3000 hours.	Replace
Propeller	McCauley 1A170E/JFA7658	2000Hours / 6 Yr	Overhaul Ref. Mc.Caul. SB 137 latest revision
Fuel Hoses	All types	7 years	Replace
Engine Compartment Flexible Fluid-Carrying Teflon Hoses, Except Drain Hoses	Teflon Types	10 Years Engine Overhaul	Replace
Engine Compartment Drain Hoses	All Type	On Condition	Replace
Restraint System (seat belts)	All types	10 Years	Replace
Inflatable Restraint System	Amsafe	7 Year	Replace
Engine Air Filter	P198281	Replace every 500 hours or if the condition of the part shows the need for replacement.	Replace
Engine Air Filter	CA3559	Replace every 100 hours or if the condition of the part shows the need for replacement.	Replace

4.1.11 Components and Maintenance Periods cont.

KOMPONENTS/ TASKS:	TYPE INSTALLED	COMPLIANCE	WHAT TO DO
Trim Tab Actuator	1260074-1	Replace the trim tab actuators when the free play cannot be kept in limits by the adjustment or replacement of the rod ends, rod end bolts, screw assembly, and the lubrication of the trim tab actuator.	Replace
Mixture and Throttle Cables		Replace at every engine TBO or any time freeplay is more than 0.05 inch.	Replace
Vacuum System Filter	C294502-0201	600 Hours	Replace
Vacuum Regulator Valve Filter	B3-5-1/ARB3-5-1	100 Hours	Replace
Vacuum System Hoses	Rubber Types	10 Years	Replace
Pitot and Static System Hoses	Rubber Types	10 Years	Replace
Position Light Assembly	01-0771011-04/ 01-0771015-07, -08	10,000 hours.	Replace
Avionic Switch		500 Hours	Replace
Weighting of Aircraft		10 Years	Weighting

4.1.12 Ageing Aircraft Inspection Requirements.

There is no specified ageing aircraft programme specified in the aircraft`s continuing airworthiness manual or published bulletins/service letters.

4.1.13 Structural Maintenance and samplings Programme.

There is no structural maintenance programme required for light aircrafts.

(It is part of manufacturers recommended inspections).

4.1.14 Critical Design Configuration Control.

There is no structural maintenance programme required for light aircrafts.

4.1.15 Periods for overhaul of Components and replacement of components should be made.

Ref. Component and special inspection Maintenance schedule list .
AMP Section 8 Appendix 6.

4.1.16 Cross-reference to other documents.

a. Mandatory life limitations: There are not any life time items to this aircraft.

b. Certification Maintenance Requirements: Not applicable to this aircraft

c. Airworthiness Directives: Ref. Schedule list LDP/AD/SB list AMP Section 8 Appendix 7.

4.1.17 Reliability Programme.

No specific reliability programme is in use for this aircraft (not required for this type of aircraft).

4.1.18 Statement for Practices and Procedures

Practices and procedures should be the standards specified by the TC holder/manufacturer unless otherwise specified by EASA or CAA-N.

4.1.19 Definitions and Abbreviations

Abbreviation used in AMP, Maintenance order, etc. as follows: Definitions used during Maintenance are defined in the TC Holders Maintenance System

A/C	Aircraft
AD	Airworthiness Directive
AIC	Aeronautical Information Circular
AMP	Airplane Maintenance Programme
BSL	Bestemmelser for Sivil Luftfart
CAA	Civil Aviation Authority
CAA-N	Civil Aviation Authority Norway
CAP	Continued Airworthiness Programme
C/W	Complied with
CAME	Continuing Airworthiness Management Exposition
CAMO	Continuing Airworthiness Management Organization
CAT	Commercial Air Transport
CHK	Check
CRS	Certificate of Release to Service
DI	Daily Inspection
EA	Each
EASA	European Aviation Safety Agency
F/C	Functional check
FTN	Flyteknisk Notodden AS
HRS	Hours
IPC	Illustrated Parts Catalogue
LDP	Luftdyktighetspåbud
MEP	Multi Engine Bulletin
MM	Maintenance Manual
MTH	Month(s)
N/A	Not Applicable
O/C	On Condition
OP/C	Operational check
OH	Overhaul
POH	Pilot operating Handbook
AFM	Airplane Flight Manual
RM	Repair Manual
SB	Service Bulletin
SL	Service Letter
SI	Service Instruction
TBO	Time Between Overhaul
TBR	Time Between Removal/test
TC	Type Certificate
SEB	Single Engine Bulletin
SM	Service Manual
STC	Supplemental Type Certificate
Yrs	Years
Yr	Year

Section 5
AMP annual review and revision control

5.1.1 Periodic review of maintenance programme:

This AMP is annually reviewed by the CAM and amended accordingly when necessary.
The review will ensure that the AMP continues to be valid in light of the operating experience and instructions from the competent authority whilst taking into account new and/or modified maintenance instructions promulgated by the TC /manufacturer and STC holders and any other organization that publishes such data in accordance with Annex (Part-21) to regulating (EC) No 1702/2003. M.A. 302 (d) (g).
The check list form for the annual review is located in the AMP Section 8 Appendix 8 to this AMP.
After the review the signed check list should be stored in the end of this AMP as part of this AMP.

5.1.2 Annual review defined

AMP annual review and revision control				
This AMP is annually reviewed by the contracted CAMO and amended accordingly when necessary. The review will ensure that the AMP continues to be valid in light of the operating experience and instructions from the competent authority whilst taking into account new and/or modified maintenance instructions promulgated by the TC and STC holders and any other organization that publishes such data in accordance with Annex (Part-21) to Regulation (EC) No 1702/2003. **M.A.302 (d)** **M.A.302 (g)**				
The check list form for the annual review is located in the AMP Section 8 Appendix 8.				
After the review the signed check list should be stored in the end of this AMP as a part of this AMP.				
The annual review cycle (one calendar year) will start from the date of first approval of this AMP. **M.A. 302 (g).**				
Original approval date of this AMP 01.01.2016			First due: 01.01.2017	
Review No	Date of review	Performed by: Name	Signature	Next due

5.1.3 Reliability Programme

No reliability programme is developed, as this not is a requirement for light aircrafts.

Section 6
Maintenance

6.1.1. Scheduled Maintenance

Performance of Maintenance

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

The aircraft should only be maintained with this approved AMP. AMC M.A. 302.

The general maintenance and inspection standards applied to individual maintenance tasks should meet the recommended standards and practices of the organization responsible for the type design which are normally published in the AMM.

AMM References: The maintenance check list and components checkperiods are composed from the following maintenance mauals and requirement dokuments:

Manual	Section / chapter / Type	Revision / remarks
Cessna Model 172 Maintenace Manual	Section 5	Revision 21 Date: 1 October 2015
Cessna Service Bulletins Service Letters	Applicable Service Bulletines are incorporatet in the Follow up list – AD/LDP/SB and special inspection list AMP Section 8 Appendix 7	SB's without AD note.
Lycoming Operator Manual P/N 60297-12	Section 4	Revision 5 December 2009
Lycoming Service Bulletins / Information Letters and Sevice Publikations	Applicable Service Bulletines are incorporatet in the Follow up list – AD/LDP/SB and special inspection list AMP Section 8 Appendix 7.	SB`s Without AD note.

6.1.1. Scheduled Maintenance cont.

CAA-N regulations	BSL B 2-3 BSL B 2-3	Actual systems, instruments and components for test are listed in Maintenance Scheduled Follow up list AMP Appendix 6 Engine Maintenance tasks
CAA-N regulations	BSL B1-3-3 §7 BSL D 1-9	Weighting of aircraft Check of first aid kit
Recurrent LDP's, FAA AD`s EASA AD`s	Applicable LDP and AD`s are listed in LDP/SB special insp. AMP Section 8 Appendix 7.	

6.1.2 Contracted Maintenance organization	6.1.3 Part 66 license holders:
Name of organization: Not necessary for this type of aircraft	License holder:
Approval and no:	License type and No:
Address:	Address:
Phone:	Phone:
e-mail:	e-mail:
NOTE: Contract: AMP Section 8 Appendix 2	Note

6.1.4 Pilot-Owners maintenance
In the case of limited Pilot-Owner maintenance, any person maintaining an aircraft which they own or jointly own, provide they hold a valid pilot license with the appropriate type or class rating, may perform the limited Pilot-owner maintenance tasks.

6.1.5 Persons maintaining the aircraft AMC M.A. 803.			
Owner/joint	Name	License / rating	Valid until:

Section 7

The tasks and the periods

7.1.1 Inspection schedule

For LN-PWA the schedule is as follows:

50 Hrs Inspection (50 hrs. insp.and applicable Interval letter insp.)
100 Hrs Inspection (100 hrs insp. consist of 50 and 100 hrs. and applicable Interval letter insp).
200 Hrs Inspection (200 hrs insp. Consist of 50,100, and 200 hrs. and applicable interval letter insp.)
Annual Inspection (Annual inspection consist of 50, 100,200 hrs. Insp. if flown less than 200 hrs. annualy - and Special Requirements and applicable interval letter).
Special Requirements
Component Schedule
SID Inspections

Tolerances:

If nothing else described, the tolerance for the scheduled inspections are:

a. Each inspection interval can be exceeded by 10 hours or can be performed early at any time prior to the regular intervals as provided below:

1. In the event of late compliance of any operation scheduled, the next operation in sequence retains a due point from the time the late operation was originally scheduled.
2. In the event of early compliance of any operation scheduled, that occurs 10 hours or less ahead of schedule, the next phase due point may remain where originally set.
3. In the event of early compliance of any operation scheduled, that occurs more than 10 hours ahead of schedule, the next phase due point must be rescheduled to establish a new due point from the time of early accomplishment.

b. For calendar limited parts, the tolerance is: The last day in the month the task is due.
c. Items due for overhaul or retirements have no + limits.

Execution of tasks after this limit shall be approved by the TC holder/manufacturer or the authority.
The maintenance schedule for the aircraft and it`s components is described in AMP Section 4.
Inspection list:
The periodical inspection list is found in AMP Section 8 Appendix 3.

Tolerance for the SID inspections:

The Inspection Time Limits Table shows the recommended intervals at which items are to be inspected, based on usage and environmental conditions. The operator's inspection intervals shall not deviate from the inspection time limits shown in this table except as provided below:

(a) Each inspection interval can be exceeded by 10 hours (if time-controlled), or by 30 days (if date-controlled) or can be performed early at any time prior to the regular interval as provided below:

1 In the event of late compliance of any operation scheduled, the next operation in sequence retains a due point from the time the late operation was originally scheduled.

2 In the event of early compliance of any operation scheduled, that occurs 10 hours or less ahead of schedule, the next operation due point may remain where originally set.

3 In the event of early compliance of any operation scheduled, that occurs more than 10 hours ahead of schedule, the next operation due point must be rescheduled to establish a new due point from the time of early accomplishment.

NB. According to the Norwegian Civil Aviation Authority (N-CAA) AIC-NAA 24/13 (airworthiness information circular) AIC-N 24/13 dated 25 Nov. 2013 and EASA Safety Information Bulletin EASA SIB No: 2014-01 an owner can refuse to carry out the different operation inspections.

Decisions to not carry out specific inspection operation tasks have to be taken in conjunctions with the CAMO.

Decision to not carry out inspection operation items shall be noted in the Maintenance Schedule list Appendix 6. The actual inspection operation check list will be copied from this AMP Section 8 Appendix 5 and the testimony to not carry it out writhed on the paper and signed by the owner or CAMO.

The deferred or canceled operation inspection will then get a new due time iaw. to the original schedule or a due time which is sooner if desired.

7.1.2 Limited Pilot-Owner Maintenance / Tasks AMC M:a: 803

Performance of the LN-PWA maintenance Pilot-owner tasks and records

The maintenance data must be always available during the conduct of pilot-owner maintenance and must be complied with.

Details of the data referred to in the conduct of Pilot-owner maintenance must be included in the CRS with pilot`s license number, date and signature.

Competence and responsibility AMC M.A.803.

The pilot-owner is always responsible for any maintenance that he performs.

Before carrying out any Pilot- owner maintenance task, the pilot-owner must satisfy himself that he is competent to do the task. It is the responsibility of Pilot-owner to familiarize themselves with standards maintenance practices for their aircraft and with the aircraft maintenance programme. If the Pilot-owner is not competent for the task to be carried out, the task cannot be released by the Pilot-owner.

The Pilot-owner must inform the CAMO responsible for the continuing airworthiness of the LN-PWA not later than 30 days after completion of the Pilot-owner maintenance task.

List of pilots / approved pilot/owner maintenance tasks see: AMP Section 8 Appendix 13

Limited Pilot Owner Maintenance CRS form see: AMP Section 8 Appendix 14.

Aircraft defects

Any defect shall be rectified before further flight.

Pilot / Owner can not decide when and which rectification action shall be taken before flight.

For Pilot / Owner maintenance tasks see AMP Section 8 Appendix 13.

Section 8

Appendixes

Appendix 1

AMP Approval certificate / letter

M.A. 302 b) /c)

Luftfartstilsynet
CIVIL AVIATION AUTHORITY - NORWAY

Flyteknisk Notodden AS
Merdevegen 18 B
3676 NOTODDEN
Norge

Saksbehandler: Jan-Roald Henriksen
Telefon direkte: +47 98261721
Vår dato: 12.01.2016
Vår referanse: 10/01211-17

Deres dato 07.01.2016
Deres referanse:

LN-PWA - Vedtak om godkjennelse av vedlikeholdsprogram (AMP)

Bakgrunn
Luftfartstilsynet (LT) viser til det mottatte AMP datert 01.01.2016.

Commision Regulation (EU) NO 1321/2014, Annex I legger til grunn at luftfartøy skal ha etablert et godkjent vedlikeholdsprogram i henhold til Part-M, M.A.302. Luftfartstilsynet legger til grunn AMC M.A.302 og AMC M.B.301 i saksbehandlingen.

Vedtak
Med henvisning til M.A.302, har Luftfartstilsynet truffet vedtak om å godkjenne det innsendte Vedlikeholdsprogrammet (AMP).

Informasjon
Med referanse til FOR-2014-12-19-1913 – Forskrift om gebyr til Luftfartstilsynet mv. Jf. § 18 (5) skal det betales kr. 2400,- for godkjennelse av vedlikeholdsprogram (AMP). Dette vil bli fakturert eier i egen ekspedisjon.

Klageadgang
Dette vedtaket kan etter forvaltningslovens regler påklages til Samferdselsdepartementet innen tre uker fra mottagelsen av dette brev. En eventuell klage stiles Luftfartstilsynet for forberedende behandling før oversendelse til departementet. Et elektronisk klageskjema finnes i Statens elektroniske blankettarkiv, på http://www.signform.no/dss/ eller kan fås gjennom direkte kontakt med LT.

Med vennlig hilsen

Bjørn Erling Hanssen
seksjonssjef
Teknisk allmennfly

Jan-Roald Henriksen
flyteknisk inspektør

Dokumentet er elektronisk godkjent og krever derfor ikke signatur.

Luftfartstilsynet / Civil Aviation Authority
T: +47 75 58 50 00
F: +47 75 58 50 05
E: postmottak@caa.no

Postadresse:
Postboks 243
8001 BODØ

Besøksadresse:
Sjøgata 45-47
8006 BODØ

Fakturaadresse:
fakturamottak@caa.no

Fakturamottak DFØ
Postboks 4104
2307 HAMAR

Appendix No 2

Contract between CAMO / owner

and

Approved Maintenance organization / Part 66 license holder

Maintenance Contract

Not necessary for this type of aircraft

Appendix No 3

Periodical Inspection List

FRONTPAGE – PERIODICAL INSPECTION Cessna 172R

WORK ORDER PACKAGE FORM

LN-PWA DATE:……WORK ORDER No.:……..

AIRCRAFT TYPE: Cessna 172R S/N: 17280168

NUMBER OF PAGES IN THIS PACKAGE: …….

TYPE OF INSPECTION:

ADDITIONAL WORK: ……

……

……

DUE AT A/C TT: .....

COMPLETED DATE:.....AIRCRAFT TT: ……LANDINGS: …….

PLACE: .....

LICENSED TECHNICIAN IN CHARGE: ……

WORK PACK REQUIREMENTS:

I herby confirm that all Work Pack requirements are included in this Work pack.

SIGN: ..... Engineering Dept. Date: ……

FINAL CLEARANCE

The above signatories certifies that the work specified, except as otherwise specified, was carried out in accordance with EASA Part 145 and in respect to that work, the aircraft is considered ready for release to service.

SIGNATURE: ..... DATE: .....

Comp. Authorisation Certificate No:…….

ENTERED INTO TECHNICAL RECORDS

By:……Date……..

Based on: Cessna Model 172 Maintenance Manual Revision Number 21 dated 1 October 2015

ENGINE RUN-UP

Before beginning the step-by-step inspection, start run-up and shutdown the engine in accordance with instructions in Owner`s Manual. During the run-up, observe the following, making note of any discrepancies or abnormalities:

1. Engine temperatures and pressures
2. Static RPM
3. Magneto drop
4. Engine response to changes in power
5. Any unusual engine noises
6. Fuel selector and/or shut-off valve, operate engine on each tank position and OFF position, long enough to ensure shut-off and/or selector valve functions properly.
7. Idling speed and mixture, proper idle cut-off.
8. Alternator and amp-meter
9. Suction gage
10. Fuel flow indicator

After the inspection has been completed, an engine run-up should again be performed to determine that any discrepancies or abnormalities have been corrected.

IMPORTANT:

Read all inspection requirements paragraphs in Service Manual for the plane prior to using these charts.

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval InspectionLetter		SIGN
	50	100	200	HOU	YEA	
05 Inspections						
1.Inspect aircraft records to verify that all SID Inspections have been complied with as scheduled.					1 Yea U	
21 Ventilation						
1.Ventilation System - Inspect clamps, hoses, and valves for condition and security-					D	
2. Primary Flight Display (PFD) Fan and Multi-function Display (MFD) Fan, Deck Skin Fan, and Remote Avionics Cooling Fan- operational Check. Refer to Chapter 21, Avionics Cooling – Maintenance Practices.		X			1 Yea U	
3. Cold and Hot Air Hoses- Check condition, routing, and security.		X		B		
3. Heater Components, Inlets and Outlets - Inspect all lines, ducts, clamps, seals and gaskets for condition, restriction and security.		X		B		
4. Cabin Heat and Ventilation Controls – Check freedom of movement through full travel. Check friction locks for proper operation.			X	C		
23 Communication						
1. Communication Antennas and Cables - Inspect for security of attachment, connection and condition.			X	C		
2. Microphones, Headsets and Jacks - Inspect for cleanliness, security and evidence of damage.			X	C		
3. Microphone Push-To-Talk Switch – Clean the pilot`s and copilot`s microphones switches. Refer to Maintenance Manual Chapter 23, NAV/COM - Maintenance Practices.		X		B		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
	50	100	200	HOU	YEA	
24 Electrical Power						
1. Alternator, Mounting Bracket, and Electrical Connections – Check Condition and security ,Check alternator belts for condition and proper adjustment. Check belt tension.	X			A		
2. Main Battery – Examine the general condition and security. Complete the applicable main battery servicing procedure. Refer to Maintenance Manual Chapter 12, Battery- Servicing.		X		B		
3. Main Battery Box and Cables - Clean and remove any corrosion. Examine the cables for routing, support, and security of the connections. Refer to Maintenance Manual Chapter 12, Battery- Servicing.		X		B		
4. General Airplane and system Wiring - Inspect for proper routing, chafing, broken or loose terminals, general conditions, broken or inadequate clamps, and sharp bends in wiring.			X	C		
5. External Power Receptacle and Power Cables -Inspect for condition and security.			X	C		
6. Switch and circuit Breaker Panel, Terminal Blocks, and Junction Boxes – Inspect wiring and terminals for condition and security.			X	C		
7. Power Junction Box – Check operation and condition. Check availability and condition of spare fuse (if applicable).		X		B		
25 Equipment / Furnishings						
1. Seats - Examine the seats to make sure they are serviceable and installed correctly. Make sure the seat stops and adjustment mechanism operate correctly. Examine the seat recline control and attaching hardware to make sure the hardware and lock are not damaged and are correctly installed. Lubricate the threads of the Seat Crank Handle Assembly with Mil-PRF-81322 general purpose grease.		X		B		
2. Seat Tracks and Stops – Inspect seat tracks for condition and security of installation. Check seat track stops for damage and correct location. Inspect seat rails for cracks.		X		B		

HOU = HOURS, YEA = YEARS, Ec = EACH **Equipment / Furnishings Continuing**	HOURS			Interval Inspection Letter		SIGN
	50	100	200	HOU	YEA	
3. Restrain System, front and rear – Check belts for thinning, faying, cutting, broken stitches, or ultra-violet deterioration. Check system hardware for security of installation.		X		B		
4. Emergency Locator Transmitter – Inspect for security of attachment and check operation by verifying transmitter output.(Artex Description, Operating, Installation and Maintenance manual 570-1600 Rev.F) Check cumulative time and useful life of batteries.		X		B		
26 Fire Protection						
1. Portable Hand Fire Extinguisher - Inspect for proper operating pressure, condition, security of installation, and servicing date.		X		B		
27 Flight Control						
1. Aileron Controls – Check freedom of movement and proper operation through full travel		X		B		
2. Ailerons and Cables - Check operation and security of stops. Check cables for tension, routing, fraying, corrosion and turnbuckle safety. Check travel if cable tension requires adjustment or if stops are damaged. Check fairleads and rub strips for condition.			X	C		
3. Aileron Structure, Control Rods, Hinges, Balance Weights, Bellcranks, Linkage, Bolts, Pulleys and Pulley Brackets - Check condition, operation and security of attachment.		X		B		
4. Ailerons and Hinges - Check condition, security and operation.		X		B		
5. Control Wheel Lock – Check general condition and operation.			X	C		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
Flight Control Continuing	50	100	200	HOU	YEA	
6. Control Yoke – Inspect pulleys, cables, bearings, and turnbuckles for condition and security.			X	C		
7. Rudder – Check internal surfaces for corrosion, condition of fasteners and balance Weight attachment.			X	C		
8. Rudder – Inspect the rudder skins for cracks and loose rivets, rudder hinges for condition, cracks and security; hinges bolts, nuts, hinge bearings, hinge attach fittings, and bonding jumper for evidence of damage and wear, failed fasteners and security. Inspect the rudder hinge bolts for proper safe tying of nuts with cotter pins. Inspect balance weight for looseness and the supporting structure for damage.		X		B		
9. Rudder, Tips, Hinges, Stops, Clips and Cable Attachment - Check condition, security, and operation.		X		B		
10. Rudder Pedals and Linkage - Check for general condition, proper rigging and operation. Check for security of attachment.			X	C		
11. Rudder Control – Check freedom of movement and proper operation through full travel. Check rudder stops for damage and security.		X		B		
12. Elevator Control – Check freedom of movement and proper operation through full travel.		X		B		
13. Elevator Control System – Inspect pulleys, cables, sprockets, bearings, chains and turnbuckles for condition, security and operation. Check cables for tension, routing, fraying, corrosion, and turnbuckles safety.		X		B		
14. (B) Elevator, Hinges, Stops, and Cable Attachment - Check condition, security and operation.		X		B		

HOU = HOURS, YEA = YEARS, Ec = EACH **Flight Control Continue**	HOURS			Interval Inspection Letter		SIGN
	50	100	200	HOU	YEA	
15. Elevator Trim System – Check cables, push – pull rods, bellcranks, pulleys, turnbuckles, fairleads, rub strips etc. for proper routing, condition and security.		X		B		
16. Elevator Trim control and Indicator – Check freedom of movement and proper operation through full travel. Check pulleys, cables, sprockets, bearings, chains, and turnbuckles for condition and security. Check cables for tension, routing, fraying, corrosion and turnbuckles safety.			X	C		
17. Elevator Trim Tab and Hinges - Check condition, security and operation.		X		B		
18. Elevator Trim Tab Actuator – Examine the free play limits. Refer to Maintenance Manual Chapter 27, Elevator Trim Control- Maintenance Practices, Trim Tab Free Play Inspection. If the free play is more than the permitted limits, lubricate the actuator and examine the free play limits again. If the free play is still more than the permitted limits, replace the actuator.		X		B		
19. Elevator Trim Tab Stop Blocks - Inspect for damage and security.			X	C		
20. Flaps – Check tracks, rollers, and control rods for security of attachment. Check rod end bearings for corrosion. Check operation.		X		B		
21. Wing Flap Control – Check operation through full travel and observe Flap Position Indicator for proper indication.			X	C		
22. Flap Structure, Linkage, Bellcranks, Pulleys and Pulley Brackets – Check for condition, operation and security			X	C		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
Flight Control Continue	50	100	200	HOU	YEA	
23. Flaps and cables – Check cables for proper tension, routing, fraying, corrosion and turnbuckle safety. Check travel if cable tension requires adjustment.			X	C		
24. Flap Motor, Actuator and limit Switches - Check wiring and terminals for condition and security. Check actuator for condition and security.			X	C		
25. Flap Actuator Threads – Clean and lubricate. Refer to Maintenance Manual Chapter 12, Flight Controls – Servicing.		X		B		
28 Fuel System						
1. Fuel System - Inspect plumbing and components for mounting and security.		X		B		
2. Fuel Tank Vent Lines and Vent Valves – Check vents for obstruction and proper positioning. Check valves for operation.		X		B		
3. Fuel Selector Valve – Check controls for detent in each position, security of attachment and for proper placarding.		X		B		
4. Integral Fuel Bays – Check for evidence of leakage and condition of fuel caps, adapters and placards. Using quick drains, ensure no contamination exists. Check quick drains for proper shut off.		X		B		
5. Fuel Reservoir – Using quick drain, ensure no contamination exists.		X		B		
6. Fuel Selector – Using quick drain, ensure no contamination exists.		X		B		
7. Fuel Strainer, Drain Valve and Controls - Check for freedom of movement, security and proper operation. Disassemble, flush and clean screen and bowl.		X		B		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
Fuel System Continue	50	100	200	HOU	YEA	
8. Auxiliary (Electric) Fuel Pump – Check pump and fittings for condition, operation, security.		X		B		
31 Instruments						
1. Instruments - Check general conditions and markings for legibility.		X		B		
2. Instrument Lines, Fittings, Ducting and Instrument Panel Wiring - Check for proper routing, support and security of attachment.			X	C		
32 Landing Gear						
1. Main Landing Gear Wheels Fairings, Strut Fairings and Cuffs - Check for cracks, dents, condition of paint, and correct scraper clearance.		X		B		
2. Main Gear Spring Assemblies – Examine for cracks, dents, corrosion, condition of paint or other damage. Examine for chips, scratches, or other damage that lets corrosion get to the steel spring. Examine the axles for condition and security.		X		B		
3. Main Landing Gear Attachment Structure - Check for damage, cracks, loose rivets, bolts and nuts and security of attachment.		X		B		
4. Nose Gear – Inspect torque links, steering rods, and boots for condition and security of attachment. Check strut for evidence of leakage and proper extension. Check strut barrel for corrosion, pitting and cleanliness. Check shimmy damper/or bungees for operation, leakage and attach points for wear and security.		X		B		
5. Nose Landing Gear Wheel Fairings – Check for cracks, dents and condition of paint.		X		B		
6. Nose Gear Fork – Inspect for cracks, general condition, and security of attachment.			X	C		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
Landing Gear Continue	50	100	200	HOU	YEA	
7. Nose Gear Attachment Structure – Inspect for cracks, corrosion or other damage and security of attachment.		X		B		
8. Brakes – Test toe brakes and parking brake for proper operation.		X		B		
9. Brakes, Master Cylinders and Parking Brake – Check master cylinders and parking brake mechanism for condition and security. Check fluid level and test operation of toe and parking brake. Refer to Maintenance Manual Chapter 12, Hydraulic Brakes-Servicing.		X		B		
10. Tires - Check tread wear and general condition. Check for proper inflation.		X		B		
11. Wheels, Brake Discs, and Linings - Inspect for wear, cracks, warps, dents or other damage. Check wheel through-bolts and nuts for looseness.		X		B		
12. Wheel Bearings - Clean, inspect and lube.		X		B		
13. Nose Gear Steering Mechanism - Check for wear, security, and proper rigging.			X	C		
33 Lighting						
1. Instrument and Cabin Lights – Check operation, condition of lens and security of attachment.		X		B		
2. Navigation, Beacon, Strobe and Landing Lights – Check operation, condition of lens and security of attachment.		X		B		
34 Navigation						
1. Static System - Inspect for security of installation, cleanliness and evidence of damage.			X	C		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
Navigation Continue	50	100	200	HOU	YEA	
2. Pitot Tube and Stall Warning System- Examine for condition and obstructions and make sure the anti- ice heat operates correctly. Apply vacuum to stall warning horn scoop assembly and make sure horn is audible.	X			A		
3. Magnetic Compass - Inspect for security of installation, cleanliness, and evidence of damage.			X	C		
4. Instrument Panel Mounted Avionics Units (Including Audio Panel , VHF Nav/Com(s), ADF, GPS, Transponder and Compass System) - Inspect for deterioration, cracks, and security of instrument panel mounts. Inspect for security of electrical connections, condition and security of wire routing.			X	C		
5. Avionics Operating Controls - Inspect for security and proper operations of controls and switches and ensure that all digital segments will illuminate properly.			X	C		
6. Navigation Indicators, Controls and Components - Inspect for condition and security.			X	C		
7. Navigation Antennas and Cables – Inspect for security of attachment, connection and condition.			X	C		
37 Vacuum System						
1. Vacuum System – Inspect for condition and security.		X		B		
2. Vacuum Pumps – Check for condition and security. Check vacuum system breather line for obstructions, condition and security.		X		B		
3. Vacuum System Hoses – Inspect for hardness, determination, looseness or collapsed hoses.		X		B		
4. Gyro filter – Inspect for damage, deterioration and contamination. Clean or replace if required.		X		B		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
	50	100	200	HOU	YEA	
52 Doors						
1. Doors – Inspect general condition. Check latches, hinges and seals for condition, operation, and security of attachment.		X		B		
53 Fuselage						
1. Fuselage Surface - Inspect for skin damage, loose rivets, condition of paint, and check pitot-static ports and drain holes for obstruction. Inspect covers and fairings for security.		X		B		
2. Firewall structure – Inspect for wrinkles, damage, cracks, sheared rivets, etc. Check cowl shock mounts for condition and security.			X	C		
3. Internal Fuselage Structure - Inspect bulkheads, doorposts, stringers, doublers and skin for corrosion, cracks, buckles and loose rivets, bolts and nuts.			X	C		
55 Empennage						
1. Horizontal Stabilizer and Tailcone structure – Inspect bulkheads, spars, ribs and skins, for cracks, wrinkles, loose rivets, corrosion or other damage. Inspect horizontal stabilizer attach bolts for looseness. Retorque as necessary. Check security of inspection covers, fairings and tips.		X		B		
2. Horizontal Stabilizer and Tips - Inspect externally for skin damage and condition of paint.		X		B		
3. Vertical Stabilizer Fin – Inspect bulkheads, spars, ribs and skins, for cracks, wrinkles, loose rivets, corrosion or other damage. Inspect vertical stabilizer attach bolts for looseness. Retorque as necessary. Check security of inspection covers, fairing and tip.		X		B		
4. Vertical Stabilizer Fin and Tailcone - Inspect externally for skin damage and condition of paint.		X		B		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
Empennage Continue	50	100	200	HOU	YEA	
56 Windows						
1. Windows and Windshield – Inspect general condition. Check latches, hinges and seals for condition, operation and security of attachment.		X		B		
57 Wings						
1. Wing Surfaces and Tips - Inspect for skin damage, loose rivets and condition of paint.		X		B		
2. Wing Strut and Strut Fairings - Check for dents, cracks, loose screws and rivets and condition of paint.		X		B		
3. Wing Access Plates - Check for damage and security of installation.			X	C		
4. Wing Spar and Wing Strut fittings - Check for evidence of wear. Check attach bolts for indications of looseness and retorque as required.			X	C		
5. Wing Structure- Inspect spars, ribs, skin and stringers for cracks, wrinkles, loose rivets, corrosion or other damage.			X	C		
61 Propeller Group						
1. Spinner- Check general condition and attachment.	X			A		
2. (B) Spinner and Spinner Bulkhead – Remove spinner, wash and inspect for cracks and fractures.		X		B		
3. Propeller Blades – Inspect for cracks, dents, nicks, scratches, erosion, corrosion, or other damage.	X			A		
4. Propeller hub – Check general condition.			X	C		
5. Propeller Mounting – Check for security of installation.	X			A		
6. Propeller Mounting Bolts – Inspect mounting bolts and safety wire for sign of looseness. Retorque mounting bolts as required.			X	C		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
	50	100	200	HOU	YEA	
71 Power Plant						
1. Cowling - Inspect for cracks, dents, other damage and security of fasteners.	X			A		
2. Engine Shock Mounts, Engine Mount Structure, and Ground Straps - Check condition, security and alignment.			X	C		
3. Do a check of the engine mount and the oil filter tube for evidence of contact. Refer to SB99-71-02.	X			A		
4. Alternate Induction Air System - Check for obstructions, operation and security.	X			A		
5. Induction System - Check security of clamps, tubes and ducting. Inspect for evidence of leakage.	X			A		
6. Induction Air box, Valves, Doors and Controls - Remove air filter and inspect hinges, doors, seals and attaching parts for wear and security. Check operation.	X			A		
7. Induction Air Filter – Remove and clean. Inspect for damage and service.	X			A		
72 Engine						
1. Fuel line (Stainless steel tube assembly) and support clamp inspection and installation. Refer to Lycoming Service Bulletin 342E or latest revision.		X			1 YR V	
2. Engine – Inspect for evidence of oil and fuel leaks. Wash engine and check for security of accessorises.	X			A		
3. Crankcase, Oil Sump, and Accessory Section - Inspect for cracks and evidence of oil leakage. Check bolts and nuts for looseness and retorque as necessary. Check crankcase breather lines for obstructions, security and general condition.		X		B		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
Engine continue.	50	100	200	HOU	YEA	
4. Hoses, Metal Lines and Fittings: Inspect for signs of oil and fuel leaks. Check for abrasion, chafing, security, proper routing and support and for evidence of deterioration.	X			A		
5. Engine Cylinders, Rocker Box Covers and Push Rod Housings - Check for fin damage, cracks, oil leakage, security of attachment and general condition.		X		B		
6. Engine Metal Lines Hoses, Clamps and Fittings - Check for leaks, condition, and security. Check for proper routing and support.			X	C		
7. Engine Baffles and Seals - Check condition and security of attachment.	X			A		
8. Cylinder compression – Complete a differential compression test. If there is weak cylinder compression, refer to Maintenance Manual Chapter 71, Engine – Troubleshooting for further procedures.		X		B		
73 Fuel System						
1. Engine Driven Fuel pump – Check for evidence of leakage, security of attachment and general condition.		X		B		
2. Fuel Injection System – Check system for security and condition. Clean fuel inlet screen, check and clean fuel injection nozzles and screens (if evidence of contamination is found) and lubricate air throttle shaft.		X		B		
3. Idle and Mixture - Run the airplane engine to determine satisfactory performance. If required, adjust the idle rpm and fuel mixture. Refer to Maintenance Manual Chapter 73, Fuel Injection Systems- Maintenance Practices.		X		B		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
	50	100	200	HOU	YEA	
74 Ignition						
1. Magnetos – Examine the external condition and for correct installation and condition of the electrical leads. Complete a check of engine timing (external timing). Refer to Maintenance Manual Chapter 74, Ignition System- Maintenance Practices.		X		B		
2. Ignition Harness and Insulators - Check for proper routing, deterioration and condition of terminals.		X		B		
3. Spark Plugs - Remove, clean analyze, test, gap and rotate top plugs to bottom and bottom plugs to top.		X		B		
4. Ignition Switch and Electrical Harness – Inspect for damage, condition and security.		X		B		
76 Engine Controls						
1. Engine Control and Linkage – Examine the general condition and freedom of movement through full range. Complete a check for the proper travel, security of attachment, and for evidence of wear. Complete a check of the friction lock and vernier adjustment for proper operation. Complete a check to make sure the throttle, fuel mixture and propeller governor arms operate through their full arc travel. The maximum linear freeplay is 0,050 inch.	X			A		
78 Exhaust System						
1. Exhaust System – Inspect for cracks and security. Special check in area of heat exchanger. Refer to Maintenance Manual Chapter 78, Exhaust System - Maintenance Practices.	X			A		

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
	50	100	200	HOU	YEA	
79 Oil System						
1. Engine Oil – Drain oil sump and oil cooler. Check for metal particles or foreign material in filter, on sump drain plug, and on engine suction screen. Replace filter, and refill with recommended grade aviation oil.	X			L	4 mnd. L	
2. Oil cooler – Check for obstructions, leaks, and security of attachment.	X			A		
80 Starting						
1. Starter and Electrical Connections – Check security and condition of starter, electrical connection and cable.		X		B		
2. Bendix Drive Starter Assembly – Clean and lubricate starter drive assembly.	X			A		
Post inspection.						
1. Replace all fairings, doors, and access hole covers. Ground check engine, alternator charging rate. Oil pressure, tachometer. oil temperatures and pressure gages, and general operation of components.						
Perform The Following Operational Checks.						
1. Brakes: Test toe brakes and parking brake for proper operation.		X				
Service Bulletins/Airworthiness Directives.						
1. Check that all applicable Cessna Service Letters and Service Bulletins are complied with.	X	X	X			
2.Check that all applicable current Airworthiness Directives and Federal Aviation Regulations are complied with.	X	X	X			

HOU = HOURS, YEA = YEARS, Ec = EACH	HOURS			Interval Inspection Letter		SIGN
Service Bulletins/Airworthiness Directives cont.	50	100	200	HOU	YEA	
3. Check that all EASA AD and Norwegian LDP are complied with.	X	X	X			
4.Ensure all Maintenance Record Entries required by the competent authority are completed before returning the airplane to service.	X	X	X			
General						
1. Aircraft conforms to FAA Specification.	X					
2. Current and correct Owner`s Handbook / Pilot`s Operation Handbook is in the airplane.	X					
3. Registration Certificate is in the aircraft and properly displayed.	X					
4. Certificate of Airworthiness Certificate is in the aircraft and properly displayed.	X					
5. Airworthiness Review Certificate is in the aircraft and properly displayed.	X					
6. Noise Certificate is in the aircraft and properly displayed	X					
7. Aircraft Radio Station License is in the aircraft and properly displayed.	X					
8. Aircraft Equipment List, Weight and Balance are in the aircraft and in properly displayed.	X					
9. Valid third part insurance document in the aircraft and properly displayed.	X					

HOU = HOURS, YEA = YEARS, Ec = EACH **Service Bulletins/Airworthiness Directives cont.**	HOURS			Interval Inspection Letter		SIGN
	50	100	200	HOU	YEA	
10. Check that all EASA AD and Norwegian LDP are complied with.	X	X	X			
11. Ensure all Maintenance Record Entries required by the competent authority are completed before returning the airplane to service.	X	X	X			

Spesial Inspections Legends.

A. Every 50 hours.

B. Every 100 hours.

C. Every 200hrs. (incororated in the 100 hrs, inspection).

D. Every 400 hours or 1 year, whichever occurs first.

E. Not used Note.

F. Every 600 hours or 1 year, whichever occurs first.

G. Not used Note.

H. Every 500 hours.

I. Every 1000 hours.

J. Every 2 years.

K. Beginning five years from the date of the manufacture, you must make sure f the seviceability of the components every twelve months. Refer to Airborne Air and fuel Products Sevice Letter Number 39A or latest revision.

L. Every 50 hours or four months, whichever occurs first.

M. Every 1 years, or anytime components are added or removed witch have the pontial to affect the magnetic accuracy and/or variation of the compass calibration, or anytime the sccuracy of the compass is in question.

N. Every 2000 hours.

O. Every 1000 hours or 1 year, whichever occurs first.

P. Every 12 calendair months.

Q. Every 6 years.

Spesial Inspections Legends cont.

R. Every 12 years.

S. Every 1 years.

T. Every 6 years, or every 1000 hours, whichever occurs first.

U. Every 100 hours or every one year, whichever occurs first.

V. Every 100 hours or every annual inspection, every overhaul, and any time fuel lines or clamps serviced, removed or replaced.

W. First 600 hours and as defined by the manufacturer thereafter.

X. Every 1000 hours or 3 yr, whichever occurs first.

Y. Every 10.000 hour Replace

Z. 5087792-401 and 508794-401 Pilot`s, Copilot`s, Left Passenger`s AMSAFE Aviation Inflatable restraint (AAIR) Inflator Assemblies- Remove and replace the pilot`s, left passenger`s inflator assemblies after 10 years from the date of manufacture. The total service life, that is the sum of the storage life and installation life, must not be more than ten years from the date of manufacture. The date of manufacture is found on the gas cylinder. If the cylinder has an expiration date as an alternative to a date of manufacure on it, calculate the date when the inflator assembly must be replaced. Add three years to thr expiration date. This is the date the indlatore assembly must be replaced. (For additional information refer to AMSAFE service letter SL 25-031)

Appendix No 4

Special Inspections

Each 400 Hours Inspection Items. Cessna 172R

HOU = HOURS, YR = YEAR ,SPES = SPECIAL INSPECTION	HOURS	Interval Inspection Letter		SIGN
	400	HOU	YEA	
21 Ventilation				
1. Ventilation System – Inspect clamps. Hoses and valves for condition and security.	X	D	1	
25 Equipment / Furnishings				
1. Upholstery, Headliner, Trim and Carpeting - Check condition and security.	X	D	1	
32 Landing Gear				
1. Brake Lines Wheel Cylinders, Hoses, Clamps, and fittings - Check for leaks, condition, and security and hoses for bulges and deterioration. Check brake lines and hoses for proper routing and support.	X	D	1	

Spesial Inspections Legends.

D. Every 400 hours or 1 year, whichever occurs first.

Each 500 Hours Inspection Items. Cessna 172R

HOU = HOURS, YR = YEAR ,SPES = SPECIAL INSPECTION	HOURS	Interval Inspection Letter		SIGN
	500	HOU	YEA	
74 Ignition				
1. Magnetos – Clean examine, and adjust as necessary. Do the 500 hrs inspection in accordance with the slick 4300/6300 Series Magneto Maintenance and Overhaul Manual.	X	H		

Spesial Inspections Legends.

H. Every 500 hours.

Each 600 Hours Inspection Items. Cessna 172R

HOU = HOURS, YR = YEAR ,SPES = SPECIAL INSPECTION	HOURS	Interval Inspection Letter		SIGN
	600	HOU	YEA	
22 Autopilot				
1. Autopilot Rigging - Refer to Autopilot-Maintenance Practices.	X	F	1	
37 Vacuum System				
1. Do an inspection of the wear indicator ports on the vacuum pump described in the Tempest Service Letter 004.	X	W		

Spesial Inspections Legends.

F. Every 600 hours or 1 year, whichever occurs first.

W. First 600 hours and as defined by the manufacturer thereafter.

Each 1000 Hours Inspection Items. Cessna 172R

HOU = HOURS, YR = YEAR ,SPES = SPECIAL INSPECTION	HOURS	Interval Inspection Letter		SIGN
	1000	HOU	YEA	
22 Autopilot				
1. Autopilot Servo Capstan Assemblies. Check slip-Clutch torque settings. Refer to Autopilot- Maintenance Practices.	X	O	1 YR	
2. Autopilot Servo Actuators - Inspect for evidence of corrosion and or build up of dirt or other particulate matter which may interfere with servo operation. Refer to Autopilot - Maintenance Practices.	X	O	1 YR	
27 Flight Control				
20. Elevator Trim Tab Actuator – Remove, clean, examine and lubricate the actuator. Refer to Chapter 27, Elevator Trim Control - Maintenance Practices.	X		3 YR X	
28 Fuel System				
1. Integral Fuel Bays – Drain the fuel (Refer to Chapter 12, Fuel – Servicing) and purge tanks (Refer to the Single Engine Structure Repair Manual, 1996 and On). Complete an inspection of the tank interior and outlet screens and remove any foreign object debris. Complete an inspection of the tank interior surfaces for sealant decoration and corrosion (especially in the sump areas).	X	I		
2. Fuel Quantity Indication System Check (Airplanes without Garmin G1000) – Examine for damage and correct installation. Complete a Fuel Quantity Calibration and Check. Refer to Chapter 28, Fuel Quantity Indication System – Adjustment/Test.	X		3 YR X	
3. Fuel Quantity Indication System Check (Airplanes with Garmin G1000) – Examine for damage and correct installation. Complete a Fuel Quantity System Check. Refer to Chapter 28, Fuel Quantity Indication System – Adjustment/Test.	X		3 YR X	

Spesial Inspections Legends.

I. Every 1000 hours.

O. Every 1000 hours or 1 year, whichever occurs first.

Each 1 Years/Annual Inspection Items. Cessna 172R

HOU = HOURS, YR = YEAR ,SPES = SPECIAL INSPECTION	YEARS	Interval Inspection Letter		SIGN
	1	HOU	YEA	
11. PLACARDS (ref. To Pilots Operating Handbook)				
1. Interior Placards, Exterior Placards, Decals Markings and identification Plates - Examine for correct installation and legibility. Refer to Chapter 11 Placards and Markings – Inspection/Check.	X		S 1 year	
24 Electrical Power				
1. Standby Battery – Complete the standby battery Capacity Test. Refer to Chapter 24, Standby Battery - Maintenance Practices.	X		S 1 year	
2. Essential and Cross feed Bus Diodes – Complete a check for proper operation. Complete the Eessential and Crossfeed Bus Diode Inspection. Refer to Chapter 24, Essential and Crossfeed Bus Diodes - Maintenance Practices.	X		S 1 year	
25 Equipment / Furnishings				
4. AMSAFE Aviation Inflatable Restraint (AAIR) – Examine the restraint for dirt, frayed edges, unserviceable stitching, loose connections, and other wear. Refer to Chapter 25, Inflatable Restraint System - Maintenance Practices, and do the Inflatable Restraint System Inspection and the Inflatable Restraint System Adjustment/Test.	X		S 1 year	
26 Fire Protection				
2. Cockpit Mounted Halon Type Fire Extinguisers – Weigh bottle. Bottle must be re-serviced by qualified individual if more than 2 ounces is lost.	X		P 12 mnd.	
37- Vacuum				
1.Vacuum Manifold Check Valve - Complete a check for proper operation. (Only airplanes with dual vacuum pumps and Airborne manifolds. Refer to the Airborne Air & Fuel Products Service Letter Number 39A or latest revision, and in accordance with SB02-37-04.) Refer to Chapter 37, Vacuum System - Maintenance Practices for the removal and installation of the check valve			K Every 1 Year	

Each 2 Years Inspection Items. Cessna 172R

HOU = HOURS, YR = YEAR ,SPES = SPECIAL INSPECTION	YEARS	Interval Inspection Letter		SIGN
	2	HOU	YEA	
24 Electrical Power				
1. Alternator Control Unit – Complete the Over- voltage Protection Circuit Test. Refer to Chapter 24 – Alternator Control Unit.	X		J	
34 Navigation				
1. Magnetic Compass – Calibrate	X		M	
2. Pitot and Static System – Test, calibration, leak test.	X		J	

Spesial Inspections Legends.

J. Every 2 years.

M. Every 1 years, or anytime components are added or removed witch have the pontial to affect the magnetic accuracy and/or variation of the compass calibration, or anytime the sccuracy of the compass is in question.

Each 2000 Hours Inspection Items. Cessna 172R

HOU = HOURS, YR = YEAR ,SPES = SPECIAL INSPECTION	HOURS	Interval Inspection Letter		SIGN
	2000	HOU	YEA	
74 Ignition				
1. (N) Inspect and lubricate ACS brand ignition switch. Refer to Chapter 74 Ignition System – Maintenance Practices.	X	N		

Spesial Inspections Legends.

N. Every 2000 hours.

Each 6 Years Inspection Items. Cessna 172R

HOU = HOURS, YR = YEAR ,SPES = SPECIAL INSPECTION	YEARS	Interval Inspection Letter		SIGN
	6	HOU	YEA	
26 Fire Protection				
1. Cockpit Mounted Halon Type Fire Extinguisers - Emty, inspect for damage, and recharge.	X		Q	
37 Vacuum System				
1. Vacum Manifold Check Valve – Complete a check for proper operation. (Only airplanes with dual vacuum pumps and Airborne manifolds. Refer to the Airborne Air & Fuel products Service Letter Number 39A or latest revision, and in accordance with SB02-37-04). Refer to Chapter 37, Vacuum System - Maintenance Practices for the removal and installation of the check valve.	X	1000	T	
7. 1A170E/JHA7660 propellers Installed on Model 172R airplanes Incorporating SB02-61-02 and Model 172S airplanes (for airplanes operated by pilot schools, and airplanes with more than 2000 takeoff cycles each 1000 flight hours)- Complete a liquid penetrant inspection. (Refer to the latest revision of McCauley Service Bulletin 240.)	X	1000	T	

Spesial Inspections Legends.

Q. Every 6 years.

T. Every 6 years, or every 1000 hours, whichever occurs first.

Each 12 Years Inspection Items. Cessna 172R

HOU = HOURS, YR = YEAR ,SPES = SPECIAL INSPECTION	YEARS	Interval Inspection Letter		SIGN
	12	HOU	YEA	
26 Fire Protection				
1. Cockpit Mounted Halon Type Fire Extinguisers - Perform hydrostatic test. The hydrostatic test shall be at twelve-year intervals based on initial servicing or date of last hydrostatic test.	X		R	

Spesial Inspections Legends.

R. Every 12 years.

Appendix No 5

Supplemental Inspection Document

(SID) Inspections

INSPECTION - STRUCTURE

1. Scope

A. This provides the mandatory times and inspection time intervals for components and airplane structures. This section also gives the required details to monitor item using scheduled inspections. This section applies to items such as fatigue components and structures, which are part of the certification procedures. Refer to the description paragraph below for detailed information concerning each of these sections.

NOTE: The time limits and maintenance checks listed in this section are the minimum requirements for airplanes operated under normal conditions. For airplanes operated in areas where adverse operating conditions may be encountered, such as high salt coastal environments, areas of high heat and humidity, areas where industrial or other airborne pollutants are present, extreme cold, unimproved surfaces, etc., the time limits should be modified accordingly.

NOTE: The inspection guidelines contained in this section are not intended to be all-inclusive, for no such charts can replace the good judgment of certified airframe and power plant mechanics in performance of their duties. As the one primarily responsible for the airworthiness of the airplane, the owner or operator should select only qualified personnel to maintain the airplane.

Inspection Requirements

1) Two types of inspection requirements are available based on operating usage and two additional types of inspections are available based on operating environment.

(a) Operating Usage

1 Severe Usage Environment

a If the average flight length is less than 30 minutes, then you must use the SEVERE inspection time limits.

b If the airplane has been engaged in operations at low altitudes such as pipeline patrol, fish or game spotting, aerial applications, police patrol, sightseeing, livestock management, etc. more than 30% of its life you must use the SEVERE inspection time limits.

2 Typical Usage Environment

a If no requirement of the Severe Usage Environment applies, the TYPICAL usage environment applies and should be used.

(b) Operating Environment

1 Severe Corrosion Environment

a If the airplane is operating more than 30% of the time in a zone shown as severe on the corrosion severity maps in located in Chapter 51, Corrosion - Description and Operation, then the SEVERE CORROSION environment time limits apply.

2 Mild or Moderate Corrosion Environment

a If the airplane is not classified as operating in a Severe Corrosion Environment, then the MILD/MODERATE CORROSION environment time limits apply.

(2) After the operating usage and the operating environment are determined, make a logbook entry that states which inspection schedules (TYPICAL or SEVERE operating usage and MILD/MODERATE or SEVERE operating environment) are being used.

LN-PWA is placed in the Severe Usage Environment and the Mild or Moderate Corrosion Environment

Supplemental Inspection Document (SID)

Inspection Operation 26

		HOURS		Years		SIGN
SID Insp. Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
Y 26	Operation 26 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 12 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program, for additional information concerningrepeat Corrosion Program Inspection intervals.			12 Months	12 Months	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 26 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 27

		HOURS		Years		SIGN
SID Insp. Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
Z 27	Operation 27 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 24 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program for additional information concerning repeat Corrosion Program Inspection intervals.			24 Months	24 Months	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 27 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 28

		HOURS		Years		SIGN
SID Insp. Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AA 28	Operation 28 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 36 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program for additional information concerning repeat Corrosion Program Inspection intervals.			36 Months	36 Months	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 28 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 29

		HOURS		Years		SIGN
SID Insp. Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AB 29	Operation 29 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 48 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program for additional information concerning repeat Corrosion Program Inspection intervals.			48 Months	48 Months	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 29 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 30

		HOURS		Years		SIGN
SID Insp. Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AC **30**	Operation 30 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 60 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program for additional information concerning repeat Corrosion Program Inspection intervals.			60 months	60 months	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 30 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 31

		HOURS		Years		SIGN
SID Insp. Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AD 31	Operation 31 gives the Supplemental Inspection Document items that are to be examined after the first 1,000 hours of operation or 3 years, whichever occurs first. The inspection is to be repeated every 1,000 hours of operation or 3 years, whichever occurs first, after the initial inspection has been accomplished.	1000 Hours	1000 Hours	3 Years	3 Years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 31 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 32

		HOURS		Years		SIGN
SID Insp. Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AE 32	Operation 32 gives the Supplemental Inspection Document items that are to be examined after the first 2,000 hours of operation or 5 years, whichever occurs first. The inspection is to be repeated every 2,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished.	2000 hrs.	2000 hrs	5 Years	5 Years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 32 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 33

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AF 33	Operation 33 gives the Supplemental Inspection Document items that are to be examined after the first 3,000 hours of operation or 10 years, whichever occurs first. The inspection is to be repeated every 1,000 hours of operation or 3 years, whichever occurs first, after the initial inspection has been accomplished.	3.000 hours	500 hours	10 Years	5 Years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 33 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 34

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AG 34	Operation 34 gives the Supplemental Inspection Document items that are to be examined after the first 3,000 hours of operation or 5 years, whichever occurs first. The inspection is to be repeated every 1,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished.	3.000 Hours	1.000 Hours	5 Years	5 Years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 34 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 35

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AH 35	Operation 35 gives the Supplemental Inspection Document items that are to be examined after the first 3,000 hours of operation or 5 years, whichever occurs first. The inspection is to be repeated every 3,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished.	3.000 Hours	3.000 Hours	5 Years	5 Years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 35 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 36

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AI 36	Operation 36 gives the Supplemental Inspection Document items that are to be examined after the first 100 hours of operation, then repeat the inspection every 600 hours of operation or 12 months, whichever occurs first.	100 Hours	600 Hours		12 Months	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation36 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 37

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AJ 37	Operation 37 gives the Supplemental Inspection Document items that are to be examined after the first 6.000 hours of operation or 10 years, whichever occurs first. The inspection is to be repeated at every 1.000 Hours. , or 3 years after the initial inspection has been accomplished.	6.000 Hours	1.000 Hours	10 Years	3Years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 37 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 38

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AK 38	Operation 38 gives the Supplemental Inspection Document items that are to be examined after the first 10,000 hours of operation or 20 years, whichever occurs first. The inspection is to be repeated every 3,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished.	10.000 Hours	3.000 Hours	20 Years	5 Years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 38 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 39

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AL 39	Operation 39 gives the Supplemental Inspection Document items that are to be examined after the first 10,000 hours of operation or 20 years, whichever occurs first. The inspection is to be repeated at every engine overhaul, after the initial inspection has been accomplished.	10.000 Hours	Every Engine overhaul	20 Years	Every Engine overhaul	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 39 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 40

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AM 40	Operation 40 gives the Supplemental Inspection Document items that are to be examined after the first 5 years. The inspection is to be repeated every 5 years, after the initial inspection has been accomplished, for airplanes operating in a mild or moderate corrosion environment.			5 Years	5 Years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 40 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 41

		HOURS		Years		SIGN
SID Insp. Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AN 41	Operation 41 gives the Supplemental Inspection Document items that are to be examined after the first 10 years. The inspection is to be repeated every 10 years after the initial inspection has been accomplished, for airplanes operating in a mild or moderate corrosion environment.			10 years	10 years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 41 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 42

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AO 42	Operation 42 gives the Supplemental Inspection Document items that are to be examined after the first 20 years. The inspection is to be repeated every 10 years after the initial inspection has been accomplished, for airplanes operating in a mild or moderate corrosion environment.			20 Years	10 years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 42 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 43

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AP 43	Operation 43 gives the Supplemental Inspection Document items that are to be examined after the first 25 years. The inspection is to be repeated every 10 years after the initial inspection has been accomplished, for airplanes operating in a mild or moderate corrosion environment.			25 years	10 years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 43 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 44

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AQ 44	Operation 44 gives the Supplemental Inspection Document items that are to be examined after the first 3 years. The inspection is to be repeated every 3 years after the initial inspection has been accomplished, for airplanes operating in a severe corrosion environment. (Not in use for LN-PWA. The Aircraft is placed in mild or moderate corrosion environment).			3 years	3 years	[redacted]

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 44 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 45

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AR 45	Operation 45 gives the Supplemental Inspection Document items that are to be examined after the first 5 years. The inspection is to be repeated every 5 years after the initial inspection has been accomplished, for airplanes operating in a severe corrosion environment. (Not in use for LN-PWA. The Aircraft is placed in mild or moderate corrosion environment).			5 Years	5 Years	[redacted]

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 45 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 46

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AS 46	Operation 46 gives the Supplemental Inspection Document items that are to be examined after the first 10 years. The inspection is to be repeated every 5 years after the initial inspection has been accomplished, for airplanes operating in a severe corrosion environment. (Not in use for LN-PWA. The Aircraft is placed in mild or moderate corrosion environment).			10 years	5 years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 46 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 47

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AT 47	Operation 47 gives the Supplemental Inspection Document items that are to be examined after the first 12,000 hours of operation or 20 years, whichever occurs first. The inspection is to be repeated every 2,000 hours of operation or 10 years, whichever occurs first, after the initial inspection has been accomplished, for airplanes operating in a typical usage environment. (Not in use for LN-PWA. The Aircraft is placed in severe usage environment).	12.000 Hours	2.000 Hours	20 years	10 years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 47 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Supplemental Inspection Document (SID)

Inspection Operation 48

		HOURS		Years		SIGN
SID Insp.Letter /operation Number	Inspection Compliance Title	Initial	Repeat	Initial	Repeat	
AU 48	Operation 48 gives the Supplemental Inspection Document items that are to be examined after the first 6,000 hours of operation or 10 years, whichever occurs first. The inspection is to be repeated every 1,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished, for airplanes operating in a severe usage environment	6.000 Hours	1.000 Hours	10 Years	5 Years	

Perform the inspection i.a.w. Cessna Model 172 Maintenance Manual, latest revision. The specified Section.

Copy the work card Inspection Operation 48 and sign. for the compliance of the different tasks.
Those work cards has to be attached to this front side of the tasks and signing of this side certifies the accomplishment of the tasks.

Notes / Comments:

Performed at Aircraft Total Time:

Date:

Signature:

Appendix No 6

Maintenance Schedule- Follow up list

MAINTENANCE SCHEDULE - FOLLOW UP LIST
(Oppfølgingsliste -- Komponenter og Spesielle Ettersyn)

Maintenance Schedule: LN-PWA **Type:** Cessna 172R **S/N:** 17280168

Updated date: **TT:**

					Last Compliance		Next Due	
Component Name/ Description	P/N	S/N	Action Due	Interval	Hours	Date	Hours	Date
Oil Change Insp. Letter L			Change oil	4 Months				
50 Hrs insp. Insp letter A,L			Ref. AMP Section 8 Appendix 3.	50 Hrs.				
100 Hrs. Insp. Insp. Letter A,B,L,U,V			Ref. AMP Section 8 Appendix 3.	100 Hrs.				
200 Hrs. Insp. Insp Letter A,B,C,L,U,V			Ref. AMP Section 8 Appendix 3.	200 Hrs.				
Annual Insp. 1Year, 12 Mnd. Insp. Letter S,P,V			Inspection	1 Year				
ARC			Renew/Extend	1 year				
Each 400 Hours Insp. Insp. letter D			Ref. AMP Section 8 Appendix 4.	1 Year or 400 Hrs.				
Each 500 Hours Insp. Insp. letter H			Ref. AMP Section 8 Appendix 4.	500 Hrs.				
Each 600 Hrs. Insp. Insp. letter F			Ref. AMP Section 8 Appendix 4.	1 year or 600 Hrs.				
Each 600 Hrs. Insp. Insp. letter W	Vacuum pump Wear insp.		Ref. AMP Section 8 Appendix 4.	600 Hrs.				
Each 1000 Hrs. Insp. Insp. letter I			Ref. AMP Section 8 Appendix 4.	1000 Hrs.				
Each 1000 Hrs. Insp. Insp. letter O			Ref. AMP Section 8 Appendix 4.	1 Year or 1000 Hrs.				

MAINTENANCE SCHEDULE - FOLLOW UP LIST
(Oppfølgingsliste -- Komponenter og Spesielle Ettersyn)

Maintenance Schedule: LN-PWA **Type:** Cessna 172R **S/N:** 17280168

Updated date: **TT:**

					Last Compliance		Next Due	
Component Name/ Description	**P/N**	**S/N**	**Action Due**	**Interval**	**Hours**	**Date**	**Hours**	**Date**
Each 100 Hrs. or 1 Year Insp. letter U			Ref. AMP Section 8 Appendix 4.	100 Hours 1 Year				
Each 1000 Hrs. 3 Years Insp. letter X			Ref. AMP Section 8 Appendix 4.	3 Year or 1000 Hrs.				
Each 2 Years Insp. Insp. letter J			Ref. AMP Section 8 Appendix 4.	2 Years				
Each 2 Years Insp. letter M	Compas Calibration		Ref. AMP Section 8 Appendix 4.	2 Years or anytime components are added or removed which have the potential to affect the magnetic accuracy and/or variation of the compass calibration, or anytime the accuracy of the compass is in question.				
Each 2000 Hrs. Insp. Insp. letter N	LN-PWA	17280168	Ref. AMP Section 8 Appendix 4.	2000 Hrs.				
Each 6 Years Insp. Insp. letter Q	LN-PWA	17280168	Ref. AMP Section 8 Appendix 4.	6 Years				
Each 12 Years Insp. Insp. letter R	LN-PWA	17280168	Ref. AMP Section 8 Appendix 4.	12 Years				
Fireextinquiser				1 Year				
First Aid kit				1 Year				
ELT Battery due time			Repl. Battry	7 Years				
Dir Gyro	Garmin 1000			On Condition				
Horizon Gyro	Garmin 1000			On Condition				
Horizon Gyro STB				On Condition				

LN-PWA AMP Appendix 6

MAINTENANCE SCHEDULE - FOLLOW UP LIST
(Oppfølgingsliste -- Komponenter og Spesielle Ettersyn)

Maintenance Schedule: LN-PWA **Type:** Cessna 172R **S/N:** 17280168

Updated date: **TT:**

					Last Compliance		Next Due	
Component Name/ Description	**P/N**	**S/N**	**Action Due**	**Interval**	**Hours**	**Date**	**Hours**	**Date**
Turn and Bank ind.	**Garmin 1000**		Replace	**On Ccondition**				
Radio equipment			**Replace/rep.**	**On Condition**				
Airspeed ind.			**Test**	**2 Years**				
Altimeter			**Test**	**2 Years**				
Vertical Speed ind			**Test**	**O.C.**				
Pitot Static Tetthetsprøve			**Leak test**	**2 Years**				
Magnetic Compass			**Swing**	**2 Years**	**Se insp. Letter M**		----------	---------
RPM ind.			**Test**	**1 Year**				
Engine			**Overhaul**	**2000 Hrs.**				
Electrical Fuel Pump			**Replace**	**10 Years if not overhauled.**				
Fuel Injector			**Overhaul**	**2000 Hrs.**				
Magnet LH			**Overhaul** **Internal Insp**	**2000 Hrs.** **500 Hrs. Control**				
Magnet RH			**Overhaul** **Internal Insp**	**2000 Hrs.** **500 Hrs. Control**				

LN-PWA AMP Appendix 6

MAINTENANCE SCHEDULE - FOLLOW UP LIST
(Oppfølgingsliste -- Komponenter og Spesielle Ettersyn)

Maintenance Schedule: LN-PWA **Type:** Cessna 172R **S/N:** 17280168

Updated date: **TT:**

					Last Compliance		Next Due	
Component Name/ Description	**P/N**	**S/N**	**Action Due**	**Interval**	**Hours**	**Date**	**Hours**	**Date**
Alternator			Overhaul Bruch Insp	2000 Hrs. 500 Hrs. Control				
Vacuum Pump			Replace	500 Hrs. + 100 Hrs. insp				
Vacuum pump drive			Replace	6 Years				
Starter			Replace	At every engine TBO.				
Oil Pressure Switch			Replace	3000 Hrs.				
Propeller			Overhaul	2000 Hrs. 6 Years				
Fuel Hoses			Replace	7 Years				
Engine Compartment Flexible Fluid-Carrying Teflon Hoses Except Drain Hoses			Replace	10 Years				
Restraint System (seat belts)			Replace	10 Years				
Inflatable Restraint System	Amsafe		Replace	7 Years				
Engine Air Filter	P198281		Replace	500 Hrs.				

MAINTENANCE SCHEDULE - FOLLOW UP LIST
(Oppfølgingsliste -- Komponenter og Spesielle Ettersyn)

Maintenance Schedule: LN-PWA **Type:** Cessna 172R **S/N:** 17280168

Updated date: **TT:**

					Last Compliance		Next Due	
Component Name/ Description	**P/N**	**S/N**	**Action Due**	**Interval**	**Hours**	**Date**	**Hours**	**Date**
Engine Air Filter	CA3559		Replace	100 Hrs.				
Trim Tab Actuator	1260074-1		Replace	Replace the trim tab actuators when the free play cannot be kept in limits by the adjustment or replacement of the rod ends, rod end bolts, screw assembly, and the lubrication of the trim tab actuator.				
Mixture and Throttle Cables			Replace	Replace at every engine TBO or any time freeplay is more than 0.05 inch.				
Vaccum System Filter			Replace	600 Hrs.				
Vaccum Regulator Valve Filter			Replace	100 Hrs.				
Vacuum System Hoses			Replace	10 Years				
Pitot and Static System Hoses			Replace	10 Years				
Position Light Assembly			Replace	10000 Hrs.				
Weighting of Aircraft				10 Years				

MAINTENANCE SCHEDULE - FOLLOW UP LIST
(Oppfølgingsliste -- Komponenter og Spesielle Ettersyn)

Maintenance Schedule: LN-PWA **Type:** Cessna 172R **S/N:** 17280168

Updated date: **TT:**

					Last Compliance		Next Due	
Component Name/ Description	**P/N**	**S/N**	**Action Due**	**Interval**	**Hours**	**Date**	**Hours**	**Date**
SID Inspections								
Inspection Operation 26 Insp. Letter Y			**Inspection**	**12 Months**				
Inspection Operation 27 Insp. Letter Z			**Inspection**	**24 Months**				
Inspection Operation 28 Insp. Letter AA			**Inspection**	**36 Months**				
Inspection Operation 29 Insp. Letter AB			**Inspection**	**48 Months**				
Inspection Operation 30 Insp. Letter AC			**Inspection**	**60 Months**				
Inspection Operation 31 Insp. Letter AD			**Inspection**	**1.000 Hours** **3Years**				
Inspection Operation 32 Insp. Letter AE			**Inspection**	**2.000 Hours** **5Years**				
Inspection Operation 33 Insp. Letter AF			**Inspection**	**Initial 3.000 Hours or 10 Years, Repeat 500Hrs** **5 Years**				
Inspection Operation 34 Insp. Letter AG			**Inspection**	**Initial 3.000 Hours or 5 Years, Repeat 1.000Hrs** **5 Years**				

MAINTENANCE SCHEDULE - FOLLOW UP LIST
(Oppfølgingsliste -- Komponenter og Spesielle Ettersyn)

Maintenance Schedule: LN-PWA **Type:** Cessna 172R **S/N:** 17280168

Updated date: **TT:**

					Last Compliance		Next Due	
Component Name/ Description	P/N	S/N	Action Due	Interval	Hours	Date	Hours	Date
Inspection Operation 35 Insp. Letter AH			Inspection	3.000Hrs 5 Years				
Inspection Operation 36 Insp. Letter AI			Inspection	600 Hours 12 Months				
Inspection Operation 37 Insp. Letter AJ			Inspection	Initial 6.000 Hours or 10 Years, Repeat 1.000Hrs 3 Years				
Inspection Operation 38 Insp. Letter AK			Inspection	Initial 10.000 Hours or 20 Years, Repeat 3.000Hrs 5 Years				
Inspection Operation 39 Insp. Letter AL			Inspection	Initial 10.000 Hours or 20 Years, Repeat every engine overhaul				
Inspection Operation 40 Insp. Letter AM			Inspection	5 Years				
Inspection Operation 41 Insp. Letter AN			Inspection	10 Years				
Inspection Operation 42 Insp. Letter AO			Inspection	Initial 20 Years Repeat 10 Years				
Inspection Operation 43 Insp. Letter AP			Inspection	Initial 25 Years Repeat 10 Years				

MAINTENANCE SCHEDULE - FOLLOW UP LIST
(Oppfølgingsliste -- Komponenter og Spesielle Ettersyn)

Maintenance Schedule: LN-PWA **Type:** Cessna 172R **S/N:** 17280168

Updated date: **TT:**

					Last Compliance		Next Due	
Component Name/ Description	**P/N**	**S/N**	**Action Due**	**Interval**	**Hours**	**Date**	**Hours**	**Date**
Inspection Operation 44 Insp. Letter AQ			Inspection	3 Years				
Inspection Operation 45 Insp. Letter AR			Inspection	5 Years				
Inspection Operation 46 Insp. Letter AS			Inspection	Initial 10 Years Repeat 5 Years				
Inspection Operation 47 Insp. Letter AT			Inspection	Initial 12.000 Hours or 20 Years. Repeat 2.000 Hours or 10 Years				
Inspection Operation 48 Insp. Letter AU			Inspection	Initial 6.000 Hours or 10 Years. Repeat 1.000 Hours or 5 Years				

Appendix No 7

Airworthiness Directives Service Bulletins etc.

- Follow up list

(LDP/AD/SB and special inspections)

Appendix 7

AIRWORTHINESS DIRECTIVES, SERVICE BULLETINS etc. – Follow up list. (LDP/AD/ SB and Special Inspections).

For: LN-PWA **Type:** Cessna 172R **S/N:** 17280168 **Updated date:** **TT:**

				Action due	Last Compliance		Next Due		
Component	LDP	AD	SB/SL	Intervall	A/C t.t.	Kal. time	A/C t.t.	Kal. time	Sign.

Appendix No 8

AMP Annual review check list LN-PWA

Appendix No 8

AMP Annual review check list LN-PWA

Date:	Annual review No.:
AMP approval No. or ref.	AMP revision status when reviewed.

Task	AMP	Action	NOT OK	OK
1	Cover page	Check A/C registration, correct type and S/N, approval signature		
2	0.1.1 Content list	Check contents pages and compare to AMP. Check that all Appendixes are listed.		
3	Section 1	Check that revision status in top text is updated on all pages		
4		Check list of effective pages		
5	Section 2 General Requirement page 1	Check: AC type and model data markings		
6		Check Engine type data markings		
7		Check Propeller type data markings		
8		Check owner information and address		
9		Check CAMO information		
10		Check programme basis manual status		
11	Section 3	Check all the references in standards		
12	Section 4	Check Maintenance checks 7 Component and Maintenance Periods list.		
13	Section 5 AMP annual review and revision control	Check the list and previous review Signature and date		
14	Section 6 Maintenance	Check Instruction for Continuing Airworthiness revision status.		
15		Check Engine Operator Manual for revision status		
16		Check propeller Operator Manual for revision status		
17		Check all contracted Maintenance information. Company or Part 66 license holder`s contract information and address.		
18		Pilot-Owner maintenance: Check the list of persons maintaining the aircraft		

Annual review cont.

Task	AMP	Action	NOT OK	OK
19	Section 7	Check the list of task. Check all the intervals. Check all the job cards. Check limited Pilot-owner maintenance task list.		
20	Section 8	Check and update all the Appendixes. Add new pages when needed		
21	Appendix No 1	Approval letter in place		
22	Appendix No 2	Check contract details with maintenance organization		
23	Appendix No 3	Check the list of tasks Check all the intervals Check all the job cards		
24	Appendix No 4	Check the list of tasks. Check all the intervals. Check all the job cards.		
25	Appendix No 5	Check the list of tasks. Check all the intervals. Check all the job cards.		
26	Appendix No 6	Check that new AD/SB s are added to the list		
27	Appendix No 7	Check the list Add new tasks when needed Check next due		
28	Appendix No 8	Check if it is any changes to the component card		
29	Section 8 Appendix No 9	Check if it is any changes to the component card.		
30	Section 8 Appendix No 10	Check that the Maintenance Requisition Form works as required.		
31	Section 8 Appendix No 11	Check if it`s not due.		
32	Section 8 Appendix No 12	Check the list and previous review. Signature and date.		
33	Section 8 Appendix No 13	Check all the personal Pilot-Owner Maintenance Task lists. Add new one when needed. Remove when needed. When personal list becomes obsolete her in the AMP, it should besaved with other maintenance records.		

Annual review cont.

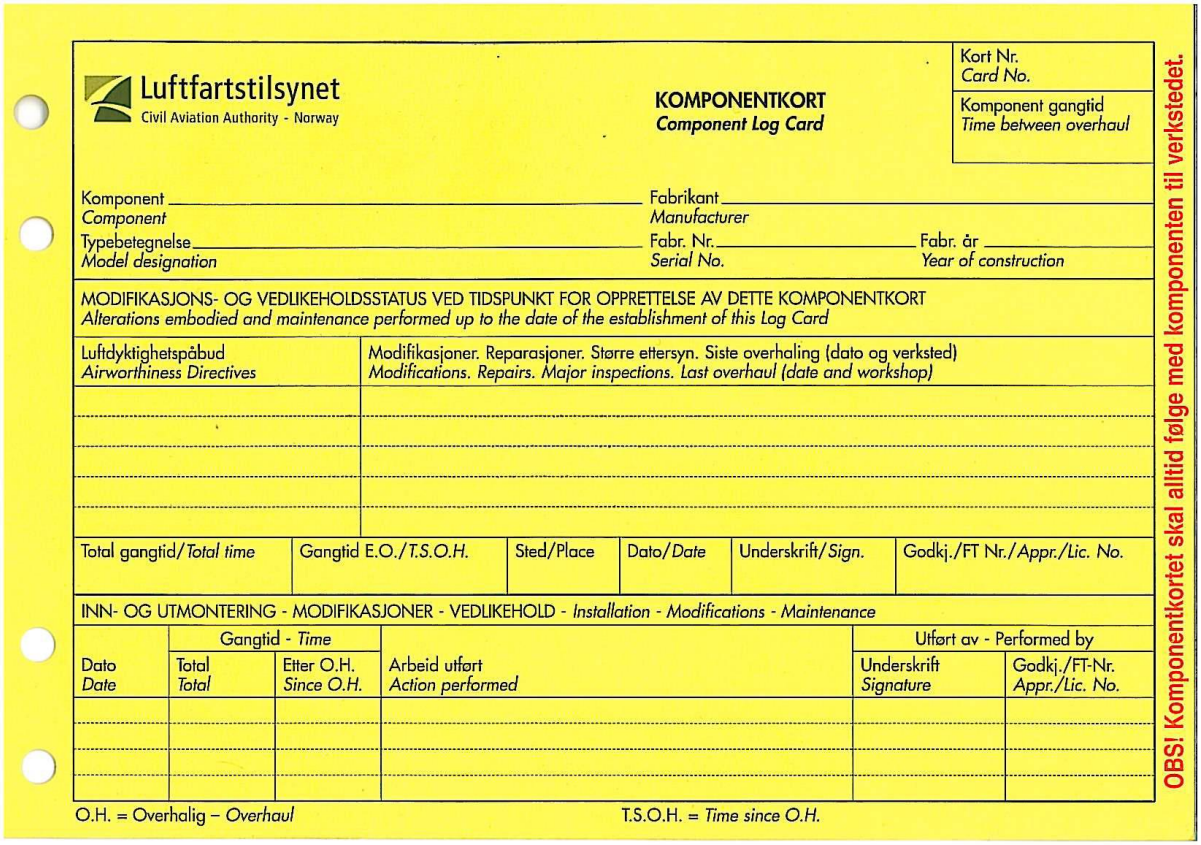
Task	AMP	Action	NOT OK	OK
34	Section 8 Appendix No 14	Check that Limited Pilot-Owner Maintenance CRS information form works as intended.		
35	Section 8 Appendix No 15	Check contract details with the Continuing Airworthiness Organization (CAMO)		
36	Section 8 Appendix No 16	Check for revisions to the Daily Inspection List.		
Notes:				
CAMO:		Date:		
Reviewed by:		Signature:		

Appendix No 9

Component card

Component card:

LN-PWA is using the Norwegian CAA s (luftfartstilsynets) component card (component kort) to take care of the documentation for maintenance on components.



Luftfartstilsynet
Civil Aviation Authority - Norway

KOMPONENTKORT
Component Log Card

Kort Nr. / *Card No.*

Komponent gangtid / *Time between overhaul*

Komponent / *Component* _____ Fabrikant / *Manufacturer* _____

Typebetegnelse / *Model designation* _____ Fabr. Nr. / *Serial No.* _____ Fabr. år / *Year of construction* _____

MODIFIKASJONS- OG VEDLIKEHOLDSSTATUS VED TIDSPUNKT FOR OPPRETTELSE AV DETTE KOMPONENTKORT
Alterations embodied and maintenance performed up to the date of the establishment of this Log Card

Luftdyktighetspåbud / *Airworthiness Directives*	Modifikasjoner. Reparasjoner. Større ettersyn. Siste overhaling (dato og verksted) / *Modifications. Repairs. Major inspections. Last overhaul (date and workshop)*

Total gangtid/*Total time*	Gangtid E.O./*T.S.O.H.*	Sted/Place	Dato/*Date*	Underskrift/*Sign.*	Godkj./FT Nr./*Appr./Lic. No.*

INN- OG UTMONTERING - MODIFIKASJONER - VEDLIKEHOLD - *Installation - Modifications - Maintenance*

Dato / *Date*	Gangtid - *Time*: Total / *Total*	Gangtid - *Time*: Etter O.H. / *Since O.H.*	Arbeid utført / *Action performed*	Utført av - Performed by: Underskrift / *Signature*	Utført av - Performed by: Godkj./FT-Nr. / *Appr./Lic. No.*

O.H. = Overhalig – *Overhaul*

T.S.O.H. = *Time since O.H.*

OBS! Komponentkortet skal alltid følge med komponenten til verkstedet.

Appendix No 10

Work order Form

Work Order / Maintenance Requisition Form

To company:	
Addresse:	

Following maintenance to be performed:

A/C Reg: LN-PWA	S/N: 17280168	Type: Cessna 172R
W/O :	DUE T.T :	DUE DATE :

Following maintenance to be performed:

Item	Type of work

All ordered work must be transferred to the EASA Part 145 organization's work order, with reference to Flyteknisk Notoddden AS Work Order number.
Defects/remarks must be reported i.a.w the Maintenance Contract.
All work to be released (CRS) i.a.w. the EASA Part145 organisation's MOE.
A copy of all maintenance record shall be returned to Flyteknisk Notoddden CAMO, and the original shall be filed i.a.w. the Maintenance Contract.

Additional order information:

Name and signature of person authorizing this order:

Name (print):	Signature:
Date:	

The following to be filled in and the document returned to Flyteknisk Notodden CAMO together with the WO

All Completed and released on WO no:	
Date:	Sign:

Appendix No 11

Weight Report

Tommase og Ballanserapport – veiing av luftfartøy

Nasjonalitets- og registreringsmerke:	LN-PWA										
Fabrikant og typebetegnelser	Serienummer	Fabrikasjonsår									
Cessna 172R	17280168	1997									
Tommasse tyngdepunkt-område	Understell										
	X	Hjul	☐	Ski	☐	Flottører	☐	Amfibium	☐	Skid	
Forrige Tommasse- og balanserapport.											
Dato:		Utført av:		Tommasse		Tyngdepunkt					

Datum / Referanseplan					
Veiepunkter	Avlest kg/lbs	Tara kg/lbs	Netto kg/lbs	Arm cm/inch	Moment kg/lbs
Venstre hovedhjul					
Høyre hovedhjul					
Nese- / halehjul					
Justering					
Justering					
Total					
Referanse og dato for gjeldende vedlagte utstyrsliste			Dato		
Referanse					
Tommasse i kg/lbs		Tyngdepunkt i cm/inch			
Type vekter:		Dato for siste kalibrering			
Årsak til veiing:					
Undertegnede bekrefter herved at veieresultatet og beregning av tommasse og tyngdepunkt er kontrollert og funnet tilfredsstillende.			Utførende godkjent vedlikeholdsinstans:		
Sted / dato			Telefon		
			Sted / dato		
Navn / stilling (Underskrift)			Navn / stilling (Underskrift)		

Appendix No 12

Equipment list

Utstyrsliste – masse og balanse.

Nasjonalitets- og registreringsmerke	**LN- PWA**	
Fabrikant og typebetegnelser	Serienummer	Fabrikasjonsår
Cessna 172R	17280168	1997

Nr.	Beskrivelse	Type	Masse kg/lbs	Arm cm / in
	23 – Communication			
1	Com/Nav I:			
	Com/Nav II:			
	24 – Electrical Power			
1	Alternator:			
2	Battery:			
	25 – Equipment			
1	First Aid kit:			
2	Fireextinquiser :			
3	ELT:			
	31 – Instruments			
1	Horizon Gyro:			
2	Directional Gyro:			
3	Turn Coordinator:			
4	RPM Indicator:			
5	Altimeter I:			
6	Altimeter II:			
7	Air Speed Indicator:			
8	Vertical Speed indicator:			
9	Manifold Press. Ind.:			
10	Fuel flow ind:			

Nr.	Beskrivelse	Type	Masse kg/lbs	Arm cm / in
	LN-PWA forts.			
	32 – Landing Gear			
1	Tricycle: Nose Gear			
	34 – Navigation			
1	Magnetkompass:			
2	Transponder :			
3	DME:			
4	ADF:			
	37 - Vacuum			
1	Vacuum Pump:			
	61 – Propeller and Controls			
1	Propeller :			
	72 – Engine			
1	Engine:			
	73 – Engine Fuel and Controls			
1	Fuel injector:			
2	Elektric fuel pump:			
3	Engine driven fuel pump:			
4	Fuel flow divider:			
	74 – Ignition			
1	Magnet L/H:			
2	Magnet R/H:			
	79 - Oil			
1	Oilcooler:			
	80 – Starting			
1	Starter:			
	Overnevnte komponenter er inkludert i tomvekt			

Date:	Place:	Sign.:

Appendix No 13

Limited Pilot Owner Maintenance Tasks/Pilots

Appendix No 13

Limited Pilot Owner Maintenance Task/Pilots

The list here below specify items that can be expected to be completed by a pilot who holds a current and valid pilot license for the aircraft type involved and who meets the competence and responsibility requirements of Appendix VIII to part-M.

Tasks: AMC M.A.803 Appendix VIII Part A

ATA	Area	TASK	Coments
09	Towing	Tow release unit and tow cable retraction mechanism-Cleaning, lubrication and tow cable replacement (including weak links). Mirror- Installation and replacement of mirrors.	
11	Placards	Placards, Markings – Installation and renewal of placards and markings required by AFM and AMM	
12	Servicing	Lubrication – Those items not requiring a disassembly other than of non-structural items such as cover plates, cowlings and fairings.	
20	Standard Practices	Safety Wiring – Replacement of defective safety wiring or cotter keys, excluding those in engine controls, transmission controls and flight control systems. Simple Non-Structural Standard Fasteners – Replacement and adjustment, excluding the replacement of receptacles and anchor nuts requiring riveting.	
21	Air Conditioning	Replacement of flexible hoses and ducts.	
23	Communication.	Communication devices – Remove and replace self contained, instrument panel mount communication devices with quick disconnect connectors, excluding IFR operations.	
24	Electrical power	Batteries – Replacement and servicing, excluding servicing of Ni-Cd batteries and IFR operations., Wiring – Repairing broken circuits in non critical equipment, excluding ignition system, primary generating system and required communication, navigation system and primary flight instruments Bonding – Replacement of broken bonding cable. Fuses – Replacement with the correct rating.	
25	Equipment	Safety Belts – Replacement of safety belts and harnesses excluding belts fitted with airbag systems. Seats – Replacement of seats or seat parts not involving disassembly of any primary structure or control system. Non-essential instruments and/or equipment – Replacement of self contained, instrument panel mount equipment with quick disconnect connectors. Oxygen system- Replacement of portable oxygen bottles and system in approved mountings, excluding permanent installed bottles and systems, ELT- Removal/reinstallation	

Owners Maintenance cont.

ATA	Area	TASK	Coments
27	Flight Controls	Removal or reinstallation of co-pilot control column and rudder pedals where provision for quick disconnect is made by design.	
28	Fuel System	Fuel Filter elements – Cleaning and/or replacement.	
31		Drainage – Drainage of water drainage traps or filters within the Pitot Static system excluding IFR operations.	
31	Instruments	Instrument Panel – Removal and reinstallation provided this it is a design feature with quick disconnect connectors, excluding IFR operations. Pitot Static System – Simple sense and leak check, excluding IFR operations. Drainage – Drainage of water drainage traps or filters within the Pitot Static system excluding IFR operations. Instruments – Check for legibility of markings and those readings are consistent with ambient conditions.	
32	Landing Gear	Wheels – Removal, replacement and servicing, including replacement of wheel bearings and lubrication. Servicing – Replenishment of hydraulic fluid Yes Shock Absorber – Replacement of elastic cords or rubber dampers. Shock Struts – Replenishment of oil or air. Yes Skis – Changing between wheel and ski landing gear. Landing skids – Replacement of landing skids and skid shoes. Wheel fairings (spats) – Removal and reinstallation. Mechanical brakes – Adjustment of simple cable operated systems. Brake – Replacement of worn brake pads.	
33	Lights	Lights – Replacement of internal and external bulbs, filaments, reflectors and lenses.	
34	Navigation	Software – Updating self contained, instrument panel mount navigational software databases, excluding automatic flight control systems and transponders. Navigation devices – Removal and replacement of self contained, instrument panel mount navigation devices with quick disconnect connectors, excluding automatic flight control systems, transponders, primary flight control system and IFR operations. Self contained data logger – Installation, data restoration.	

Owners Maintenance cont.

ATA	Area	TASK	Coments
51	Structure	Fabric patches – Simple patches extending over not more than one rib and not requiring rib stitching or removal of structural parts or control surfaces. Protective Coating – Applying preservative material or coatings where no disassembly of any primary structure or operating system is involved. Surface finish – Minor restoration where no disassembly of any primary structure or operating system is involved This includes application of signal coatings or thin foils as well as registration markings. Fairings – Simple repairs to non-structural fairings and cover plates which do not change the contour.	
52	Doors and Hatches	Doors – Removal and reinstallation	
53	Fuselage	Upholstery, furnishing – Minor repairs which do not require disassembly of primary structure or operating systems, or interfere with control systems.	
61	Propeller	Spinner – Removal and reinstallation.	
71	Powerplant installation	Cowling – Removal and reinstallation not requiring removal of propeller or disconnection of flight controls. Induction System – Inspection and replacement of induction air filter.	
72	Engine	Chip detectors – Removal, checking and reinstallation provided the chip detector is a selfsealing type and not electrically indicated.	
73	Engine fuel	Strainer or Filter elements – Cleaning and/or replacement. Fuel – Mixing of required oil into fuel.	
74	Ignition	Spark Plugs – Removal, cleaning, adjustment and reinstallation.	
75	Cooling	Coolant – Replenishment of coolant fluid.	
77	Engine Indicating	Engine Indicating – Removal and replacement of self contained, instrument panel mount indicators that have quick-release connectors and do not employ direct reading connections.	
79	Oil System	Strainer or filter elements – Cleaning and/or replacement. Oil – Changing or replenishment of engine oil and gearbox fluid.	

Appendix No 14

Limited Pilot Owner Maintenance

CRS information form

Appendix No 14

Limited Pilot Owner Maintenance CRS information form

Inform the CAMO responsible for the continuing airworthiness of the LN-PWA not later than 30 days after completion of the Pilot-owner maintenance task.

Aircraft: LN-PWA

Nature of work/reason (short description):

Task completed/AMM reference:

AMM or maintenance data used/ref. status:

Logbook entry done: [ ] ok

Pilot:	**Date:**
Ratings:	**Sign:**

CAMO: Flyteknisk Notodden AS

On behalf:	**Sign:**

Continuing Airworthiness Arrangement between Flyteknisk Notodden AS CAMO and Owner/User of Aircraft.

Responsibilites

(M.A. 201 (a)

The owner is responsible for the continuing airworthiness of the aircraft and shall ensure that no flight takes place unless:

1. the aircraft is maintained in an airworthy condition, and;

2. any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable, and;

3. the airworthiness certificate remains valid, and;

4. the maintenance of the aircraft is performed in accordance with the approved maintenance programme as specified in M.A. 302.

The Flyteknisk Notodden AS CAMO, hereafter named FTNC has made the following agreement with Sanderfjord Flyklubb V Rune Valestrand, hereafter named RV, to perform the managing of the continuing airworthiness of the aircraft in accordance with the approved Maintenance Program as outlined in LN-PWA`s Aircraft Maintenance Program Manual (AMP).

The Aircraft included in this Management Contract:

LN-PWA	Type: Cessna 172R Serial number: 17280168 Owner/operator: Sandefjord Flyklubb

1. SCOPE OF WORK

a.. Sandefjord Flyklubb entrust to FTNC the management of the continuing airworthiness the aircraft in accordance to the rules outlined in Part M and the aircrafts approved Aircraft Maintenance Program (AMP).

b. FTNC is responsible to the Authority for the aircraft continuing airworthiness.

c. FTNC is responsible to the N-CAA to develop, maintain / update LN-PWA`s AMP according to requirement / revisions issued by the aircraft Type Certificate Holder, STC holders, the Agency or the competent Authority of the member state where the aircraft is registered.

d. All deferred defects arising from pilot`s reports, from scheduled or unscheduled maintenance will be notified to FTNC by inclusion in the Aircraft Journal Log (reisedagbok).

e. FTN will notify FTNC of any unairworthy condition, resulting in promulgation of a Mandatory Occurrence Report (MOR), being notified to the N-CAA as required by PART 145.A.60.

FTNC Sign: RV Sign:

2. LOCATION OF MAINTENANCE ACTIVITIES

a. All scheduled maintenance has to be performed at a Part-145 Maintenance Organization (MO) or the Part-66 technician, and in their satisfactory locations.

3. SUBCONTRACTING

a. The subcontracting of any maintenance task or part of a task in accordance with the provisions of PART 145.75(b) will only be performed with the concurrence of FTNC.

b. Subcontract arrangements will include rights of access by both FTNC and the Civil Aviation Authority-Norway (N-CAA) to the subcontractor and to any relevant information concerning the subcontractor, including quality monitoring information.

4. APPROVED MAINTENANCE PROGRAMME

a. Maintenance shall be performed in accordance with LN-PWA`s approved Aircraft Maintenance program (AMP)
b. Deviation to the maintenance program will be in accordance with Para 17 of this contract.

5. QUALITY MONITORING

a. The Part 145 MO / the Part-66 technician will permit access by FTNC for the performance of any quality surveillance and audits, and respond with corrective action to any agreed non-conformities which are revealed by monitoring.

6. N- CAA INVOLVEMENT

a. The N-CAA is responsible authority for the monitoring of FTNC. No other authority is involved.

FTNC Sign: RV Sign:

7. APPROVED AIRWORTHINESS DATA

a. Unless otherwise stated, the airworthiness data used by the Part 145 or Part- 66 technician when performing maintenance on the aircraft will be the latest edition/revision/amendment of the aircraft/engine/component manufacturer`s overhaul/maintenance/repair manual/Instructions for continued airworthiness and relevant service information as appropriate.

b. Unless otherwise stated such information will be provided and kept up to date by the performing Part-145 or Part-66 technician.

c. The following airworthiness data is applicable to this contract:

1. The operators Airplane Maintenance Programme.
2. The operators Aircraft Status List.
3. The operators Deferred Defect List.
4. The Manufacturer's Instructions for Continued Airworthiness.
5. The Manufacturer`s Parts Catalog.
6. The Manufactures Service Bulletins.
7. The Engine Operator`s Manual.
8. The Engine Parts Catalog
9. The Propeller Owner`s Manual (if applicable).
10. Airworthiness directives (AD`s)
11. Airworthiness directives (LDP)

8. INCOMING CONDITIONS

a. FTNC shall present the aircraft to Part-145 MO or Part-66 technician for the required maintenance in a timely manner for the periods of prescribed, together with such necessary maintenance records as are in the possession of the Part-145 or Part-66 technician will ensure that all known defects on the aircraft are entered in the Aircraft Journey Log Book.

9. AIRWORTHINESS DIRECTIVES AND SERVICE BULLETIN/MODIFICATION

b. FTNC will obtain all Airworthiness Directives and Service Information relevant to the aircraft, engine and equipment as required by the respective manufacturer.

c. FTNC will assess Directives and Service Information's for applicability and notify the Part-145 MO or Part-66 technician when and how compliance will be achieved. FTNC will consult with the Part-145 MO or Part-66 technician to jointly plan the incorporation of the Directives and Service Information's and any subsequent implementation and repetitive action, if required.

d. FTNC will maintain/update LN-PWA`s schedule of applicable ADs/SBs that are issued as part of the maintenance programme.

10. HOURS AND CYCLES CONTROL

a. FTNC will control aircraft, engine and component hours and cycles, and life limited parts, as required by the approved maintenance program.

11. LIFE LIMITED PARTS

b. FTNC will control aircraft, engine and component life limited parts, as required by the approved maintenance program.

12. SUPPLY OF AIRCRAFT PARTS

c. It is the responsibility of the Part-145 MO, Part-66 technician or the owner to supply all parts and materials required during maintenance. In all cases the Part-145 MO or Part-66 technician will ensure that parts and material are obtained from, and appropriately certified by, approved sources acceptable to the N-CAA.

13. POOLED PARTS

d. Pooled parts with other Operators are not applicable to this contract.

14. SCHEDULED MAINTENANCE

e. FTNC will plan the maintenance checks in cooperation with the Part-145 MO or Part-66 technician.

f. It is the responsibility of FTNC to provide copies of the flight details and defects from the technical log so that the Part-145 MO or Part-66 technician can effectively plan for the work to be carried out when it becomes due.

g. When the Part-145 MO or Part-66 technician determines, for any reason, to defer a maintenance task, it has to be formally agreed by FTNC.

h. Where the incomplete maintenance does affect the airworthiness of the aircraft, the Part-145 MO or Part-66 technician shall not issue the Certificate of Release to Service.

i. It is the Part-145 MO or Part-66 technician responsibility to ensure that all ordered required maintenance has been carried out before flight. If for whatever reason it is not possible to carry out the complete work instructions, the Part-145 MO or Part-66 technician must report to FTNC the deferment of such incomplete work. Such deferment should be specified on the certificate of release to service identifying the authority for such deferment.

15. UNSCHEDULED MAINTENANCE/DEFECT RECTIFICATION

a. When defects are identified during maintenance and the rectification will cause a major repair, such information should be brought to the attention of FTNC being dependent upon the procedural process granted by N-CAA, may determine that some defects can be deferred.

b. All other defects can be rectified by the Part-145 MO or Part-66 technician and duly certified with their approval.

c. The Part-145 MO or Part-66 technician is approved by FTNC to carry out all repairs and defects up to the limit of Euro 1000. Anything in excess of this limit requires the sanction of FTNC and the owner.

16. DEFERRED TAKS/DEFECTS

d. All defects can be assessed and appropriate action taken by the Part-145 MO or Part-66 technician as identified in paragraph 15 above.

e. Where the defect occurs in a line environment the Part-145 MO or Part-66 technician may defer the defect rectification to the limits and scale identified in the approved Kinds of Operating Equipment List (KOEL). If issued.

17. DEVIATION FROM THE MAINTENANCE PROGRAMME

f. Where it becomes necessary to vary the maintenance program requirements for circumstances that could not have been reasonably foreseen, FTNC will be responsible for this issue of the variation.

g. Where the variation is in excess of that allowed to be issued by FTNC, a Part-145 MO can assist FTNC to present a submission to the N-CAA for consideration and approval where appropriate.

18. TEST FLIGHTS AND GROUND RUNS

a. All test flights and test flight crews, will be authorized by FTNC.

b. Where the test flight forms part of the Certificate of Airworthiness and approval renewal process this shall be carried out by Test Pilots approved by the N-CAA for the purpose using the approved Flight Test Schedule.

19. RELEASE TO SERVICE DOCUMENTATION

a. The Part-145 MO or Part-66 technician will issue a Certificate of Release to Service following all scheduled maintenance, and provide a copy for FTNC to be included in the Aircraft Technical Log.

b. This certificate may form part of a Maintenance Statement made to record the maintenance which has been completed, the date/hours/cycles as appropriate of the next required schedule maintenance and any tasks which are required to be carried out during the intervening period.

c. The Part-145 MO or Part-66 technician will ensure that all defect reported by the Flight Crew are rectified and certified in the Aircraft Technical Log, or are deferred in ccordance with the provisions of the Kinds of Operating Equipment list. If issued.

d. When requested and ordered maintenance i.a.w. “Work Order/Maintenance Requisition Form” and any additional maintenance if performed. The Part-145 MO or Part-66 technician must return the signed copy of “Work Order/Maintenance Requisition Form” and all relevant documentations to FTNC within 72 hours after Release to Service.

20. MAINTENANCE RECORDING

a. FTNC will keep all required maintenance records in accordance with the requirements of, and for such periods as are prescribed in Part 145.A.55 and Part M.A.305. Such records will remain the property of the owner and be surrendered to him/her when the aircraft is transferred to another operator / owner or withdrawn from service or upon termination of this contract.

b. Upon termination of this contract FTNC undertakes to render up all the records, documentation and any other information relevant to the continued airworthiness. The Part-145 MO or Part-66 technician also undertakes not to hinder any incoming contractor to rapidly familiarize himself with LN-PWA`s Maintenance Program Requirements.

c. In the event of an incident or accident the records will be held and made available on request to authorized persons from the Air Accident Investigations Branch / Statens Havarikommisjon for Transport (SHT).

21. EXCHANGE OF INFORMATION

a. FTNC as CAMO will be in regular communication with owner / operator. This will include the formal meetings noted in para. 22 below and informal day-to-day communication in pursuit of the continued airworthiness and safe operation of the Aircraft.

b. Information appertaining to the continued airworthiness and safe operation of LN-PWA. FTNC shall be made freely available between both parties.

22. MEETINGS

a. FTNC will seek to ensure that the owner / operator is able to participate, in all Technical, Quality, Work-scope Planning, Contract Reviews and other meetings concerning the airworthiness and safe operation of LN-PWA.

23. ENGINE OUT MAINTENANCE

a. FTNC will arrange for engine overhauls / repairs at an appropriately approved PART 145 maintenance organization.

24. RE-WEIGHING

a. FTNC will arrange for the re-weighting of LN-PWA at the intervals prescribed in the Maintenance Programme, once every ten (10) years.

25. CERTIFICATE OF AIRWORTHINESS RENEWALS

a. FTNC will arrange for the Airworthiness Review Certificate to be renewed at the specified intervals of one (1) year. FTNC is responsible for ensuring that the Certificate remains valid at all times.

b. Upon termination of this contract FTNC undertakes to render up all records, documentation and any other information relevant to the continued airworthiness. FTNC also undertakes not to hinder any incoming contractor to rapidly familiarize himself with LN-PWA`s Maintenance Programme Requirements.

c. In the event of an incident or accident the records will be held and made available in request to authorized persons from the Air Accident Investigation branch /Staten Havarikommisjon for Transport (SHT).

Notodden , den 01.01.2016

Flyteknisk Notodden AS (CAMO) Sandefjord Flyklubb Owner

Øyvind Vassbotten
CAM Rune Valestrand

The signed agreement will be stored in this AMP.

Appendix No 16

Daily Inspection list

Daily Inspection

The Daily inspection/pre-flight check is not a part of the maintenance system for LN-PWA.

Refer to Pilot`s/Owner handbook for Daily/pre-flight inspection.