CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION
MINUTES OF MEETING

Meeting Subject: RMPAOF B300 (SKA 350) AIRCRAFT MAINTENANCE PROGRAMME (AMP) REVIEW	**Meeting No.**	GAM/CAMO/20/007
	Date	22 Jan 2020
	Time	10.00 a.m.
	Venue	Emerald Meeting Room, GAM

Attendees:

No.	Name	Company / Position
1.	Zaty Nadhira binti Mohamed Zuhari	GAM / CAM Manager
2.	Mohd Zainurin Mat Arip	GAM / LAE
3.	Ahmad Syukry Md Ajis	GAM / LAE
4.	Nor Shafina Mohd Din	GAM / LAE
5.	Ahmad Akmal Alif bin Abdul Aziz (Chairman)	GAM / Technical Service
6.	Amirah Fatini binti Zainal	GAM / Technical Service

No	Agenda / Matters Discussed	Actions by	Remarks
1	**Opening Remarks**		
1.1	Greetings and introduction by Chairman.		
1.2	Meeting's purpose: (a) To review comparison of approved AMP by previous operator; Hawker Pacific against B300 Maintenance Manual (MM), latest revision. (b) To go through Aircraft Maintenance Program for King Air prepared by GAM.	ALL	For information.
2	**Comparison of AMP Hawker Pacific and Super King Air B300 MM Latest Revision**		
2.1	(a) Scheduled Phase Inspection – Task in all phase is not up to date to latest revision of B300 MM which is Revision C2 Dated 01/09/2019. Task which is not included in Hawker Pacific's AMP is listed in Appendix A. (b) Airworthiness Limitations – List of life-limited parts reflected on Hawker Pacific's AMP does not include the latest update of Airworthiness Limitations Manual Revision F Dated 03/12/2019. (c) Corrosion Control for Engine is not included in Hawker Pacific AMP's. (d) Task for Daily Inspections is not listed in AMP.	TSE	To be included in AMP produced by GAM.
3	**GAM's Super King Air AMP**		
3.1	**Chapter 9.0** (a) Scheduled phase (Special) – All items with interval – initial shall be removed since aircraft hours already exceeded the initial interval. (b) Engine Scheduled Inspectios FH Interval – 100 FH	TSE	Amend and revise the AMP as per discussion in meeting.

CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION
MINUTES OF MEETING

No	Agenda / Matters Discussed	Actions by	Remarks
	inspections shall be carried out as line maintenance. (c) CCP Engine – To include Performance Recovery wash with interval – weekly. (d) To add annual inspections for horizontal and vertical stabilizers.		
3.2	**Chapter 14.0** (a) List of TCCA / FAA AD's to be included once GAM received aircraft's record.	TSE	Amend and revise the AMP as per discussion in meeting.
4	**Closing remarks**		
4.1	**Conclusion** Current approved AMP is not complied with the latest revision of Maintenance Manual. GAM to submit to CAAM for approval of new AMP once reviewed with operator.	TSE	Prepare and submit final draft of AMP.
4.2	Meeting adjourned at 11.00 a.m.	Nil.	Nil.

Prepared by	Ahmad Akmal Alif bin Abdul Aziz
Signature	
Date	23 Jan 2020

Verified by	Zaty Nadhira Mohamed Zuhari
Signature	
Date	23 Jan 2020

APPENDIX A- COMPARISON BETWEEN HAWKER PACIFIC'S AMP & SUPER KING AIR B300 Maintenance Manual Revision C2 1/09/2019

PHASE 1

Hawker Pacific's AMP	Super King Air MM, Revision C2 Dated Sep 1, 2019
Table 603: Cabin Section	
3. ACCESS DOORS – Inspect for fit and attachment.	DELETED
8. OXYGEN SYSTEM - Test all masks for oxygen flow.	DELETED
11. CABIN CARGO DOOR and CABIN ENTRANCE DOOR a. Inspect the door seal for cuts, abrasions and security of attachment. b. Inspect the cabin door support cables for wear, damage and security.	9. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (FM) a. Inspect the door seal for cuts, abrasions and security of attachment. b. Inspect damper, handrail and handrail cables for damage, broken strands, cracks, scratches, paint blistering, corrosion, condition and security.
Table 604: Rear Fuselage and Empennage	
1. REAR FUSELAGE DRAINS -Inspect rear fuselage drains.	1. REAR FUSELAGE DRAINS – Perform the AFT FUSELAGE MOISTURE DRAINAGE SYSTEM INSPECTION procedure.
2. ELT BATTERY a. Inspect for leakage, corrosion or loose leads. b. Determine remaining useful life.	DELETED
3. NAVIGATION LIGHTS and ANTI-COLLISION UPPER BEACON LIGHT - Inspect for broken or cracked lenses.	2. NAVIGATION LIGHTS and UPPER BEACON LIGHT - Inspect for broken or cracked lenses.
4. ACCESS DOORS - Inspect for fit and security of attachment.	DELETED
6. DEICER BOOTS - Inspect for deterioration, 30 damage and attachment.	4. DEICER BOOTS - Perform the SMR DEICER BOOT INSPECTION procedure.
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	5. RUDDER and TRIM TAB DRAIN HOLES - Perform the RUDDER TRIM MOISTURE DRAIN INSPECTION procedure.
8. STATIC WICKS a. Inspect for damage, corrosion or loose leads. b. Determine remaining useful life.	DELETED
17. AUTOPILOT SERVO AND CABLE (FL-381, FL-383 and After; FM-12 and After) – Inspect the aileron servo and mount for security. Inspect mount capstan for cable wear, contamination and excessive cable spool-off angle. Inspect cables for wear and damage. Make sure that cable tensions are within limits specified in the maintenance manual.	13. AUTOPILOT SERVOS and CABLES (FL-381, FL-383 and After; FM-12 and After) - Inspect the rudder, elevator and elevator trim servos and mounts for security. Inspect mount capstans for cable wear, contamination and excessive cable spool-off angle. Inspect cables for wear and damage. Verify cable tensions are within limits specified in the basic maintenance manual (Proline 21 Airplanes only).
Table 605: Wing	
4. FUEL TANKS and VENTS a. Inspect exterior openings of vents for obstructions. b. Inspect fuel filler cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion. c. Inspect the exterior of the wing for leaks. d. NACELLE FUEL CELL - Remove nacelle skin access panel, inspect for corrosion, cracks, wear, attachment, and general condition on all components.	4. FUEL TANKS and VENTS a. Inspect exterior openings of vents for obstructions. b. Inspect fuel filler cap and antisiphon valve for damage and attachment. Inspect the visible fuel cap packing for flexibility, splits, cracks, or distortion. c. Inspect the exterior of the wing for leaks. d. MOVED TO NO. 5
MOVED FROM NO. 4	5. NACELLE FUEL CELL - Remove nacelle skin access panel, inspect for corrosion, cracks, wear, attachment, and general condition on all components.

APPENDIX A- COMPARISON BETWEEN HAWKER PACIFIC'S AMP & SUPER KING AIR B300 Maintenance Manual Revision C2 1/09/2019

Hawker Pacific's AMP	Super King Air MM, Revision C2 Dated Sep 1, 2019
8. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	DELETED
9. STATIC WICKS a. Inspect for damage and security of attachment. b. Check the static wick for proper bonding to the airplane	DELETED
11. AILERON and OUTBOARD FLAP – Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	10. AILERON and INBOARD/OUTBOARD FLAP - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.
17. BATTERY a. Service battery as required b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions. (FL-1 thru FL-214; FM-1 thru FM-9). c. Remove battery and inspect the battery box and cables for deterioration or obstructions. (FL-215 thru FL-317, FL-319 and After; FM-10 and After).	18. BATTERY – Service battery as required and inspect the battery box and cables for deterioration or obstructions.
20. LEADING EDGE and NACELLE FUEL PLUMBING - Inspect fuel plumbing for leaks, damage and security of attachment.	DELETED
21. CENTER SECTION - Inspect Aux Fuel Cell inboard probe and oval panel for security, leaks, corrosion and general condition. Removal of the probe and cover required. Defuel the effected tank as required to remove the probe. a. While fuel cell area is open, inspect fuel cell for condition, cleanliness and security. Inspect internal plumbing for security of attachment and general condition.	19. CENTER SECTION - Inspect Aux Fuel Cell inboard probe and oval panel for security, leaks, corrosion and general condition.
Table 608: Operational Inspection	
2. ELECTRICAL SYSTEM - Perform the DUAL-BUS-FEEDER DIODES PERIODIC INSPECTION procedure.	DELETED
3. FUEL TANK VENTS (Left Side and Right Side) - Check the operation of the heated vents. They should be warm to the touch.	2. FUEL TANK VENTS - Check the operation of the heated vents. They should be warm to the touch.

PHASE 2

All tasks are not up to date with the latest revision of Super King Air MM, Revision C2 Dated Sep 2, 2019.

APPENDIX A- COMPARISON BETWEEN HAWKER PACIFIC'S AMP & SUPER KING AIR B300 Maintenance Manual Revision C2 1/09/2019

PHASE 3

Hawker Pacific's AMP	Super King Air MM, Revision C2 Dated Sep 2, 2019
Table 602: Flight Compartment	
ADDED	1. RETURN AIR INLET FILTERS (FL-1 thru FL-492; FL-494 thru FL-499; FM-1 thru FM-13; FN-1 only) - Inspect filters in return air inlet of the forward vent blower.
8. RUDDER PEDALS a. Inspect the rudder pedals for wear, damage, cracks, corrosion, clearance and attachment. b. Inspect the rudder pedal arm. c. Inspect nose landing gear aft steering link rod end (Mechanical Steering Installed). d. Inspect the pilot's and copilot's rudder pedal bellcrank support attach bolts for security.	9. RUDDER PEDALS a. Perform the RUDDER PEDAL ARM INSPECTION procedure. b. Inspect nose landing gear aft steering link rod end (Mechanical Steering Installed). c. Inspect the pilot's and copilot's rudder pedal bellcrank support attach bolts for security.
14. PEDESTAL a. Inspect pedestal components and plumbing for damage, attachment and chafing and hoses for hardness or cracks. b. Engine Control Levers (ALL) 1) Inspect the forward and aft edges of the levers to ensure that the wear does not exceed 0.25 inch into the material. 2) Inspect the condition control catch (condition lever low idle detent) for wear by checking for positive engagement with the condition levers. If positive engagement with the condition levers does not exist, replace the condition control catch.	15. PEDESTAL – Inspect pedestal components and plumbing for damage, attachment and chafing and hoses for hardness or cracks.
ADDED	16. Engine Control Levers (ALL 1. Inspect the forward and aft edges of the levers to ensure that the wear does not exceed 0.25 inch into the material 2. Perform the CONDITION CONTROL CATCH GATE INSPECTION procedure.
17. ACCESS DOORS - Inspect for fit and attachment.	DELETED
18. WINDSHIELDS - Inspect heated windshield antistatic coating and tab bonding.	DELETED
20. ALTERNATE AIR VALVE - Set the PILOT'S STATIC AIR SOURCE switch to ALTERNATE for 5 to 10 seconds. Return select switch to NORM.	DELETED
Table 603: Cabin Section	
2. ANTI-COLLISION LOWER BEACON LIGHT - Inspect for cracked or broken lenses.	2. ROTATING BEACON LIGHT – Inspect for cracked or broken lenses.
3. ACCESS DOORS - Inspect for fit and attachment.	DELETED
5. OUTFLOW and SAFETY VALVES a. Drain outflow valve control line (two locations). b. Inspect plumbing and components for attachment. c. Inspect and clean safety valve screen.	4. OUTFLOW and SAFETY VALVES a. Drain outflow valve control line (two locations). b. Inspect plumbing and components for attachment. c. Inspect and clean safety valve screen. d. Inspect poppet and seat of both valves.

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Hawker Pacific's AMP	Super King Air MM, Revision C2 Dated Sep 2, 2019
d. Inspect poppet and seat of both valves. e. Perform functional test of outflow and safety valves.	e. Perform functional test of outflow and safety valves. f. Perform the CABIN ALTITUDE CONTROLLERS FUNCTIONAL TEST procedure.
6. AFT EVAPORATOR FILTER - Inspect aft evaporator filter.	5. AFT EVAPORATOR FILTER (FL-1 thru FL-492; FL-494 thru FL-499; FM-1 thru FM-13; FN-1 only) - Inspect aft evaporator filter.
12. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (FM-1 and After) a. Inspect door seals for cuts, abrasions, deterioration and security of attachment. b. Inspect damper, handrail and handrail cables for damage, broken strands, cracks, scratches, paint blistering, corrosion, condition and security. c. Remove the interior door handle and inspect the square shaft for damage and corrosion. d. Remove upholstery panels and inspect latching mechanism and cables for clearances, damage, broken strands, cracks, corrosion, condition and security of attachment. e. Measure latching mechanism cable tension. f. Move inside and outside door handles and check operation. g. Use the outside door handle and measure the torque to operate the latching mechanism while opening the door.	11. CABIN CARGO DOOR and CABIN ENTRANCE DOOR (FM-1 and After) a. Inspect door seals for cuts, abrasions, deterioration and security of attachment b. Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area c. Inspect damper, handrail and handrail cables for damage, broken strands, cracks, scratches, paint blistering, corrosion, condition and security. d. Remove the interior door handle and inspect the square shaft for damage and corrosion. e. Remove upholstery panels and inspect latching mechanism and cables for clearances, damage, broken strands, cracks, corrosion, condition and security of attachment. f. Measure latching mechanism cable tension g. Move inside and outside door handles and check operation. h. Use the outside door handle and measure the torque to operate the latching mechanism while opening the door.
22. WINDOW DEFOG SYSTEM - Inspect associated plumbing for kinks, security and general condition. Inspect the three inline filters (if installed) for moisture, contamination and proper installation (recommend replacement to coincide with Chapter 05-11-00, 201 requirements).	21. WINDOW DEFOG SYSTEM - Inspect associated plumbing for kinks, security and general condition. Inspect the three inline filters (if installed) for moisture, contamination and proper installation.
Table 604: Rear Fuselage and Empennage	
1. REAR FUSELAGE DRAINS - Inspect rear fuselage drains.	1. REAR FUSELAGE DRAINS – Perform the AFT FUSELAGE MOISTURE DRAINAGE SYSTEM INSPECTION procedure.
2. ELT BATTERY a. Inspect for leakage, corrosion or loose leads. b. Determine remaining useful life.	DELETED
3. NAVIGATION LIGHTS and ANTI-COLLISION UPPER BEACON LIGHT - Inspect for broken or cracked lenses.	2. NAVIGATION LIGHTS and UPPER BEACON LIGHT - Inspect for broken or cracked lenses.
4. ACCESS DOORS - Inspect for fit and security of attachment.	DELETED
7. RUDDER and TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.	5. RUDDER and TRIM TAB DRAIN HOLES - Perform the RUDDER TRIM MOISTURE DRAIN INSPECTION procedure.
Table 605: Wing	
1. STATIC WICKS	DELETED

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Hawker Pacific's AMP	Super King Air MM, Revision C2 Dated Sep 2, 2019
a. Inspect for damage and security of attachment. b. Check the static wick for proper bonding to the airplane.	
9. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	DELETED
14. BATTERY - Service battery as required.	12. BATTERY – Service battery as required and inspect the battery box and cables for deterioration or obstructions.
Table 608: Operational Inspection	
2. ELECTRICAL SYSTEM - Perform the DUAL-BUS-FEEDER DIODES PERIODIC INSPECTION procedure.	DELETED
Table 609: Pre/Post Inspection Items	
5. ADDITIONAL INSPECTION REQUIREMENTS - Make sure Chapter 05, Special Inspection,and Airworthiness Limitations Manual (PIN 130-590031-211) requirements are complied with at the appropriate intervals.	5. ADDITIONAL INSPECTION REQUIREMENTS - Make sure Super King Air Model B300 and B300C Airworthiness Limitations Manual (P/N 130-590031-211) and 05-21-05, 601, Special Inspections requirements are complied with at the appropriate intervals.

APPENDIX A- COMPARISON BETWEEN HAWKER PACIFIC'S AMP & SUPER KING AIR B300 Maintenance Manual Revision C2 1/09/2019

PHASE 4

Hawker Pacific's AMP	Super King Air MM, Revision C2 Dated Sep 2, 2019
Table 601: Nose and Avionics Bay	
4. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	4. VACUUM REGULATOR VALVE FILTER – Clean or replace vacuum regulator valve filter.
9. NOSE LANDING GEAR AREA - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	DELETED
11. LANDING and TAXI LIGHTS a. Inspect for broken lenses or bulbs. b. Confirm correct focus of landing and taxi lights	10. LANDING LIGHTS - Perform the FOCUSING THE LANDING LIGHTS ADJUSTMENT procedure.
Table 602: Flight Compartment	
11. LANDING and TAXI LIGHTS a. Inspect for broken lenses or bulbs. b. Confirm correct focus of landing and taxi lights	DELETED
2. RETURN AIR INLET FILTERS - Inspect filters in return air inlet of the forward vent blower.	1. RETURN AIR INLET FILTERS (FL-1 thru FL-492; FL-494 thru FL-499; FM-1 thru FM-13; FN-1 only) - Inspect filters in return air inlet of the forward vent blower.
Table 603: Cabin Section	
4. ACCESS DOORS - Inspect for fit and attachment.	DELETED
Table 604: Rear Fuselage and Empennage	
2. ELT BATTERY a. Inspect for leakage, corrosion or loose leads. b. Determine remaining useful life.	DELETED
3. NAVIGATION LIGHTS and ANTI-COLLISION UPPER BEACON LIGHT - Inspect for broken or cracked lenses.	2. NAVIGATION LIGHTS and UPPER BEACON LIGHT- Inspect for broken or cracked lenses.
4. ACCESS DOORS - Inspect for fit and security of attachment.	DELETED
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.	DELETED
8. STATIC WICKS a. Inspect for damage and security of attachment. b. Inspect for proper bonding to the airplane.	DELETED
9. EMPENNAGE and CONTROL SURFACES a. Check elevator trim tab free play. b. Check rudder trim tab free play.	DELETED
17. PLUMBING - Inspect plumbing for security of attachment.	13. PLUMBING - Inspect plumbing for security of attachment
Table 605: Wing	
9. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	DELETED
10. STATIC WICKS - Inspect for damage and security of attachment.	DELETED
12. LANDING GEAR POWER PACK and MOTOR a. Inspect the hydraulic power pack fill reservoir screen. b. Inspect the landing gear emergency extension hand pump suction line filter. c. Inspect the landing gear hydraulic system bleed air pressure overboard relief orifice screen for blockage.	9. LANDING GEAR POWER PACK and MOTOR a. Inspect the landing gear hydraulic system bleed air pressure overboard relief orifice screen for blockage. b. Inspect the hydraulic power pack gear-up and gear-down port screens. Cycle the gear for leak check after opening system.

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Hawker Pacific's AMP	Super King Air MM, Revision C2 Dated Sep 2, 2019
d. Inspect the hydraulic power pack gear-up and gear-down port screens. Cycle the gear for leak check after opening system. e. Inspect all plumbing attach points for leaks and security of attachment.	c. Inspect all plumbing attach points for leaks and security of attachment.
13. BATTERY a. Service battery as required. b. Remove battery and inspect the battery box and cables for deterioration or obstructions.	10. BATTERY – Service battery as required and inspect the battery box and cables for deterioration or obstructions.
Table 606: Landing Gear Area	
8. ALL COMPONENTS - Inspect all components and attaching hardware for wear, damage and surface corrosion.	DELETED
ADDED	8. NOSE LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.
9. STRUT - Check strut for leakage and correct extension.	DELETED
ADDED	17. BUMPER BLOCK - Inspect for presence and security of the main lower spar cap bumper block. Check for gaps in the adhesive bond line. NOTE: This is only applicable to extended range and heavy weight airplanes.
Table 607: Engine and Cowling Area	
14. MAGNETIC CHIP DETECTOR a. Remove and visually inspect plug for metal particles and damage. b. Check light in annunciator panel for proper operation.	14. MAGNETIC CHIP DETECTOR - Perform the CHIP DETECTOR INSPECTION procedure.
15. FUEL PURGE SYSTEM a. Remove fuel purge system air tank and inspect. Clean as required. b. Remove fuel purge tank tilter and inspect for corrosion. Clean as required. c. Remove fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required. d. Perform FUEL PURGE SYSTEM FLOW DIVIDER/PURGE VALVE LEAKAGE TEST.	17. FUEL PURGE SYSTEM a. Perform the FUEL PURGE TANK REMOVAL and FUEL PURGE TANK CLEANING procedures. b. Perform the FUEL PURGE SYSTEM AIR FILTER procedure. c. Perform the FUEL PURGE SYSTEM CHECK VALVE procedure. d. Perform the FUEL PURGE SYSTEM FLOW DIVIDER/PURGE VALVE LEAKAGE TEST.
Table 609: Operational Inspection	
2. ELECTRICAL SYSTEM - Perform the DUAL-BUS-FEEDER DIODES PERIODIC INSPECTION procedure.	DELETED
3. FUEL TANK VENTS (Left Side and Right Side) - Check the operation of the heated vents. They should be warm to the touch.	2. FUEL TANK VENTS - Check the operation of the heated vents. They should be warm to the touch.

APPENDIX A- COMPARISON BETWEEN HAWKER PACIFIC'S AMP & SUPER KING AIR B300 Maintenance Manual Revision C2 1/09/2019

COMPARISON BETWEEN HAWKER PACIFIC'S AMP & SUPER KING AIR B300 Airworthiness Limitations Manual, Revision F Dated Dec 3, 2019.

A. Fuselage and Associated Structure

COMPONENT	LIFE AND INSPECTION LIMITATIONS
Fuselage and Associated Structure (The fuselage and associated structure covers the fuselage in its entirety and the associated attachment hardware to the wing and vertical stabilizer)	The life of the cabin fuselage structure (pressure vessel) is not limited, however, the inspections defined in the listed maintenance manuals and the replacement items listed below are required for continued airworthiness. Super King Air Model B300/B300C Maintenance Manual, P/N 130-590031-11, or subsequent. • Chapter 5 • Chapter 53 Super King Air Model B300/B300C Fusion Maintenance Manual, P/N 434-590169-0009, or subsequent. • Chapter 5 • Chapter 53

B. Wings

COMPONENT	LIFE AND INSPECTION LIMITATIONS
2. Wing Center Section (FL-126 and after; FM-9 and after; and prior airplanes with Kit No. 101-1200 installed).	The life is not limited providing the inspection programs defined in the listed maintenance manuals and the replacement schedule for the items listed below are adhered to for continued airworthiness. King Air Series Structural Inspection and Repair Manual, P/N 98-39006B, or subsequent. • Chapter 57-18-02 Super King Air Model B300/B300C Maintenance Manual, P/N 130-590031-11, or subsequent. • Chapter 5 • Chapter 57 Super King Air Model B300/B300C Fusion Maintenance Manual, P/N 434-590169-0009, or subsequent. • Chapter 5 • Chapter 57
3. Outboard Wing Structure FL-1 thru FL-125; FM-1 thru FM-8	23,750 hours unless Spar Cap is replaced with P/N 101-110085-1 and -2. Refer to item 4.
4. Outboard Wing Structure FL-126 and after; FM-9 and after; and prior airplanes with new Spar Cap P/N 101-110085-1 and -2 installed.	The life is not limited providing the inspection programs defined in the listed maintenance manuals and the replacement schedule for the items listed below are adhered to for continued airworthiness. King Air Series Structural Inspection and Repair Manual, P/N 98-39006B, or subsequent. • Chapter 57-18-02

APPENDIX A- COMPARISON BETWEEN HAWKER PACIFIC'S AMP & SUPER KING AIR B300 Maintenance Manual Revision C2 1/09/2019

COMPONENT	LIFE AND INSPECTION LIMITATIONS
	Super King Air Model B300/B300C Maintenance Manual, P/N 130-590031-11, or subsequent. • Chapter 5 • Chapter 57 Super King Air Model B300/B300C Fusion Maintenance Manual, P/N 434-590169-0009, or subsequent. • Chapter 5 • Chapter 57

5. Miscellaneous Limitations

COMPONENT	LIFE AND INSPECTION LIMITATIONS
Engine Fire Extinguisher Bottle	Hydrostatically test bottle every 5 years or replace with a new bottle. Refer to 49 CFR Chapter 1, Section 180.209. NOTE: The task tolerances provided in the NOTE above do not apply to this task.
Oxygen Cylinder(Standard Weight) DOT 3AA 1800 49CFR 180.209	Hydrostatically test every 5 years (DOT Regulation). Service life unlimited. NOTE: The task tolerances provided in the NOTE above do not apply to this task.
Oxygen Cylinder (Lightweight) DOT 3HT 1850 49CFR 180.209	Hydrostatically test every 3 years (DOT Regulation). Replace after 24 years or 4,380 refills. NOTE: The task tolerances provided in the NOTE above do not apply to this task.

END OF PAGE

POLIS DIRAJA MALAYSIA

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	BEECHCRAFT KING AIR 300 SERIES		
PAGE TITLE:	TITTLE PAGE			**REFERENCE:**	RMPAOF/CAMO/AMP/B300	**ISSUE:** 1	**REVISION:** 0
CHAPTER:	0.0	**PAGE:**	Page 1 of 1	**DATE:**	22 JANUARY 2020		

AIRCRAFT MAINTENANCE PROGRAMME

BEECHCRAFT KING AIR 300 SERIES

FITTED WITH

PRATT & WHITNEY CANADA PT6A-60A ENGINE

AND

HARTZELL HC-B4MP-3B PROPELLER

DOC. REFERENCE: RMPAOF/CAMO/AMP/B300

ISSUE: 1 **REVISION:** 0 **DATED:** 22 JANUARY 2020

MASTER – ROYAL MALAYSIA POLICE AIR OPERATIONS FORCE

GALAXY AEROSPACE (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	BEECHCRAFT KING AIR 300 SERIES			
PAGE TITLE:	DISTRIBUTION LIST			**REFERENCE:**	RMPAOF/CAMO/AMP/B300	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	1.0	**PAGE:**	1 of 1	**DATE:**	22 JANUARY 2020			

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5	GALAXY AEROSPACE (M) SDN. BHD. (Contracted Quality Assurance Manager)	GAM QAM OFFICE	4

GALAXY AEROSPACE (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	BEECHCRAFT KING AIR 300 SERIES				
PAGE TITLE:	MAINTENANCE PROGRAMME STATEMENT			**REFERENCE:**	RMPAOF/CAMO/AMP/B300	**ISSUE:**	1	**REVISION:**	0
CHAPTER:	2.0	**PAGE:**	1 of 1	**DATE:**	22 JANUARY 2020				

AIRCRAFT MAINTENANCE PROGRAMME STATEMENT

THIS MAINTENANCE PROGRAMME IS OWNED BY THE GALAXY AEROSPACE (M) SDN BHD and the continuing compliance of this document to the applicable stated references are the responsibility of Galaxy Aerospace (M) Sdn Bhd (GAM) through its Continuing Airworthiness Management Organisation (CAMO).

Preparation of this **SUPER KING AIR B300 MAINTENANCE MANUAL** ref. **RMPAOF/CAMO/AMP/B300 Issue 1 Rev 0** is based on requirements by the Civil Aviation Authority of Malaysia (CAAM) as required by Malaysian Civil Aviation Regulations (MCAR) 2016 Regulation 27 and detailed in Airworthiness Notices AN6101 (M.302) with the recommendations of the aircraft, engine and equipment manufacturers and their recommendations are evaluated along with operator experience and where appropriate incorporated into the maintenance programme.

Furthermore, subsequent recommendations through their maintenance manual revisions or other publications are to be reviewed and if appropriate, incorporated by amendment procedures into this maintenance programme.

Applicable CAA Malaysia ANs and state of design ADs which may not be incorporated in this maintenance programme are mandatory. Other airworthiness information, promulgated in Service Bulletins, Information Letters etc, issued by the manufacturers from time to time will be evaluated and complied with as required without being incorporated.

Prepared by	Reviewed by	Checked by
Sign :_____	Sign : _____	Sign : _____
Name : _____	Name : _____	Name : _____
Date : _____	Date : _____	Date : _____

GALAXY AEROSPACE (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	BEECHCRAFT KING AIR 300 SERIES			
PAGE TITLE:	LIST OF EFFECTIVE PAGES			**REFERENCE:**	RMPAOF/CAMO/AMP/B300	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	3.0	**PAGE:**	1 of 1	**DATE:**	22 JANUARY 2020			

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Chapter 1.0	1	0	22 JANUARY 2020
Chapter 2.0	1	0	22 JANUARY 2020
Chapter 3.0	1	0	22 JANUARY 2020
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Chapter 13.0	1	0	22 JANUARY 2020
Chapter 14.0	1	0	22 JANUARY 2020
Chapter 15.0	1	0	22 JANUARY 2020

Checked by

Sign : _____

Name : _____

Date : _____

Approved by

Sign : _____

Name : _____

Date : _____

GALAXY AEROSPACE (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	BEECHCRAFT KING AIR 300 SERIES			
PAGE TITLE:	RECORD OF AMENDMENTS			**REFERENCE:**	RMPAOF/CAMO/AMP/B300	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	4.0	**PAGE:**	1 of 1	**DATE:**	22 JANUARY 2020			

RECORD OF AMENDMENTS

'A' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

'B' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

'C' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

GALAXY AEROSPACE (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	BEECHCRAFT KING AIR 300 SERIES			
PAGE TITLE:	RECORD OF TEMPORARY REVISION			**REFERENCE:**	RMPAOF/CAMO/AMP/B300	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	4.1	**PAGE:**	1 of 1	**DATE:**	22 JANUARY 2020			

RECORD OF TEMPORARY REVISION

TR NO	CHAPTER AND PAGE NO	ISSUE DATE	INSERTED		REMOVED	
			DATE	NAME	DATE	NAME

GALAXY AEROSPACE (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	BEECHCRAFT KING AIR 300 SERIES			
PAGE TITLE:	TABLE OF CONTENTS			**REFERENCE:**	RMPAOF/CAMO/AMP/B300	**ISSUE:**	1	**REVISION:** 0
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PREFACE

This Maintenance Programme is a “MASTER” document that sets out the inspection work necessary and “not to exceed” period at which the work is to be completed, thus forming an agreement between the operator and Civil Aviation Authority of Malaysia, as to the minimum standard of maintenance necessary to ensure that the aircraft operates in an airworthy condition.

Notwithstanding the above, all applicable Airworthiness Directives issued by the CAAM or State of Design (EASA, FAA, CAA, etc.) and CAAM Airworthiness Notices (ANs) are mandatory additional maintenance requirements. Manufacturers’ Service Bulletins, Service Letters or Service Instructions are to be evaluated in accordance with company procedures outlined in the Continuing Airworthiness Management Exposition (CAME) of the contracted Continuing Airworthiness Management Organization (CAMO) and complied with as required.

Nothing in this Maintenance Programme is to be construed as absolving any Licensed Aircraft Maintenance Engineer from ensuring that the aircraft is, at all times, and maintained in an airworthy condition.

Where reference is quoted against a statement in this Maintenance Programme, it refers to the respective Manufacturer’s Maintenance Manual, e.g.:

Airframe: **Super King Air B300 Maintenance Manual, Latest Revision**
Engine: **Pratt & Whitney Canada, PT6A-60A Maintenance Manual, Doc. No 3034342 Latest Revision**
Propeller: **Hartzell Propeller Owner’s Manual No. 139, 61-00-39 Latest Revision**

It is emphasized that the “MASTER” document does not set out a planned method of implementing the inspections detailed herein. This will be a function of the check and extra worksheets which would be compiled from this “MASTER” document with all the work called up in this maintenance programme at the correct period, although not necessarily in the same sequence.

In the preparation of this Aircraft Maintenance Programme, to meet the requirements of CAA Malaysia, the recommendations made by the constructors and manufacturers have been evaluated and, where appropriate, have been incorporated. It is agreed that it is a duty of the operator and contracted CAMO that subsequent maintenance recommendations, including airworthiness information promulgated in service bulletins, service letters, etc., issued by the constructors and manufacturers, should be evaluated, and where appropriate, should be incorporated in this maintenance programme by approved amendment procedures. Manufacturers recommended Calendar Time limits have been included in this Maintenance Programme.

DEFINITIONS OF TERMS USED IN THE AIRCRAFT MAINTENANCE PROGRAMME

FLIGHT TIME

Flight time shall mean the total time from the moment the airplane first moves under its own power for the purpose of flight until the moment it comes to rest at the next point of landing. ("Block-to-block" time).

MAINTENANCE

Means inspection, overhaul, repair, preservations and the replacement of parts, but excludes preventive maintenance.

PILOT IN COMMAND

Pilot in command shall mean the pilot responsible for the operation and safety of the airplane during the time defined as flight time.

PREVENTIVE MAINTENANCE

Means simple or minor preservative operations and the replacement of small standard parts not involving complex assembly operations.

TIME IN SERVICE

Time in Service, as used in computing maintenance and inspection time records, is the time from the moment the airplane leaves the ground until it touches the ground at the end of the flight.

FLIGHT CYCLE

A flight cycle is defined as: Engine start-up and increase to full or partial power (as required during a normal flight), one landing gear retraction and extension and a complete shutdown.

CORROSION

Pitting, or a surface breakdown of a material due to chemical or electro-chemical attack by atmosphere, moisture or other agents.

WEAR

Material or part consumed as a result of exposure to operation or usage.

DAMAGED

Rendered unusable for its intended purpose.

CALENDAR TIME

The time from the date on the "ORIGINAL AIRWORTHINESS CERTIFICATE", FAA Form No. 8100-2, which is issued with each new airplane, to be used as the basis for all TBO or of replacement components.

CALENDAR MONTH

The period of time from the first day of a month to the last day of the month. In a calendar month, compliance can be achieved at any time during the month, up to and including the last day of the month.

SPECIAL INSPECTION

Inspections of components or systems based on calendar time, hours or cycles which do not coincide with the scheduled inspection.

UNSCHEDULED MAINTENANCE CHECKS

Inspections and checks for damage after operating the airplane in conditions which could require unscheduled maintenance, i.e. lightning strikes, hard landing, polluted atmospheric conditions, etc.

AREA INSPECTION

A visual inspection of a specified item, assembly or installation in a noted area of the airplane relating to an inspection interval and access quoted. Area inspections can be specified as general (inspect) or detailed.

BENCH CHECK

This requires the component to be removed from the airplane and checked in accordance with the data contained in the relevant Component Maintenance Manual.

CHECK

Make a comparison of a measurement of time, pressure, temperature, resistance, dimension or quantity with a given value for that measurement.

CONDITION

The visual appearance of an item, assembly or installation which indicates proper installation, presence of all fasteners and hardware (including safeties), security of electrical and bonding connections, as applicable, and absence of leakage or material damage (i.e., cracks, loose fasteners, corrosion, dents, chafing, distortion).

DETAIL INSPECT

An intensive visual inspection (using adequate lighting and necessary inspections aids such as inspection mirrors, magnification devices, borescopes, BC approved NDT technique, etc.) to survey the condition of an item, assembly or installation. Removal of the item, assembly or installation may not be necessary if complete visual examination is possible using one or more inspection aids. Surface cleaning and additional access procedures may be required.

FUNCTIONAL TEST

Make sure, by use of test equipment if necessary, that a complete system functions correctly in accordance with a published functional test procedure.

INSPECT

A general visual inspection (using adequate lighting and viewed at no more than arm's length away) to survey the condition of an item, assembly or installation.

OPERATIONAL TEST

Make sure, without the use of test equipment, that a component within a system OR part of a system operates correctly in accordance with a published functional test procedure.

MAINTENANCE PROCEDURES:

The various components of an aircraft (including optional equipment and sub-assemblies) may be subjected to categories below:

a) <u>Hard Time Maintenance</u>

A component subject to hard time maintenance must be removed at the latest when it reaches its specified limit.

i. Service Life Limit (SLL)
This is an Airworthiness Limitation.

Components which are essential for operating safety which are subject to undetectable damage due to the loads they withstand, are covered by a Service Life Limit. These components must be removed from service when the specified limit is reached.

ii. Time Between Overhaul (TBO)
A TBO is assigned to a complete assembly. The interval corresponds to the operating time permitted before an overhaul is performed in a specialized workshop. The overhaul allows the assembly to be returned to service for a new period.

The interval corresponds to a period during which any increase in damage cannot be detected by routine maintenance (example: internal corrosion, fretting leading to the loosening of bolted assemblies, etc.).

b) <u>"On Condition" Maintenance (O/C)</u>

A primary maintenance process having repetitive inspections or tests to determine the conditions of units, systems or portions of structure with regard to continued serviceability (corrective action is taken when required by item condition). A subjected component is also subjected to periodic inspections or possible continuous observation in order to determine its condition.

When applied to any component/ part in the Maintenance Programme, which has no controlling overhaul fixed time period that requires the component/ part to be removed from the aircraft, for either partial or complete stripping. Items must, however always being subject to their condition established as whether it can continue in service. Hence, ensuring continued airworthiness. This is to be achieved by making "on condition" items subject to visual inspections, test by measured methods or other means as appropriate. These inspections being performed within the approved intervals prescribed.

A component subject to On-Condition maintenance must be inspected periodically to confirm:

- that there is no damage,
- or that the damage found is within the removal or maintenance criteria specified in the documentation.

In both cases, the component is kept in service until the next inspection. The component must be removed from service when it reaches the criterion for removal or made serviceable again as per the instructions given in the documentation.

SCHEDULED PHASE INSPECTION PROGRAM

The complete B300 Inspection Program must be accomplished at least one time every 24 calendar months.

A complete scheduled inspection (all Phase 1, 2, 3 and 4 Inspections) must be accomplished within a 24-calendar-month period. Any part of the inspection which has not been accomplished will become due immediately. Completion of the Phase 1, 2, 3 and 4 inspections shall be considered as a complete inspection.

AIRFRAME INSPECTION INTERVAL TOLERANCE

i. Detail Inspections (Hour Interval)

A tolerance of ± 20 hours is allowed per inspection**.** Each phase inspection must be completed within 20 hours of the prescribed time.

ii. Special Inspection Items

a Calendar Date Limited

- A tolerance of ±12 days per 12 calendar months is allowed, not to exceed a total of 60 calendar days.

b Flight Cycle Limited

- A tolerance of ±10% is allowed.

c Hour Limited

- A tolerance of ±10% is allowed.

ALTERNATE PHASE INSPECTION

If an airplane is not flown at least 400 hours in 24 months, the owner/operator has the option of inspecting the airplane as follows:

- Perform scheduled phase inspections 1 and 2 together within 12 months after the last inspection; then perform scheduled phase inspections 3 and 4 together within 12 months after completing the phase 1 and 2 inspections.

ENGINE TOLERANCES/MARGIN AND TIME INTERVALS:

Unless otherwise stated, the tolerance for periodic inspections is ten percent (10%), or up to a maximum of 100 hours operating time, whichever is less. The tolerance for scheduled inspections is ten percent (10%), or up to a maximum of 30 days calendar time, whichever is less.
Subsequent intervals will be adjusted to re-establish the original schedule. When an inspection is done more than 10% early, subsequent inspections will be advanced as required to not exceed the maximum tolerance.

PROPELLER TOLERANCES/MARGIN AND TIME INTERVALS:

For scheduling purposes, the inspection interval has a maximum 10 percent additional non-cumulative flight hour tolerance.
For example, the initial 150 hour inspection is overflown to 160 hours, and then inspected at this time. The next inspection must be accomplished 140 flight hours from previous inspection.

GENERAL INSTRUCTIONS

1 Any damage or defect affecting safety of flight must be rectified before the aircraft flies again. Defects must be recorded by the commander of the aircraft in the Journey Log and Maintenance Release must be issued after any rectification by an appropriately Licensed Aircraft Maintenance Engineer or any other authorised person.

2 Whenever a flight over water is contemplated, as defined by the appropriate legislation, ensure that all life jackets, aircraft floatation and life rafts are serviceable. The flight commander must ensure the availability of the equipment for over water operations.

3 Maintenance practices and procedures necessary to complete the requirements of this Maintenance Programme, or work resulting from its application, should be, to the standards set out in the relevant maintenance and repair manuals or any relevant publications.

4 Refer to the Maintenance Programme Approval Document for the conditions set by the CAA of Malaysia, governing the application of this Maintenance Programme.

5 The inspection intervals given are the maximum permitted unless otherwise stated. Any extension beyond check periods stated tolerance must be approved by the CAA of Malaysia or their appointed officer thereof.

6 **Line Maintenance**: All inspections which requires no major planning, not involved in special procedure such as jacking of whole helicopter, defueling, not involving removing of major parts or disassembly of major parts, not requiring special ground equipment will be classified as Line Maintenance item and can be carried out at approved Line Stations. Maintenance other than Line maintenance will be classified as Heavy Maintenance and can only be carried out at Approved Base Station. It is also any maintenance that is carried out before flight to ensure that the aircraft is fit for the intended flight, it may include:

i. Troubleshooting;
ii. Defect Rectification;
iii. Scheduled maintenance and/or checks including visual inspections that will detect obvious unsatisfactory conditions/discrepancies but do not require extensive in-depth inspection. It may also include internal structure, systems and powerplant items which are visible through quick opening access panels/doors.
iv. Minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means.
v. For temporary or occasional cases, Airworthiness Directives or Service Bulletins which are normally Base Maintenance tasks may be accepted by the Maintenance organization’s Quality Assurance Manager to be performed at Line Maintenance provided all requirements listed above are fulfilled

7 **Base Maintenance:** defines as scheduled maintenance or phase inspection at intervals every 200 hours. A complete Inspection cycle is 800 hours or 24 calendar months. The inspection cycle is divided into four phases and each inspection cycle is done at 200 hours with each consecutive phase 200 hours after the previous phase. The Phase 1, 2, 3 and 4 inspections provide a thorough inspection of specific components and systems.

8 All inspections which requires no major planning, not involved in special procedure such as jacking of whole helicopter, defueling, not involving removing of major parts or disassembly of major parts, not requiring special ground equipment will be classified as Line Maintenance item and can be carried out at approved Line Stations.

9 All Maintenance carried out shall have its related documents completed and duty signed as soon as possible and where multi paragraph instruction to be signed and dated as each individual task has been completed.

10 All Maintenance job described inside this Maintenance Programme shall be made its status recorded and up to date in hard copy for record purposes. A soft copy may be use for planning purposes. Next due inspection shall be made available alongside Aircraft Journey Log.

20 The use of any tolerance must be approved by CAAM.

AMENDMENT PROCEDURES

Amendments to this programme will arise from the following sources:

1) **'A' Amendment**

These are mandatory amendments promulgated by CAA Malaysia and will be allotted consecutive reference numbers with the prefix 'A' by CAA Malaysia. They shall be incorporated and registered with an entry in the appropriate columns provided.

2) **'B' Amendment**

These are amendments requested by an operator of the aircraft and approved by the CAA Malaysia. An amendment register shall be used to control such amendments with consecutive reference numbers allocated by the Continuing Airworthiness Manager.

3) **'C' Amendment**

Amendments initiated by GAM and approved by the GAM QA Manager CAMO.

All 'A' and 'B' amendments will be allocated consecutive serial numbers and their incorporation into the maintenance programme must be recorded in the columns provided on the Record of Amendments Sheet and at the top right corner of the affected page(s). All material differences will be indicated by black marginal lines on the left side of the page.

Corrections to typographical errors; reflections of part number changes to consumable parts; changes not decreasing the inspection frequency and life of any components are reflected in the "C" amendment.

From time to time there will be new and additional instructions and / or requirements that may require permanent change to this Programme. To ensure the requirements are not to be missed, CAMO shall raise TEMPORARY REVISION with approval from Quality Assurance Manager and to be distributed to all holders in the Distribution List. Amendment stated on TEMPORARY REVISION may include but not limited to reflect the AMP as per current OEM, AD, SB, modification / repair maintenance programme requirement, correction on typological error, update in publication and format or changes on AMP. TEMPORARY REVISION shall be issued on yellow coloured papers and placed adjacent to the current page requiring temporary revision. These pages shall be removed upon incorporation of Amendment A or B of the concerned pages. The TEMPORARY REVISION is valid for a period of 90 days pending submission for approval by the CAAM.

NOTE: No amendments are to be made to this Approved Maintenance Programme without the prior written consent of the Civil Aviation Authority of Malaysia.

SCHEDULED MAINTENANCE CHECK AND CYCLE

GLOSSARY					
FH	Flight Hour	**M**	Month	**Y**	Year
SC	Sling Cycle	**HC**	Hoist Cycles	**LDG**	Landing
ALF	After the Last Flight of the day	**AMP**	Aircraft Maintenance Schedule	**BFF**	Check Before the First Flight of the day
AF	Airframe	**ENG.**	Engine	**EMM**	Engine Maintenance Manual
AA	As Applicable	**TA**	Turn-Around Inspection	**D**	Day

Inspections required in this schedule must be completed in accordance with the following items;

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
A	**AIRFRAME SCHEDULED INSPECTION (FLIGHT HOUR & CALENDAR INTERVAL)**				
A1	Phase 1	MM 05-21-01	AA	At 200 FH interval	Note 1, Note 6
A2	Phase 2	MM 05-21-02	AA	At 400 FH interval	Note 1, Note 6
A3	Phase 3	MM 05-21-03	AA	At 600 FH interval	Note 1, Note 6
A4	Phase 4	MM 05-21-04	AA	At 800 FH interval	Note 1, Note 6
A5	1200 FH	MM 12-20-11	AA	At 1200 FH interval	Note 12
A6	12 M	MM 12-20-11	AA	At 12 M interval	Note 12

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
B	**AIRFRAME SCHEDULED PHASE INSPECTION (SPECIFIC INTERVAL)**				
B1	5000 FH initial / 5000 FH recurring	MM 05-21-05	AA	Every 5000 FH initial / 5000 FH recurring	Note 2, Note 6
B2	1200 FH initial / 1200 FH recurring	MM 05-21-05	AA	Every 1200 FH interval	Note 2, Note 6
B3	1200 FH recurring, or any time system is contaminated	MM 05-21-05	AA	1200 FH recurring	Note 2, Note 6
B4	12000 FH initial / 12000 hours recurring	MM 05-21-05	AA	Every 12000 FH initial / recurring	Note 2, Note 6
B5	12 M	MM 05-21-05	AA	Every 12 M interval	Note 2, Note 6
B6	12 M recurring	MM 05-21-05	AA	Every 12 M initial / recurring	Note 2, Note 6
B7	5 Y initial / 5 Y recurring	MM 05-21-05	AA	Every 5 Y initial / recurring	Note 2, Note 6
B8	5 Y after being placed in service but no longer than 63 M after date of manufacture. Do initial full maintenance inspection 10 Y from the date of manufacture.	MM 05-21-05	AA	Every 5 Y or 63 M after date of manufacture.	Note 2, Note 6
B9	6 Y initial / 1 Y recurring	MM 05-21-05	AA	Every 6 Y initial / 1 Y recurring	Note 2, Note 6
B10	12 Y Initial / 12 Y recurring	MM 05-21-05	AA	Every 12 Y initial / 12 Y recurring	Note 2, Note 6
B11	24 M recurring	MM 05-21-05	AA	24 M recurring	Note 2, Note 6
B12	First 200 FH after new cable installation or rigging break initial / 48 M recurring	MM 05-21-05	AA	Every first 200 FH / 48 M recurring	Note 2, Note 6
B13	600 FH Initial / 18 M recurring	MM 05-21-05	AA	Every 600 FH / 18 M recurring	Note 2, Note 6
B14	800 FH or 24 M	MM 12-20-11	AA	Every 800 FH or 24 M	Note 12
B15	6500 FH or 48 M	MM 12-20-11	AA	Every 6500 FH or 48 M	Note 12

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
B14	2000 FH or 4 Y	MM 05-21-05	AA	Every 2000 FH or 4 Y	Note 2, Note 6
B15	2400 FH or 30 M initial / 2400 FH or 30 M recurring	MM 05-21-05	AA	Every 2400 FH or 30 M initial / recurring	Note 2, Note 6
B16	1000 Cycles initial / 1000 cycles recurring	MM 05-21-05	AA	Every 1000 Cycles initial / recurring	Note 2, Note 6
B17	2500 Cycles initial / 500 cycles recurring	MM 05-21-05	AA	Every 2500 Cycles initial / 500 cycles recurring	Note 2, Note 6
B18	2500 Cycles initial / 2500 cycles recurring	MM 05-21-05	AA	Every 2500 Cycles initial / recurring	Note 2, Note 6
B19	2500 Cycles initial / 2500 Cycles recurring up to 10000 Cycles then 1000 Cycles recurring	MM 05-21-05	AA	Every 2500 Cycles initial / recurring up to 10000 cycles then 1000 recurring	Note 2, Note 6
B20	5000 cycles initial / 1000 cycles recurring	MM 05-21-05	AA	Every 5000 Cycles initial / 1000 recurring	Note 2, Note 6
B21	5000 cycles initial / 5000 cycles recurring	MM 05-21-05	AA	Every 5000 Cycles initial / recurring	Note 2, Note 6
B22	10000 cycles initial / 500 cycles recurring	MM 05-21-05	AA	Every 10000 Cycles initial / 500 recurring	Note 2, Note 6
B23	10000 cycles initial / 1000 cycles recurring	MM 05-21-05	AA	Every 10000 Cycles initial / 1000 Cycles recurring	Note 2, Note 6
B24	10000 cycles initial / 2500 cycles recurring	MM 05-21-05	AA	Every 10000 Cycles initial / 2500 Cycles recurring	Note 2, Note 6
B25	10000 cycles initial / 5000 cycles recurring	MM 05-21-05	AA	Every 10000 Cycles initial / 5000 Cycles recurring	Note 2, Note 6
B26	10000 cycles initial / 10000 cycles recurring	MM 05-21-05	AA	Every 10,000 Cycles initial / 10000 Cycles recurring	Note 2, Note 6
B27	3000 Cycles or 3 Y, whichever occurs first, recurring	MM 05-21-05	AA	Every 3000 Cycles or 3 Years, whichever occurs first, recurring	Note 2, Note 6

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
B28	8000 Cycles or 3 Y initial / 8000 Cycles or 3 Y recurring	MM 05-21-05	AA	8000 Cycles or 3 Years initial / recurring	Note 2, Note 6
B29	8000 Cycles or 6 Y initial / 8000 Cycles or 6 Y recurring	MM 05-21-05	AA	8000 Cycles or 6 Years initial / recurring	Note 2, Note 6

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
C	**CONTINUOUS CORROSION CONTROL INSPECTION**				
C1	All tasks listed in the MM Chapter 05-23-00 (the latest revision)	MM 05-23-00	AA	Every 200 FH interval	Note 3, Note 6

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
D	**AIRFRAME UNSCHEDULED MAINTENANCE CHECKS**				
D1	All task listed under section UMC	MM 05-50-00	AA	As stipulated in the referenced paragraph	Note 4

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
E	**ENGINE SCHEDULED INSPECTIONS FLIGHT HOUR INTERVAL**				
E1	100 FH Inspection	EMM 72.00.00	AA	Every 100 FH interval	Note 5
E2	200 FH Inspection	EMM 72.00.00	AA	Every 200 FH interval	Note 6
E3	300 FH Inspection	EMM 72.00.00	AA	Every 300 FH interval	Note 6
E4	400 FH Inspection	EMM 72.00.00	AA	Every 400 FH interval	Note 6

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
E5	600 FH Inspection	EMM 72.00.00	AA	Every 600 FH interval	Note 6
E6	1000 FH Inspection	EMM 72.00.00	AA	Every 1000 FH interval	Note 6
E7	1800 FH Inspection	EMM 72.00.00	AA	Every 1800 FH interval	Note 6

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
F	**ENGINE SCHEDULED INSPECTIONS WITH SPECIFIC INTERVALS**				
F1	200 FH / 6 M	EMM 72.00.00	AA	Every 200 FH / 6 M, whichever occur first.	Note 6
F2	600 FH / 12 M	EMM 72.00.00	AA	Every 600 FH / 12 M, whichever occur first.	Note 6

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
G	**ENGINE UNSCHEDULED INSPECTIONS**				
G1	All tasks listed in the EMM under section UMC	EMM 72.00.00	AA	As stipulated in the referenced paragraph	-

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
C	**ENGINE CONTINUOUS CORROSION CONTROL INSPECTION**				
H1	Engine Washing	EMM 71.00.00	AA	ALF	Note 5

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
H2	Perfomance Recovery Wash	EMM 71.00.00	AA	Weekly	Note 5

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
H	**PROPELLER SCHEDULED INSPECTIONS**				
H1	400FH / 12 M	61-00-39	AA	Every 400 FH interval, not to exceed 12 M	Note 6
H2	200FH / 12 M	61-00-39	AA	Every 200 FH or 12 M, whichever occur first.	Note 9, Note 10, Note 11

NOTES:

1. Scheduled Phase Inspection Program

   The inspection program is based on either 200 hours (800 hour complete Detail) or a time frame of 24 calendar months. The completed inspection, Details A1 thru A4, has to be completed within the 24-calendar month window. After Phase 4 inspection is completed, repeat the inspection sequence.

2. Special Inspection Requirements

   This section consists of components that are subject to a thorough inspection based on calendar time, operating hours or cycles which do not coincide with the intervals established by the scheduled inspection program. These inspections should be done with reference to the Super King Air Model B300/B300C Maintenance Manual and the King Air Series Component Maintenance Manual. When disassembly is required to accomplish these inspections, it should be performed in accordance with the applicable component manuals. Discrepancies noted during these inspections should be noted on worksheets for corrections. The first inspection must be performed no later than the recommended period. The time periods for inspections noted in this manual are based on average usage and average environmental conditions.

4. Continuous Corrosion Control Inspection

   Use of this inspection is dependent upon the operational environment. It is recommended that accessible areas applicable to this inspection be inspected during the phase of the Extended or Continuous Inspection Program that is in progress.

5. Airframe Unscheduled Inspections
   Inspections and checks for damage after operating the airplane in conditions which could require unscheduled maintenance, i.e. lightning strikes, hard landing, polluted atmospheric conditions, etc.

6. This inspection has been evaluated and can be performed at line maintenance.
7. This inspection contained maintenance that can only be carried out at approved Base Station. Base Maintenance Release Certificate (BMRC) issued by Approved Maintenance Organization is required for this inspection.
8. Recommended checks to be performed based on conditions, hours, calendar date, cycles, landings and etc.
9. The relevant inspection must be performed thoroughly before releasing the helicopter for the next flight.
10. If propeller operation in a six-month period from the last lubrication interval is less than 50 hours, the propeller must be re-lubricated.
11. If the aircraft is operated or stored under adverse atmospheric conditions, e.g., high humidity, salt air, calendar lubrication intervals should be reduced to 100 hours or six months.
12. If the propeller is leaking grease, the lubrication interval should be reduced to 100 hours until the grease leak issue is resolved.
13. Lubrication Schedule

    This task refers to performing lubrication. Lubrication time intervals are incremented to occur at times coincident with the inspection intervals in Chapter 05.

AIRFRAME LIFE–LIMITED PARTS

ITEM	TASK DESCRIPTION – LIFE- LIMITED PARTS
1.	Remove the applicable components from service in accordance with the time period, hour, cycle or landing specified in the Airworthiness Limitations, Chapter 04-00-00-001 of the latest revision.

ENGINE COMPONENT IN-SERVICE LIFE LIMITS AND LIFE LIMITED VALUE

ITEM	TASK DESCRIPTION – SERVICE LIFE LIMITS
1.	Remove the applicable components from service in accordance within the time period, hours or cycle specified in the latest revision of P&WC SB No.13002 in EMM P&WC Maintenance Manual of the latest revision.

PROPELLER COMPONENT IN-SERVICE LIFE LIMITS AND LIFE LIMITED VALUE

ITEM	TASK DESCRIPTION - LIFE LIMITED VALUE
1.	Remove the applicable components from service in accordance within the time period, hours or cycle specified in the **Airworthiness Limitations** of Hartzell Propeller Owner's Manual No. 139, 61-00-39 of the latest revision.

OVERHAUL AND REPLACEMENT SCHEDULE - AIRFRAME

ITEM	TASK DESCRIPTION
1.	Carry out inspection on the applicable components in accordance within the time period, hour, cycle or landing and within the interval tolerance margin permitted as specified in the **Overhaul and Replacement Schedule** in MM chapter 05-11-00 of the latest revision.

GALAXY AEROSPACE (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	BEECHCRAFT KING AIR 300 SERIES			
PAGE TITLE:	TIME BETWEEN OVERHAUL – ENGINE			**REFERENCE:**	RMPAOF/CAMO/AMP/B300	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	12.0	**PAGE:**	1 of 1	**DATE:**	22 JANUARY 2020			

TIME BETWEEN OVERHAUL - ENGINE

ITEM	TASK DESCRIPTION – TIME BETWEEN OVERHAUL
1.	Remove the applicable Engine, Module, equipment and accessories from service for overhaul within the time period, hour or cycle specified in accordance with P&WC SB No.13203 in EMM P&WC Maintenance Manual of the latest revision.

ITEM	TASK DESCRIPTION – TIME BETWEEN OVERHAUL
1.	Remove the applicable Engine, Module, equipment and accessories from service for overhaul within the time period, hour or cycle specified in accordance with P&WC SB No.13303 in EMM P&WC Maintenance Manual of the latest revision.

TIME BETWEEN OVERHAUL - PROPELLER

ITEM	TASK DESCRIPTION – TIME BETWEEN OVERHAUL
1.	Remove the applicable propeller, blade, from service for overhaul within the time period, hour or cycle specified in accordance with Hartzell Propeller Owner's Manual No. 139, 61-00-39 of the latest revision.

GALAXY AEROSPACE (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	BEECHCRAFT KING AIR 300 SERIES			
PAGE TITLE:	CAAM, AD AND SB REQUIREMENTS			**REFERENCE:**	RMPAOF/CAMO/AMP/B300	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	14.0	**PAGE:**	1 of 1	**DATE:**	22 JANUARY 2020			

CAAM REQUIREMENTS

NO.	ITEM	REFERENCE	REMARKS
1.	Certificate of Airworthiness (Renewal)	Regulation 27: Issue and Renewal Certificate of Airworthiness	Not exceeding every 12 months
2.	Aircraft Weight & Balance	CAAM Flight Operations Directive FOD No: 60CA-16 CAT.POL.MAB.100	Prior to initial entry into service and thereafter at intervals of 4 years or reweighed if the effect of modifications on the mass and balance is not accurately known.
3.	Certificate of Registration (Expiry or Renewal)	Regulation 9: Expiration and Renewal of Certificate of Registration	Valid for the period not exceeding 3 years
4.	CVR/ FDR	CAAM AN83A APPENDIX 1	Annually & every 5 Years

TCCA AD / FAA AD

1. All mandatory Service Bulletins and Airworthiness Directives complied by the manufacturer are recorded in the Log Book Section.
2. All subsequent Airworthiness Directives and Service Bulletins are recorded and monitored in a separate and dedicated aircraft modification file for each aircraft

NO.	ITEM	AD / SB / ASB REFERENCE	TASK	RECURRING INTERVAL	REMARKS
1	NIL				

PRE-FLIGHT (PF) CHECKS

1. **Pre-Flight** is a visual check to ensure the aircraft readiness for flight. The inspection is detailed under PRE-FLIGHT INSPECTION in this Maintenance Programme.
2. Refer to Periodic Inspections within this section for additional inspection information and possible corrections to any discrepancies discovered as a result of pre-flight checks.
3. Reference shall be made to:

   Hartzell Propeller Owner's Manual 139 (61-00-39)

   Propeller – Inspection and Check

PROPELLER			
NO.	**ITEM**	**INSPECTION REQUIREMENTS**	**REMARKS**
Pre-Flight Checks			
1	Blades	Visual Inspection	61-00-39
2	Spinner	Visual Inspection	61-00-39
3	Hardware	Check for loose/missing hardware	61-00-39
4	Oil	Inspect for grease and oil leakage	61-00-39
5	Blades	Check for radial play or movement of the blade tip	61-00-39
6	Anti-Icing or De-Ice Boots (if installed)	Inspect for damage	61-00-39