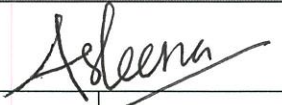
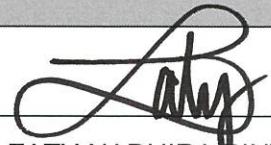
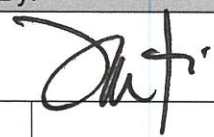
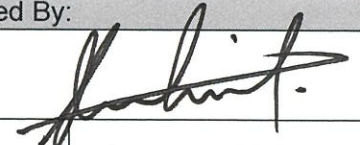


DOCUMENT REVISION AMENDMENT FORM

DOCUMENT TITLE & REV.	ROYAL MALAYSIA POLICE AIR WING C208 AIRCRAFT MAINTENANCE PROGRAMME RMPAW/ENG/CAMO/AMP/C208 ISSUE 1 REV 0 DATED 21 DECEMBER 2022	AMENDMENT REV. & DATE	TEMPORARY REVISION 1, 14 AUGUST 2023
ITEM	AMENDMENT DESCRIPTION	REASON	REASON
1	<ul style="list-style-type: none"> Chapter 7.0, page 1 of 1: Change the title from Daily Inspection / Pre-Flight Inspection to Daily Inspections. Chapter 19.0, page 1 of 1: Added the pre-flight check for ELT KANNAD and Motorola Astro XTL 5000 FM System. Chapter 19.0, page 1 of 1: Added remarks, Integrated in Chapter 22.0 for ELT KANNAD Inspection. Chapter 21.0, page 1 of 1: Added Daily Inspections every 7 Days. Chapter 22, page 1 of 11: Change the title from Daily Inspection / Pre-Flight to Daily Inspections. Chapter 22, page 1 of 11: Added para 3. Chapter 22, page 1 of 11: Added para 6, the definition for Daily Inspection and Pre-Flight Inspection. Chapter 22, page 2 to 8 of 11: Added Pre-Flight Inspection according to the POH Section 4 as Daily Inspection requirement. Chapter 22, page 9 to 10 of 11: Change from DI / PF to DI 	Operational Request	
Prepared by:		Verified by:	
			
Approved By:		Accepted By:	
			
Name	NUR ASFEENA BINTI ROSLAN	Name	ZATY NADHIRA BINTI MOHAMED ZUHARI
Name		Name	OMAR BIN AHMAD
Name		Name	ACP SHAHRIZAL BIN ISHAK
Designation	TECHNICAL SERVICES ENGINEER	Designation	CONTINUING AIRWORTHINESS MANAGEMENT MANAGER
Designation		Designation	QUALITY ASSURANCE MANAGER
Designation		Designation	(SHAHRIZAL BIN ISHAK) P/ACP KETUA AIRWORTHINESS KEJURUTERAAN IBU PEJABAT PASUKAN GERAKAN UDARA JABATAN KDN/KA BUKIT AMAN
Date	14 th August 2023	Date	14 th August 2023
Date		Date	14 th August 2023
Date		Date	18/8/2023

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POST MODIFICATION INSPECTION.....	Chapter 19.0
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INSPECTION POST MODIFICATION / REPAIR

NO.	DESCRIPTION	REFERENCE	ITEM	INSPECTION	INTERVAL	REMARKS				
1	ELT KANNAD Inspection	Doc No: 1. MM/2014/21	ELT KANNAD	Check for dents, crack and puncture on the mounting area.	Pre-Flight	Integrated into Chapter 22.0				
				Remove all dirt and grease from surface areas. Clean with a soft cloth moistened with mild soap and water.						
				Check the ELT Fastener for wear, contamination, and environmental degradation.						
								Self-test	Every 1 month	Integrated into Chapter 22.0
								Proper Installation, Battery Corrosion, Operation of the Controls and Crash Sensor and Presence of Sufficient Signal Radiated from its Antenna	Every 12 months	
								Rod Antenna AV300	Every 100 hours	
				Replacement of Battery Pack	Every 6 years					
2	Motorola Astro XTL 5000 FM System Inspection	Doc No: 1. MD1010038 2. ICA1010038	Motorola Astro XTL 5000 FM	Inspect the Motorola Astro XTL 5000 FM Transceiver for security of attachment.	Pre-Flight	Integrated into Chapter 22.0				
				Equipment Visual Check	Every 50 and 100 hours or annual whichever comes first					
				Equipment Functional Check	Every 50 hours or annual whichever comes first					

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME	AIRCRAFT TYPE:	TEXTRON AVIATION CESSNA CARAVAN 208				
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OPERATOR REQUIREMENT

NO.	ITEM	REFERENCE	REMARKS
1.	Daily Inspections every 7 Days	Chapter 22.0	Note 1

Note:

- 1) Daily inspections every 7 days are inspections that have to be performed by qualified maintenance personnel.

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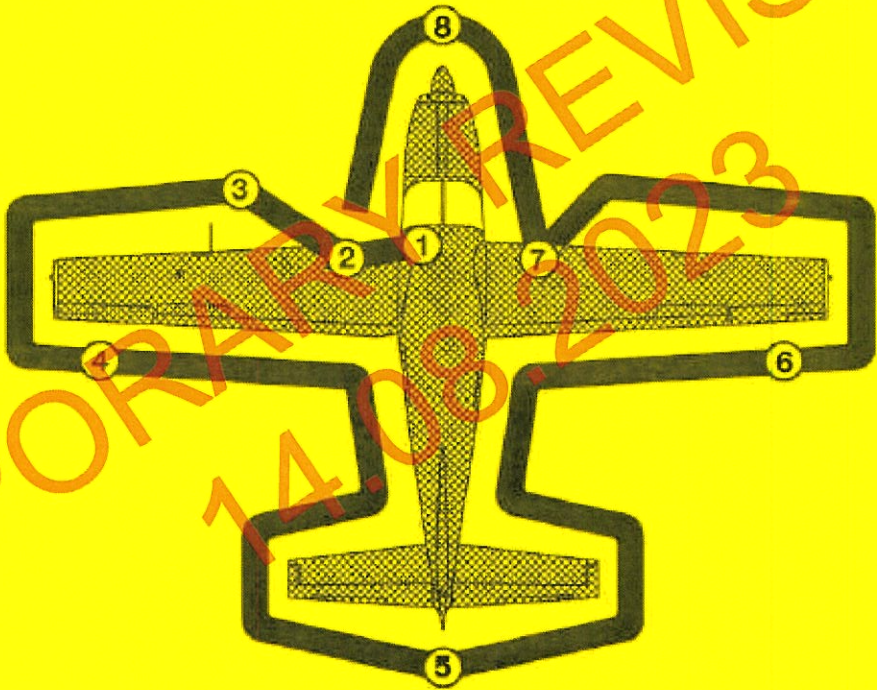
DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME	AIRCRAFT TYPE:	TEXTRON AVIATION CESSNA CARAVAN 208				
PAGE TITLE:	DAILY INSPECTIONS	REFERENCE:	RMPAW/ENG/CAMO/AMP/C208	ISSUE:	1	REVISION:	0
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DAILY INSPECTIONS

1. **Daily Inspection** is a visual check to ensure the aircraft readiness for flight. On completion of the inspection, a signed entry must be made in the Journey Log.
2. Daily Inspection are inspections that have to be performed by authorised certifying staff or by an authorised pilot as defined in para. 4 below when aircraft is out of base.
3. When aircraft is at line or base station, only authorised certifying staff shall perform the Daily Inspection.
4. Authorised pilot is addressed to pilot which has been task trained and granted approval by Quality Assurance Department of the maintenance contractor.
5. The Daily Inspections in this AMP do not replace the Pre-Flight Checks in Pilot Operating Handbook (POH) requirements list, which must be performed by a pilot.
6. Basic Inspection tasks required are:
 - Daily Inspection: Task to be carried out only before the first flight of the day. Noted in remarks as **DI**.
 - Pre-Flight Inspection: Task to be carried out before each flight. Noted in remarks as **PF**.
7. Source of reference:
 - Airframe – Cessna Caravan C208, Pilot Operating Handbook, Section 4 – 37, Preflight Inspection.
 - Engine - Pratt & Whitney Canada, PT6A-114 Maintenance Manual, 72-00-00 Engine, Turboprop – Inspection.
 - Propeller - McCauley Propeller Owner's Information Manual, 61-00-39 – Inspection and Check.
 - Post Modification
 - ELT KANNAD – MOD MANUAL Document Number MM/2014/21
 - Motorola Astro XTL 5000 FM System – ICA Document Number ICA1010038

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Figure 4-1, Preflight Inspection

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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
AIRFRAME			
1.	CABIN	Pilot's Operating Handbook and Other Required Documents - AVAILABLE IN THE AIRPLANE.	DI
2.		Control Locks - REMOVE (DISENGAGE rudder lock, if installed).	DI
3.		Parking Brake - SET.	DI
4.		All Switches - OFF.	DI
5.		All Circuit Breakers - IN.	DI
6.		Static Pressure Alternate Source Valve - OFF.	DI
7.		Inertial Separator T-Handle - NORMAL.	DI
8.		Standby Flap Motor Switch (Overhead) - GUARDED NORM.	DI
9.		Oxygen Supply Pressure (if installed) - CHECK.	DI
10.		Oxygen Masks (if installed) - CHECK AVAILABLE.	DI
11.		Fuel Selector Valves - CHECK ON and FEEL AGAINST STOPS.	DI
12.		Fuel Totalizer (if installed) - RESET as required.	DI
13.		Radar (if installed) - OFF.	DI
14.		Air Conditioner (if installed) - OFF.	DI
15.		Inverter Switch (if installed) - OFF.	DI
16.		Bleed Air Heat Switch - OFF.	DI
17.		Emergency Power Lever - NORMAL, and if applicable, copper witness wire present and intact.	DI
18.		Trim Controls - SET.	DI
19.		Fuel Shutoff- ON.	DI
20.		Cabin Heat Firewall Shutoff Control - CHECK IN.	DI
21.		Battery Switch - ON.	DI
22.		Avionics Power Switch No. 2 - ON. Check audibly that avionics cooling fan is operating.	DI
23.		Avionics Power Switch No. 2 - OFF.	DI

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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
AIRFRAME			
24.	CABIN	Fuel Quantity Indicators – CHECK QUANTITY.	DI
25.		Wing Flaps – FULL DOWN.	DI
26.		Pitot / Static and Stall Heat Switches - ON for 30 seconds, then OFF. (Ensure pitot / static tube covers are removed.)	DI
27.		Battery Switch - OFF.	DI
28.	LEFT SIDE	Fuel Reservoir Drain (bottom of fuselage or left side of cargo pod) – DRAIN (using fuel sampler) to check for water, sediment, and proper fuel before each flight and after each refueling. If water is observed, take further samples until clear. Take repeated samples from all fuel drain points (see Section 7 Fuel System Schematic for all nine drain locations) until all contamination has been removed. NOTE : Properly dispose of fuel samples from all fuel drains. Aviation turbine fuel will deteriorate asphalt surfaces.	DI
29.		Main Landing Gear - CHECK proper tire inflation and condition of gear.	DI
30.		Inboard Fuel Tank Sump and External Sump Quick-Drain Valves - DRAIN (using fuel sampler) to check for water, sediment, and proper fuel before each flight and after each refueling. If water is observed, take further samples until clear. Take repeated samples from all fuel drain points until all contamination has been removed.	DI
31.		Wing Strut De-ice Boots (if installed) - CHECK for tears, abrasion and cleanliness.	DI
32.		Wing Tie-Down - DISCONNECT.	DI
33.		Wing De-ice Boots (if installed) - CHECK for tears, abrasion and cleanliness.	DI
34.		Stall Warning Vane - CHECK freedom of movement, audible warning and warmth. (For airplanes equipped with a stall warning ground disconnect switch, check audible warning with elevator control off forward stop).	DI
35.		Pitot/Static Tube - CHECK security, openings for stoppage and warmth.	DI
36.		Landing and Taxi Lights - CHECK condition and cleanliness.	DI

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37.	LEFT SIDE	<p>Fuel Quantity - VISUALLY CHECK. See Figure 4-2 for fuel quantity versus depth if using Universal XL Fuel Gage.</p> <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="3">Universal XL Fuel Gage</th> <th colspan="3">Generic Fuel Gage-Inches</th> </tr> <tr> <th>Gage Scale</th> <th>Gal</th> <th>Lbs</th> <th>Inches</th> <th>Gal</th> <th>Lbs</th> </tr> </thead> <tbody> <tr><td>0.50</td><td>87.4</td><td>585</td><td>0.50</td><td>88.4</td><td>592</td></tr> <tr><td>0.75</td><td>91.1</td><td>610</td><td>0.75</td><td>92.6</td><td>621</td></tr> <tr><td>1.00</td><td>94.7</td><td>634</td><td>1.00</td><td>96.7</td><td>648</td></tr> <tr><td>1.25</td><td>98.2</td><td>658</td><td>1.25</td><td>100.8</td><td>675</td></tr> <tr><td>1.50</td><td>101.8</td><td>682</td><td>1.50</td><td>104.7</td><td>702</td></tr> <tr><td>1.75</td><td>105.2</td><td>705</td><td>1.75</td><td>108.6</td><td>727</td></tr> <tr><td>2.00</td><td>108.6</td><td>727</td><td>2.00</td><td>112.4</td><td>753</td></tr> <tr><td>2.25</td><td>111.9</td><td>750</td><td>2.25</td><td>116.1</td><td>778</td></tr> <tr><td>2.50</td><td>115.1</td><td>771</td><td>2.50</td><td>119.7</td><td>802</td></tr> <tr><td>2.75</td><td>118.3</td><td>793</td><td>2.75</td><td>123.2</td><td>826</td></tr> <tr><td>3.00</td><td>121.5</td><td>814</td><td>3.00</td><td>126.7</td><td>849</td></tr> <tr><td>3.25</td><td>124.5</td><td>834</td><td>3.25</td><td>130.1</td><td>871</td></tr> <tr><td>3.50</td><td>127.5</td><td>855</td><td>3.50</td><td>133.4</td><td>894</td></tr> <tr><td>3.75</td><td>130.5</td><td>874</td><td>3.75</td><td>136.6</td><td>915</td></tr> <tr><td>4.00</td><td>133.4</td><td>894</td><td>4.00</td><td>139.7</td><td>936</td></tr> <tr><td>4.25</td><td>136.2</td><td>912</td><td>4.25</td><td>142.8</td><td>956</td></tr> <tr><td>4.50</td><td>138.9</td><td>931</td><td>4.50</td><td>145.7</td><td>976</td></tr> <tr><td>4.75</td><td>141.6</td><td>949</td><td>4.75</td><td>148.6</td><td>996</td></tr> <tr><td>5.00</td><td>144.3</td><td>966</td><td>5.00</td><td>151.4</td><td>1015</td></tr> <tr><td>5.25</td><td>146.8</td><td>984</td><td>5.25</td><td>154.1</td><td>1033</td></tr> <tr><td>5.50</td><td>149.3</td><td>1000</td><td>5.50</td><td>156.8</td><td>1050</td></tr> <tr><td>5.75</td><td>151.8</td><td>1017</td><td>5.75</td><td>159.3</td><td>1068</td></tr> <tr><td>6.00</td><td>154.1</td><td>1033</td><td>6.00</td><td>161.8</td><td>1084</td></tr> <tr><td>6.25</td><td>156.5</td><td>1048</td><td>6.33</td><td>165.0</td><td>1105</td></tr> <tr><td>6.50</td><td>158.7</td><td>1063</td><td></td><td></td><td></td></tr> <tr><td>6.75</td><td>160.9</td><td>1078</td><td></td><td></td><td></td></tr> <tr><td>7.00</td><td>163.0</td><td>1092</td><td></td><td></td><td></td></tr> <tr><td>7.25</td><td>165.0</td><td>1106</td><td></td><td></td><td></td></tr> </tbody> </table> <p style="text-align: center; font-size: small;">Figure 4-2*. Measured Fuel Depth vs. Fuel Quantity</p>	Universal XL Fuel Gage			Generic Fuel Gage-Inches			Gage Scale	Gal	Lbs	Inches	Gal	Lbs	0.50	87.4	585	0.50	88.4	592	0.75	91.1	610	0.75	92.6	621	1.00	94.7	634	1.00	96.7	648	1.25	98.2	658	1.25	100.8	675	1.50	101.8	682	1.50	104.7	702	1.75	105.2	705	1.75	108.6	727	2.00	108.6	727	2.00	112.4	753	2.25	111.9	750	2.25	116.1	778	2.50	115.1	771	2.50	119.7	802	2.75	118.3	793	2.75	123.2	826	3.00	121.5	814	3.00	126.7	849	3.25	124.5	834	3.25	130.1	871	3.50	127.5	855	3.50	133.4	894	3.75	130.5	874	3.75	136.6	915	4.00	133.4	894	4.00	139.7	936	4.25	136.2	912	4.25	142.8	956	4.50	138.9	931	4.50	145.7	976	4.75	141.6	949	4.75	148.6	996	5.00	144.3	966	5.00	151.4	1015	5.25	146.8	984	5.25	154.1	1033	5.50	149.3	1000	5.50	156.8	1050	5.75	151.8	1017	5.75	159.3	1068	6.00	154.1	1033	6.00	161.8	1084	6.25	156.5	1048	6.33	165.0	1105	6.50	158.7	1063				6.75	160.9	1078				7.00	163.0	1092				7.25	165.0	1106				DI
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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
AIRFRAME			
38.	LEFT SIDE	Fuel Filler Cap - SECURE.	DI
39.	LEFT WING Leading Edge	Outboard Fuel Tank Sump Quick-Drain Valve (if installed and airplane parked with one wing low on a sloping ramp) – DRAIN (using fuel sampler) to check for water, sediment and proper fuel before each flight and after each refueling. If water is observed, take further samples until clear. Take repeated samples from all fuel drain points until all contamination has been removed.	DI
40.		Navigation and Strobe Lights – CHECK for condition and cleanliness.	DI
41.	LEFT WING Trailing Edge	Fuel Tank Vent – CHECK for obstructions.	DI
42.		Aileron and Servo Tab – CHECK condition and security.	DI
43.		Static Wicks – CHECK condition.	DI
44.		Spoiler – CHECK condition and security.	DI
45.		Flap – CHECK condition and security.	DI
46.	EMPENNAGE	Baggage – CHECK SECURE through cargo door.	DI
47.		Cargo Door – CLOSED and LATCHED.	DI
48.		Tail Tie-Down – DISCONNECT.	DI
49.		De-ice Boots (if installed) – CHECK for tears, abrasion and cleanliness.	DI
50.		Rudder Gust Lock (if installed) – DISENGAGE.	DI
51.		Control Surfaces and Elevator Trim Tabs – CHECK condition, security, freedom of movement and tab position.	DI
52.		Static Wicks – CHECK condition.	DI
53.		Passenger Entry Door (if installed) – CLOSED and LATCHED.	DI
54.	RIGHT WING Trailing Edge	Flap – CHECK condition and security.	DI
55.		Spoiler – CHECK condition and security.	DI
56.		Aileron and Trim Tab – CHECK condition and security.	DI
57.		Static Wicks – CHECK condition.	DI
58.		Fuel Tank Vent – CHECK for obstructions.	DI

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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
AIRFRAME			
59.	RIGHT WING Leading Edge	Navigation and Strobe Lights – CHECK condition and cleanliness.	DI
60.		Fuel Quantity – VISUALLY CHECK. See Figure 4-2 for fuel quantity versus depth if using Universal XL Fuel Gage.	DI
61.		Fuel Filler Cap – SECURE.	DI
62.		Outboard Fuel Tank Sump Quick-Drain Valve (if installed and airplane parked with one wing low on a sloping ramp) – DRAIN (using fuel sampler) to check for water, sediment and proper fuel before each flight and after each refueling. If water is observed, take further samples until clear. Take repeated samples from all fuel drain points until all contamination has been removed.	DI
63.		Pitot / Static Tube – CHECK security, openings for stoppage and warmth.	DI
64.		Landing and Taxi Lights – CHECK condition and cleanliness.	DI
65.		Wing De-ice Boots (if installed) – CHECK for tears, abrasion and cleanliness.	DI
66.		Radome (if installed) – CHECK condition and security.	DI
67.		Wing Tie-Down – DISCONNECT.	DI
68.		Wing Strut De-ice Boots (if installed) – CHECK for tears, abrasion, and cleanliness	DI
69.		Inboard Fuel Tank Sump and External Sump Quick-Drain Valves – DRAIN (using fuel sampler) to check for water, sediment, and proper fuel before each flight and after each refueling. If water is observed, take further samples until clear. Take repeated samples from all fuel drain points until all contamination has been removed.	DI
70.		Main Landing Gear – CHECK proper tire inflation and condition of gear.	DI
71.		Exhaust Cover (if installed) – REMOVE.	DI
72.		Cowling – OPEN right side of upper cowling for access and CHECK condition and security.	DI
73.	Engine (right side) – CHECK for general condition, security, fuel and oil leakage and damage to any components.	DI	
74.	Battery – CHECK condition and security, and power cables secure.	DI	
75.	Exhaust System – CHECK condition, security, cracks, distortion and damage.	DI	
76.	Cowling – CLOSE and LATCH right side.	DI	
77.	Air Inlet Covers – REMOVE.	DI	
78.	Air Inlets – CHECK starter/generator blast tube opening and oil cooler inlet (right) and engine induction air inlet (left) for condition, restrictions, and debris.	DI	
NOSE			

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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
AIRFRAME			
79.	NOSE	Propeller Anchor – REMOVE.	DI
80.		Propeller – CHECK blades for nicks, gouges, looseness of material, erosion, cracks and debonds. Also, inspect blades for lightning strike (darkened area near tips), Anti-ice security, and evidence of grease and oil leaks.	DI
81.		Propeller Spinner – CHECK condition and security.	DI
82.		Nose Wheel Strut and Tire – CHECK for condition, red overtravel indicator block and cable intact (not fallen into view), and proper inflation of tire.	DI
83.		Cowling – OPEN left side of upper cowling for access and CHECK condition and security.	DI
84.		Engine (left side) – CHECK for general condition, security, fuel and oil leakage and damage to any components.	DI
85.		Inertial Separator Bypass Outlet – CHECK CLOSED and duct free of debris.	DI
86.		Oil Dipstick/Filler Cap – CHECK oil level, then check dipstick/filler cap SECURE. Fill to within 1 1/2 quarts of MAX HOT or MAX COLD (as appropriate) on dipstick. Markings indicate U.S. quarts low if oil is hot.	DI
87.		Fuel Filter – CHECK FUEL FILTER BYPASS FLAG for proper location (flush).	DI
88.		Brake Fluid Reservoir – CHECK LEVEL.	DI
89.		Cowling – CLOSE and LATCH left side.	DI
90.		Fuel Filter Quick-Drain Valve – DRAIN (using fuel sampler) to check for water, sediment, and proper fuel before each flight and after each refueling. If water is observed, take further samples until clear. Take repeated samples from all fuel drain points until all contamination has been removed.	DI
91.		Fuel Drain Can – DRAIN until empty.	DI
92.		Fuel Pump Drain Reservoir (if installed) – DRAIN until empty.	DI

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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
ENGINE			
1	Engine externals – Tubing, wiring, control linkages, hose assemblies	Check fuel and oil lines for leaks.	DI
2	Engine externals – propeller shaft seal	Check for oil leaks (Ref. 72-11-00, Reduction Gearbox – Maintenance Practices)	DI
3	Engine externals – Accessories	Oil and fuel leaks as applicable.	DI
4	Systems – Oil system	Check oil level. (Ref. Servicing)	DI
		Check condition and locking of oil filler cap (Ref. 72-60-00)	
		Check scavenge oil pump housing for leaks.	
PROPELLER			
1	Oil and Grease Leakage	<p>Look for red oil or engine lubricant leaks in unusual places, like the outside surfaces and seals. Oil or grease leakage may be due to a seal failure or a crack in the hub or blade.</p> <ol style="list-style-type: none"> a) The source of the oil or grease leak should be determined before flight. b) During maintenance, wipe the surfaces of the propeller after this inspection, not before, since oil leaking from a crack may assist in detecting it. c) Red oil gives a positive warning of a crack in the hub or a damaged seal. 	DI
2	Blade Inspection	<ol style="list-style-type: none"> 1. Wash the blades with a mild soap and water solution to remove all residue. Caution: Do not use solvents to clean the blades. <ol style="list-style-type: none"> a) Do not power wash as water may be forced past the O-rings. Water inside the hub will cause corrosion and may cause propeller failure. b) Make sure the blade that you are cleaning is pointing down. c) Do not spray into the blade retention area because water may be forced into the hub. 2. Surface damage. <ol style="list-style-type: none"> a) Look for surface damage on both side of the blades such as dents, nicks, scratches, and corrosion. b) Surface imperfections can also be felt by running your fingernail along the bladeleading edge c) Whenever a noticeable dent, nick, corrosion pit, or bump is observed, an appropriately rated mechanic should blend it out. d) The mechanic should remove all corrosion products and make sure that the section thickness has not been reduced below allowable limits. 3. Erosion <ol style="list-style-type: none"> a) Examine the blade for evidence of erosion. <ol style="list-style-type: none"> i. If blades appear to show erosion beyond repair limits, the propeller should be removed from service and evaluated by an appropriately rated propeller repair facility. 	DI

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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
2	Blade Inspection	<ul style="list-style-type: none"> ii. Measure the area of the blade with the most erosion damage. <ul style="list-style-type: none"> • Damage that is located on the leading or trailing edges must not exceed 0.094 inch (2.39mm) in depth. • Damage that is located on a repairable area of the face or camber side of the blade must not exceed 0.061 inch (1.55mm) in depth. iii. Erosion damage beyond these limits is not field repairable and the propeller should be removed from service and evaluated by an FAA approved Part 145 Propeller Repair station or international equivalent repair facility. b) Check the condition of the paint on blades and spinners that have protective paint. <ul style="list-style-type: none"> i. Paint protects the surface of the blade from erosion. The blade should be repaired before the paint wears through and the blade structure begins to erode. ii. Do not apply excessive paint and do not paint propeller components unless it is in accordance with McCauley instructions since improper painting may affect propeller balance, operation, static electricity discharge, or have other unintended consequences. 4. Straightness <ul style="list-style-type: none"> a) Sight down the edges to find any deformation. 5. Looseness <ul style="list-style-type: none"> a) Feel the blades and move them to find unusual changes in looseness and unusual play. <ul style="list-style-type: none"> i. Blade-to-blade differences indicate that an internal problem may exist. 	DI
3	Spinner and Bulkhead	<ul style="list-style-type: none"> 1. Externally check the spinner and bulkhead for security, missing fasteners, damage, and cracks. Cracks typically originate from the attachment. 2. Check for looseness of the bulkhead. This could be an indication that the mounting bolts are loose. 3. Wear depth on the inside of the spinner must not exceed 0.010 inch (0.25mm). NOTE: Wear inside the spinner can be caused by improper shimming of the spinner or by deice leads rubbing. 	DI
4	General Condition	Check for general condition.	DI
5	Control System	The control system (governor) should be checked to determine whether the system is operating properly and is not leaking.	DI
6	Maintenance Records	Note any indications in the logbook for future reference to determine whether a condition is getting worse.	DI

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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
POST MODIFICATION			
1	ELT KANNAD	Self-test	DI
		Check for dents, crack and puncture on the mounting area.	PF
		Remove all dirt and grease from surface areas. Clean with soft cloth moistened with mild soap and water.	
Check the ELT Fastener for wear, contamination and environmental degradation.			
2	Motorola Astro XTL 5000 FM System	Inspect the Motorola Astro XTL 5000 FM Transceiver for security of attachment.	PF

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