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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S			
PAGE TITLE:	DISTRIBUTION LIST			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	0.0	**PAGE:**	1 of 1	**DATE:**	21 DECEMBER 2022			

AIRCRAFT MAINTENANCE PROGRAMME

TEXTRON AVIATION CESSNA 172S

FITTED WITH

TEXTRON LYCOMING ENGINE IO-360-L2A

AND

McCAULEY PROPELLER 1A170E/JHA 7660

DOC. REFERENCE: RMPAW/ENG/CAMO/AMP/C172S

ISSUE: 1 **REVISION:** 0 **DATED:** 21 DECEMBER 2022

MASTER (2) - CIVIL AVIATION AUTHORITY MALAYSIA (CAAM)

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S				
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Civil Aviation Authority of Malaysia

AIRWORTHINESS DIVISION

MAINTENANCE PROGRAMME APPROVAL

Programme Reference : RMPAW/ENG/CAMO/AMP/C172S

Issue No. : 1 **Rev No.** : 0 **Date** : 21 DECEMBER 2022

Aircraft Applicability : Textron Aviation Cessna 172S fitted with Textron Lycoming Engine IO-360-L2A & McCauley Propeller 1A170E/JHA 7660

Owner/ Operator : Royal Malaysia Police Air Operation Force

CAMO : Galaxy Aerospace (M) Sdn. Bhd.

For the purpose of : General Aviation

Approved by :

MOHAMAD SOFIAN BIN BIYAMIN
Penolong Pengarah Kanan Airworthiness
Bahagian Airworthiness
Pihak Berkuasa Penerbangan Awam
MALAYSIA

Date : 07 APR 2023

POLIS DIRAJA MALAYSIA

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S				
PAGE TITLE:	AIRCRAFT MAINTENANCE PROGRAMME STATEMENT			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:**	0
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AIRCRAFT MAINTENANCE PROGRAMME STATEMENT

THIS MAINTENANCE PROGRAMME IS OWNED BY THE ROYAL MALAYSIA POLICE AIR WING (RMPAW) 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 **CESSNA 172 SKYHAWK AIRCRAFT MAINTENANCE PROGRAMME** ref.: **RMPAW/ENG/CAMO/AMP/C172S; ISSUE 1 REVISION 0 DATE 21 DECEMBER 2022** 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 CAD 6801 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.

The data contained in this Aircraft Maintenance Programme will be reviewed for continued validity at least annually in the light of operating experience. 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.

It is recognised that approval of this Aircraft Maintenance Programme does not prevent the necessity of compliance with mandatory instructions that from time to time may be issued by the CAAM or by the type certificate and supplementary type certificate holders and any other organisation that publishes such data.

It is recognised that the compliance with this Aircraft Maintenance Programme alone does not discharge the owner / operator from ensuring that the Aircraft Maintenance Programme reflects the maintenance needs of the aircraft, such that continuing safe operation can be assured. It is further understood that the CAAM reserves the right to suspend, vary or cancel the approval of the maintenance programme if the CAAM has evidence that the requirements of the Aircraft Maintenance Programme are not being followed or that the required standards of airworthiness are not being maintained.

Prepared by	Verified by	Accepted by
Sign :	Sign :	Sign :
Name : IHSAN MASRI	Name : AMIR BIN ABDULLAH Deputy CAM Manager Galaxy Aerospace (M) Sdn Bhd (1040262-D)	Name : (SHAHRIZAL BIN ISHAK) P/ACP KETUA AIRWORTHINESS KEJURUTERAAN IBU PEJABAT PASUKAN GERAKAN UDARA JABATAN KDN/KA BUKIT AMAN
Date : 30 JAN 2023	Date : 30/01/2023	Date : 31/01/2023

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Checked by

Sign : _____

OMAR BIN AHMAD
Quality Assurance Manager
Galaxy Aerospace (M) Sdn. Bhd
(1040262-D)

Name : _____

Date : 30.01.2023

Approved by

CIVIL AVIATION AUTHORITY OF MALAYSIA
Airworthiness CAAM

Sign : _____

MOHAMAD SOFIAN BIN BIYAMIN
Penolong Pengarah Kanan Airworthiness
Bahagian Airworthiness
Pihak Berkuasa Penerbangan Awam
MALAYSIA

Name : _____

Date : 07 APR 2023

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RECORD OF AMENDMENTS

'A' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED
1.			

'B' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

'C' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED
1.			
2.			
3.			
4.			

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RECORD OF TEMPORARY REVISION

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

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PREFACE

A. GENERAL

1. This Aircraft Maintenance Programme (AMP) is a “MASTER” document, which sets out the inspection work necessary and the maximum periods at which this work must be completed. This AMP, after approval, forms an agreement between the Operator and the Chief Executive Officer of Civil Aviation Authority of Malaysia, as to the minimum standard of maintenance necessary to ensure that the aircraft operates in an airworthy condition.

2. Notwithstanding the above, all applicable Airworthiness Directives issued by the CAAM or State of Design (EASA, FAA, CAA, etc.) and CAAM Airworthiness Directive (CAD) 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.

3. Nothing in this Maintenance Programme, or omitted from it, is to be construed as absolving the Approved Maintenance Organization from maintaining the aircraft in an airworthy condition.

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

   Airframe: **Model 172 Series Maintenance Manual, Cessna 172S AMM, Latest Revision**
   Engine: **LYCOMING ENGINE IO-360-L2A Operator’s Manual, 60297-12 Latest Revision**
   Propeller: **McCAULEY PROPELLER 1A170E/JHA 7660**, **MPC26-04 Latest Revision**

5. 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.

6. In the preparation of this Aircraft Maintenance Programme, to meet the requirements of CAAM, 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 GAM-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.

B. CONDITION OF USE

1. This CESSNA 172S Aircraft Maintenance Program is the property of RMPAW and has been approved by the Civil Aviation Authority of Malaysia. The contents of this AMP shall not be copied or communicated in part or as a whole to any person not employed in the company without the express written consent of RMPAW.

2. It is the responsibility of the holder to ensure that his/her copy is updated to the latest amendments and is in good state of condition and keeping.

3. All copies of this AMP shall be registered and controlled by the CAMO Technical Publication.

4. The contents of this AMP shall not be deleted, added or altered in any way without the approval of the Civil Aviation Authority Malaysia. RMPAW / Authorised Person is responsible to obtain approval from the Civil Aviation Authority Malaysia for any changes to this AMP.

5. The content in this AMP is not intended to override the Civil Aviation Regulations 2016 or any relevant airworthiness requirements.

6. This AMP will be used by the concerned departments related to maintenance operation to ensure compliance with the relevant airworthiness requirements.

7. All inspection as required by this AMP shall be registered in the tracking system of the GAM-CAMO in accordance with CAME part 1.14 and CAMP part 3.4.

C. EFFECTIVITY

1. This AMP belongs to the operator and manage by the organisations below:

Aircraft Owner/Operator:	**Polis Diraja Malaysia**
Address :	Ibu Pejabat Polis Diraja Malaysia, Pasukan Gerakan Udara, Tingkat 18, Menara 1, Bukit Aman, 50560 Kuala Lumpur

Contracted CAMO:	**Galaxy Aerospace (M) Sdn Bhd**
Address:	Lot 11-14, Helicopter Centre, Malaysia International Aerospace Centre (MIAC), Sultan Abdul Aziz Shah Airport, 47200 Subang.

2. This Aircraft Maintenance Programme is applicable only to the following aircraft and maintained by the organisations below:

This aircraft is intended for use in tropical climates and high humidity concentrations, Royal Malaysia Police Air Wing (RMPAW) accepts that operation in any other area will also require a review of this program.

ITEM	SERIAL NUMBER	AIRCRAFT REG.	MAINTAINED BY AMO	LOCATION	LINE	BASE	REMARKS
1	**172S9505** **172S9517** **172S9524** **172S9525**	**9M-PSR** **9M-PSS** **9M-PST** **9M-PSU**	**GALAXY AEROSACE (M) SDN. BHD.**	RMPAW HQ, Subang RMPAW Hangar, Ipoh	✓	✓	Classification of Line and Base Maintenance as specified in Chapter 12.0 in this AMP

3. The above aircraft operated by Polis Diraja Malaysia under **Non-Commercial** transport.

D. LIST OF ABBREVIATION

The abbreviation listed below shall be used in conjunction with the maintenance worksheet.

NO	ABBREVIATION	MEANING
1.	I.A.W	In Accordance With
2.	c/o	Carried out
3.	N/A	Not Applicable
4.	SATIS	Satisfactory
5.	U/S	Unserviceable
6.	P/N	Part Number
7.	S/N	Serial Number
8.	No.	Number
9.	#	Number
10.	EGR	Engine Ground Run
11.	Aux	Auxiliary
12.	AJL	Aircraft Journey Log
13.	EIE	Enter In Error
14.	Eng.	Engine
15.	FM	Frequency Module
16.	MLG	Main landing gear
17.	HYD	Hydraulic
18.	S. Gen	Starter Generator
19.	Main batt	Main battery
20.	OVHL	Overhaul
21.	MOD	Modification

NO	ABBREVIATION	MEANING
22.	LH	Left Hand
23.	RH	Right Hand
24.	INOP	Inoperative
25.	DMC	Data Module Code
26.	OM	Operator's Manual
27.	EMM	Engine Maintenance Manual
28.	MEL	Minimum Equipment List
29.	Assy	Assembly
30.	FWD	Forward
31.	Ref	Reference
32.	JAN	January
33.	FEB	February
34.	MAR	March
35.	APR	April
36.	AUG	August
37.	SEP	September
38.	OCT	October
39.	NOV	November
40.	DEC	December
41.	AMO	Maintenance Organisation (CAAM Part 145) Approved as per CAD 8601
42.	CAMO	Continuing Airworthiness Management Organisation (CAAM Part M SubPart G) Approved as per CAD 6802

E. DEFINITIONS OF TERMS USED THOUGH THE INSPECTION PROGRAMS ARE AS FOLLOWS: (AMM 5-00-00)

1. **ON CONDITION**: Defined as the necessary inspections and/or checks to determine that a malfunction or failure of the component will not occur prior to the next scheduled inspection.

2. **CONDITION**: Defined as inspection for (but not limited to) cleanliness, cracks, deformation, corrosion, wear, and loose or missing fasteners.

3. **SECURITY**: Inspect for looseness of fasteners and fastener securing devices such as safety wire, cotter pins and self-locking nuts.

4. During Inspections, use the following general guidelines:

   (a) **MOVABLE PARTS**: Inspect for lubrication, servicing, security of attachment, binding, excessive wear, safetying, proper operation, proper adjustment, correct travel, cracked fittings, security of hinges, defective bearings, cleanliness, corrosion, deformation, sealing, and tension.

   (b) **FLUID LINES AND HOSES:** Inspect for leaks, cracks, bulging, collapsed, twisted, dents, kinks, chafing, proper radius, security, discoloration, bleaching, deterioration, and proper routing, rubber hoses for hardness or flexibility and metal lines for corrosion.

   (c) **METAL PARTS**: Inspect for security of attachment, cracks, metal distortion, loose or broken terminals, heat deterioration, and corroded terminals.

   (d) **WIRING:** Inspect for security, chafing, burning, arcing, defective insulation, loose or broken terminals, heat deterioration, and corroded terminals.

   (e) **STRUCTURAL FASTENERS:** Inspect for correct torque in accordance with applicable torque values. Refer to AMM Chapter 20, Torque Data - Maintenance Practices, during installation or when visual inspection indicates the need for a torque check. CAUTION: Torque values listed in this manual are not to be used for checking tightness of installed parts during service.

   (f) **FILTERS, SCREENS, AND FLUIDS:** Inspect for cleanliness and the need for replacement at specified intervals.

5. A system check (operation or function) that requires electrical power, must be performed using 28.5 Volts, +0.25 or -1.00 Volts, bus voltage. This will make sure that all components are operating at their operational voltage.

F. PROGRESSIVE CARE PROGRAMME (AMM 5-12-00)

1. The program is divided into four primary operations (operations 1 through 4) which cover all 50-hour, 100-hour and 200-hour inspection requirements. The remaining operations include all of the inspection requirements due at other intervals.

2. The inspection program is divided into operations to enable the progressive inspection to be accomplished.

3. **A COMPLETE AIRPLANE INSPECTION** includes all 50-, 100- and 200-hour items plus those inspection items contained in other operations which are due at the specified time. The complete inspection must be accomplished at each twelve calendar months.

4. If the aircraft is approaching the end of a 12-calendar month period, but the complete cycle of four Operations has not been accomplished, it will be necessary to complete the remaining Operations regardless of aircraft hours before the end of the 12-calendar month period.

G. SUPPLEMENTAL INSPECTION DOCUMENT (AMM 5-13-00)

1. The Supplemental Inspection Document (SID) Program for the Cessna Model 172 airplane is based on the affected Model 172 airplane current usage, testing, and inspection methods. A practical state-of-the-art inspection program is established for each Principle Structural Element (PSE).

2. An airplane component is classified as a Principal Structural Element (PSE) if:

   (a) The component contributes significantly to carrying flight and ground loads.

   (b) If the component fails, it can result in a catastrophic failure of the airframe

3. The emphasis of the SID Program is to detect fatigue damage whose probability increases with time

4. The Supplemental Inspection Document Program is valid for model 172 airplanes with less than 30,000 flight hours. Beyond this, continued airworthiness of the airplane can no longer be assured. Retirement of this airframe is recommended when 30,000 flight hours has been accumulated.

H. AIRFRAME INTERVAL INSPECTION TOLERANCE (AMM 5-12-00)

1. The periods prescribed in this specification may be varied as follows but **ONLY** with approval from CAAM upon application made by GAM-CAMO in accordance with procedures specified in CAME Part 1 Para 1.14.4 and CAMP Part 4.4.4.

2. 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:

   a) 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.
   b) In the event of early compliance of any operation scheduled, the next operation due point must be rescheduled to establish a new due point from the time of early accomplishment.

I. CORROSION PREVENTION AND CONTROL PROGRAM (AMM 5-30-00)

1. The objective of the CPCP is to help to prevent or control the corrosion so that it does not cause a risk to the continued airworthiness of the airplane.

2. The level of corrosion identified on the Principal Structural Elements (PSEs) and other structure listed in the Baseline Program will help make sure the CPCP provides good corrosion protection. A good quality program is one that will control all structural corrosion at Level 1 or better.

3. Corrosion Program Levels:

   a. **Level 1 Corrosion**:

   i. Corrosion damage occurring between successive inspections tasks, that is local and can be reworked or blended out with the allowable limit.

   ii. Local corrosion damage that exceeds the allowable limit but can be attributed to an event not typical of the operator's usage or other airplanes in the same fleet (e.g., mercury spill).

   iii. Operator experience has demonstrated only light corrosion between each successive corrosion task inspection; the latest corrosion inspection task results in rework or blend out that exceeds the allowable limit.

   b. **Level 2 Corrosion**:

   i. Level 2 corrosion occurs between two successive corrosion inspection tasks that requires a single rework or blend-out that exceeds the allowable limit. A finding of Level 2 corrosion requires repair, reinforcement or complete or partial replacement of the applicable structure.

c. **Level 3 Corrosion**:

i. Level 3 corrosion occurs during the first or subsequent accomplishments of a corrosion inspection task that the operator determines to be an urgent airworthiness concern.

4. The Baseline Program is part of the Corrosion Prevention and Control Program (CPCP). It is divided into Basic Task and Inspection Interval. In this manual the Basic Tasks are referred to as the Corrosion Program Inspection. The Baseline Program has been incorporated into the Inspection Time Limits, and Inspection Operation 26, Inspection Operation 27, Inspection Operation 28, Inspection Operation 29, and Inspection Operation 30.

J. ENGINE

1. The engine periodic inspection consists of Daily Pre-Flight, 25 Hour, 50 Hour, 100 Hour, and 400 Hour interval inspections.

2. The daily pre-flight inspection is a check of the aircraft prior to the first flight of the day. The inspection is to determine the general condition of the aircraft and engine. The importance of proper pre-flight inspection cannot be over emphasized. Statistics prove several hundred accidents occur yearly directly responsible to poor pre-flight. Among the major causes of poor pre-flight inspection are lack of concentration, reluctance to acknowledge the need for a check list, carelessness bred by familiarity and haste.

3. **NON-SCHEDULED INSPECTIONS** Occasionally, Service Bulletins or Service Instructions are issued by Lycoming that require inspection procedures that are not listed in this manual. Such publications usually are limited to specified engine models and become obsolete after corrective modification has been accomplished. All such publications are available from Lycoming distributors, or from the factory by subscription. Consult the latest revision of Service Letter No. L114 for subscription information.

K. PROPELLER

PERIODIC INSPECTIONS

1. Daily or Pre-flight Inspection to be performed by the authorised certifying staff or by an authorised pilot when aircraft is out of base. Refer Chapter 22.0 of this AMP.

2. 100 hour and Annual Inspection: At each 100 hours, Annual, or other approved inspection interval, examine the propeller in accordance with aircraft inspection manual.

INSPECTION TIME LIMITS (4-10-00)

1. Describes and lists components that are required to be inspected at specified intervals. The intervals specified represent the maximum time allowable between inspections.

REPLACEMENT TIME LIMITS (4-11-00)

1. Describes and lists life limited components that are to be replaced at a specific time. Components that have reached the replacement times listed must be permanently withdrawn from service.

TIME BETWEEN PROPELLER OVERHAULS

1. Time between overhaul for propellers based on hours of operation and calendar time, whichever occurs first. The starting point for the calendar limit is the date of first installation on an engine (not from date of manufacture or overhaul). Date of manufacture or overhaul is applicable when determining long term storage inspections. If the propeller has been removed from service, the TBO calendar limit still applies, not long-term storage.
2. If the propeller is in storage in excess of two years, additional inspections are required. Once installed on an aircraft, the propeller calendar limit is not interrupted by subsequent removal and/or storage.
3. Propeller overhaul should, as much as practical, coincide with engine overhaul. For example, in a case where propeller TBO is 1500 hours and engine TBO is 1400 hours, the propeller should be overhauled at the same time as the engine. This is appropriate as long as neither TBO limit is exceeded.

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GENERAL INSTRUCTIONS

1. The inspections defined in this AMP must be accomplished by the authorised Licensed Aircraft Engineer (LAE) within the stipulated interval. Nothing in this AMP may be altered or omitted from it, is to be construed as absolving the authorised personnel from maintaining the aircraft in a thoroughly airworthy condition.

2. Any damage or defects affecting safety on the aircraft must be rectified before further flight. Defects must be recorded by the Pilot in Command in the Journey Log and Maintenance Release must be issued after any rectification by the authorised Licensed Aircraft Engineer or any other authorised personnel.

3. The inspection intervals given are the maximum permitted unless otherwise stated. Any extension beyond check periods stated tolerance must be approved by CAAM or by the procedures as agreed by CAAM.

4. When operating under particular environmental conditions (contaminated ambient, near or over the sea or special missions) it is prerogative and responsibility of the operator to increase or intensify the prescribed inspections and ensure availability of equipment as necessary to assure safe operation and compliance with the Flight Operations Directives and Civil Aviation Directives.

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

6. Whenever critical maintenance tasks as defined in Chapter 10.0 para.A.6. of this AMP are performed, an independent inspection shall be carried out to ensure correct assembly, locking and sense of operation as an error-capturing method. When inspecting control systems that have undergone maintenance, the independent qualified person should consider the following points independently:

   a) all those parts of the system that have actually been disconnected or disturbed should be inspected for correct assembly and locking;
   b) the system as a whole should be inspected for full and free movement over the complete range;
   c) cables should be tensioned correctly with adequate clearance at secondary stops;
   d) the operation of the control system as a whole should be observed to ensure that the controls are operating in the correct sense;
   e) if different control systems are interconnected so that they affect each other, all the interactions should be checked through the full range of the applicable controls; and;
   f) software that is part of the critical maintenance task should be checked, for example: version, compatibility with aircraft configuration.

A. AIRCRAFT MAINTENANCE RELEASE

1. "Maintenance Release" means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organisation's exposition or under an equivalent system.

2. A maintenance release shall be issued by appropriately authorised certifying staff when it has been verified that all maintenance ordered has been properly carried out by the contracted AMO in accordance with the procedures specified in the MOE, taking into account the availability and use of the approved maintenance data and that there is no non-compliance which are known to endanger flight safety.

3. The contracted AMO shall ensure that:

   a) after completion of maintenance a general verification is carried out to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels removed have been refitted;
   b) an error capturing method is implemented after the performance of any critical maintenance task;
   c) the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised; and
   d) damage is assessed and modifications and repairs are carried out using data specified in accordance with CAD 6801.

4. To minimise the risk of multiple errors and to prevent omissions, the person or organisation performing maintenance should ensure that:

   a) every maintenance task is signed off only after completion.
   b) the grouping of tasks for the purpose of sign-off allows critical steps to be clearly identified; and
   c) any work performed by personnel under supervision (i.e. temporary staff, trainees) is checked and signed off by an authorised person.

5. To minimise the possibility of an error being repeated in identical tasks that involve removal/installation or assembly/disassembly of several components of the same type fitted to more than one system, whose failure could have an impact on safety, the person or organisation performing maintenance should plan different persons to perform identical tasks in different systems. However, when only one person is available, then this person should perform re-inspection of the tasks as described below.

6. The following critical maintenance tasks should primarily be reviewed to assess their impact on safety and shall be subject to independent inspection where applicable as defined in Chapter 9.0 Para. 6:

   a) Tasks that may affect the control of the aircraft, flight path and attitude, such as installation, rigging and adjustments of flight controls;
   b) Aircraft stability control systems (autopilot, fuel transfer);

c) Tasks that may affect the propulsive force of the aircraft, including installation of aircraft engines, propellers and rotors; and
d) Overhaul, calibration or rigging of engines, propellers, transmissions and gearboxes

7. Independent inspection is one possible error-capturing method. It consists of an inspection performed by an 'independent qualified person' of a task carried out by an 'authorised person', taking into account that:

a) the 'authorised person' is the person who performs the task or supervises the task and assumes the full responsibility for the completion of the task in accordance with the applicable maintenance data;
b) the 'independent qualified person' is the person who performs the independent inspection and attests the satisfactory completion of the task and that no deficiencies have been found.
c) the maintenance release is issued by the 'authorised person' after the independent inspection has been carried out satisfactorily;
d) the work card system should record the identification of each person, the date and the details of the independent inspection, as necessary, before the maintenance release is issued.

B. AIRCRAFT LINE MAINTENANCE

1. All inspections which require no major planning, not involved in special procedure such as jacking of whole aircraft, 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:

a) Troubleshooting.
b) Defect Rectification.
c) 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 power plant items which are visible through quick opening access panels/doors.
d) Minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means.
e) For temporary or occasional cases, Airworthiness Directives or Service Bulletins which are normally Base Maintenance tasks may be accepted by the
f) Maintenance organization's Quality Assurance Manager to be performed at Line Maintenance provided all requirements listed above are fulfilled.

2. Line Maintenance tasks entered into the Aircraft Journey Log i.e., minor scheduled line maintenance and simple defect rectification not requiring the facility requirements of a home/base maintenance and is within the scope of the Category B1 and B2 privileges, the certification on the completed tasks within the Aircraft Journey Log is deemed as Maintenance Release.

3. In addition, task trained certifying staff qualified in Category A and B2 may carry out minor scheduled line maintenance and simple defect rectification certification.

4. Daily Inspection (DI) / Pre-Flight Inspection (PF) as defined in Chapter 22.0 to be certified by authorised certifying staff.

5. Listed tasks permitted to be carried out by authorised certifying staff, for the purpose of issuing an aircraft Maintenance of Release to Service as part of line maintenance or simple defect rectification as listed below in accordance with CAD 1801:

   a) Replacement of wheel assemblies.
   b) Replacement of wheel brake units.
   c) Replacement of emergency equipment.
   d) Replacement of internal and external lights, filaments and flash tubes.
   e) Replacement of windscreen wiper blades.
   f) Replacement of passenger and cabin crew seats, seat belts and harnesses.
   g) Closing of cowlings and refitment of quick access inspection panels.
   h) Simple repairs and replacement of internal compartment doors and placards but excluding doors forming part of a pressure structure.
   i) Simple repairs and replacement of cabin furnishing items.
   j) Replacement of static wicks.
   k) Replacement of aircraft main batteries.
   l) Routine lubrication and replenishment of all system fluids and gases.
   m) The de-activation only of sub-systems and aircraft components as permitted by the operator's minimum equipment list where such de-activation is agreed by CAAM as a simple task.
   n) Inspection for and removal of de-icing/anti-icing fluid residues, including removal/closure of panels, cowls or covers or the use of special tools.

o) Any other task agreed by CAAM as a simple task for a particular aircraft type. This may include defect deferment when all the following conditions are met:
- There is no need for troubleshooting; and
- The task is in the MEL; and
- The maintenance action required by the MEL is agreed by the CAAM to be simple.

p) Removal and installation of external cargo provisions (i.e., external hook, mirrors) other than the hoist.
q) Removal and installation of quick release external cameras and search lights.
r) Removal and installation of emergency float bags, not including the bottles.
s) Removal and installation of external doors fitted with quick release attachments.

NOTE: No task which requires troubleshooting should be part of the authorised maintenance actions. Maintenance release after rectification of deferred defects should be permitted as long as the task is listed above.

C. BASE MAINTENANCE RELEASE (BMR)

1. Base Maintenance Release (BMR) shall be issued by the base maintenance service provider/contractor having regards to satisfactory completion of a collective task/work package being undertaken.

2. A Base Maintenance Release statement shall contain as a minimum:

a) Basic details of maintenance carried out.
b) The date such maintenance was completed.
c) The identity of the organisations and/or person issuing the maintenance release.
d) The approval reference of the maintenance organization and the certifying staff issuing such release
e) The limitation to airworthiness or operation, if any.

3. A maintenance release statement shall not be issued in the case of any known non-compliance which endanger flight safety.

4. For Base Maintenance Release Certificate of large aircraft (a helicopter with a maximum certificated take-off mass exceeding 3,175 kg or a helicopter with more than one engine), the contracted AMO must have:

   a) appropriate aircraft type rated certifying staff qualified as category B1.2 and category B2 to certify the task for release to service in the appropriate categories, and
   b) have appropriate certifying staff qualified in category C for the issue of the base maintenance release.

5. **Base Maintenance Release Certificate (BMRC)** to be issued upon completion of Base Maintenance Inspection as specified in chapter 12 (Scheduled Maintenance Check and Cycle) of this AMP.

POLIS DIRAJA MALAYSIA

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S				
PAGE TITLE:	AMENDEMNET PROCEDURES			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:**	0
CHAPTER:	11.0	**PAGE:**	1 of 1	**DATE:**	21 DECEMBER 2022				

AMENDMENT PROCEDURES

1. Amendments to this programme will arise from the following sources:

   "A" amendments

   These are mandatory amendments as required by CAAM.

   "B" amendments
   These are amendments due to TC holder's recommendations, modifications, repairs and discovered by service experience.

   "C" amendments
   Amendments due to typographical errors.

2. All amendments to 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.

3. 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.

4. Any Temporary Revision does only valid for 90 days from the first issuance of TEMPORARY REVISION 1. Prior that 90 days, AMP must be submitted to CAAM for approval. CAMO planner shall monitor all AMP Temporary Revision expiry status in AERONET and advise CAMM or DCAMM to ensure that all AMP with Temporary Revision has been submitted to CAAM for approval. In the case of Temporary Revision not approved by CAAM within 90 days, the Temporary Revision is deemed to be invalid.

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

POLIS DIRAJA MALAYSIA

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S			
PAGE TITLE:	SCHEDULED MAINTENANCE CHECK AND CYCLE			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	12.0	**PAGE:**	1 of 9	**DATE:**	21 DECEMBER 2022			

SCHEDULED MAINTENANCE CHECK AND CYCLE

GLOSSARY					
FH	Flight Hour	**M**	Month	**Y**	Year
AF	Airframe	**AMP**	Aircraft Maintenance Programme	**LDG**	Landing
AA	As Applicable	**ENG.**	Engine	**OM**	Operator's Manual

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

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
A	**AIRFRAME PROGRESSIVE CARE PROGRAM (PRIMARY OPERATION)**				
A1	Operation 1	MM 05-12-01	AA	Every 50 hours after Operation 4	Refer note 1 & 5
A2	Operation 2	MM 05-12-02	AA	Every 50 hours after Operation 1	Refer note 1 & 5
A3	Operation 3	MM 05-12-03	AA	Every 50 hours after Operation 2	Refer note 1 & 5
A4	Operation 4	MM 05-12-04	AA	Every 50 hours after Operation 3 / 1 Y	Refer note 1 & 5

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
B	**AIRFRAME PROGRESSIVE CARE PROGRAM (SPECIFIC INTERVAL)**				
B1	Operation 5	MM 05-12-05	AA	Every 400 FH or 1 Y interval whichever occurs first	Refer note 1 & 5
B2	Operation 6	MM 05-12-06	AA	First 100 FH and each 500 FH thereafter	Refer note 1, 5 & 8
B3	Operation 7	MM 05-12-07	AA	Every 600 FH or 1 Y interval, whichever occur first.	Refer note 1, 5 & 8
B4	Operation 8	MM 05-12-08	AA	Every 1000 FH or 3 Y interval, whichever occur first.	Refer note 1, 5 & 8

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
B	**AIRFRAME PROGRESSIVE CARE PROGRAM (SPECIFIC INTERVAL)**				
B5	Operation 12	MM 05-12-12	AA	Initial 5 Y from date of manufacturer and every 12 M interval.	Refer note 1 & 5
B6	Operation 13	MM 05-12-13	AA	Every 50 FH / 4 M interval, whichever occur first.	Refer note 1 & 5
B7	Operation 14	MM 05-12-14	AA	Every 2 Y interval or anytime component added or removed affecting accuracy and variation of compass calibration or accuracy is in question.	Refer note 1 & 5
B8	Operation 16	MM 05-12-16	AA	Every 1000 FH / 1 Y interval, whichever occur first.	Refer note 1 & 5
B9	Operation 21	MM 05-12-21	AA	Every 6 Y / 1000 FH interval, whichever occur first.	Refer note 1 & 5
B10	Operation 22	MM 05-12-22	AA	Every 100 FH / 1 Y interval, whichever occur first.	Refer note 1 & 5
B11	Operation 23	MM 05-12-23	AA	Every 100 FH, every Annual inspection, every overhaul, & any time fuel line or clamps are serviced, removed, or replaced	Refer note 1 & 5
B12	Operation 24	MM 05-12-24	AA	First 600 FH and as defined by manufacturer thereafter.	Refer note 1 & 5
B13	Operation 25	MM 05-12-25	AA	Every 1000 FH / 3 Y interval, whichever occur first.	Refer note 1 & 5
B14	Operation 31	MM 05-12-31 MM 05-14-02	AA	First 10000 FH / 3 Y, whichever occurs first and thereafter every 1000 FH / 3 Y, whichever occurs first.	Refer note 2 & 5 & 7
B15	Operation 32	MM 05-12-32 MM 05-14-09	AA	First 2000 FH / 5 Y, whichever occurs first and thereafter every 2000 FH / 5 Y, whichever occurs first.	Refer note 2 & 5 & 7
B16	Operation 33	MM 05-12-33 MM 05-14-19	AA	First 3000FH / 10Y, whichever occurs first and thereafter every 500 FH / 5 Y interval, whichever occurs first.	Refer note 2 & 5 & 7
B17	Operation 34	MM 05-12-34 MM 05-14-04	AA	First 3000FH / 5Y, whichever occurs first and thereafter every 1000 FH / 5 Y interval, whichever occurs first.	Refer note 2 & 5 & 7
B18	Operation 35	MM 05-12-35 MM 05-14-05	AA	First 3000FH / 5Y, whichever occurs first and thereafter every 3000 FH / 5 Y interval, whichever occurs first	Refer note 2 & 5 & 7

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
B	**AIRFRAME PROGRESSIVE CARE PROGRAM (SPECIFIC INTERVAL)**				
B19	Operation 36	MM 05-12-36	AA	First 100 FH and thereafter. Every 600FH / 12 M, whichever occurs first	Refer note 1 & 5
B20	Operation 37	MM 05-12-37 MM 05-14-05	AA	First 6000FH / 10Y, whichever occurs first and thereafter every 1000 FH / 3 Y interval, whichever occurs first	Refer note 2 & 5 & 7
B21	Operation 38	MM 05-12-38 MM 05-14-01 MM 05-14-12 MM 05-14-13	AA	First 10000FH / 20Y, whichever occurs first and thereafter every 3000 FH / 5 Y interval, whichever occurs first	Refer note 2 & 5 & 7
B22	Operation 39	MM 05-12-39 MM 05-14-21	AA	First 10000FH / 20Y, whichever occurs first and thereafter every engine overhaul	Refer note 2 & 5 & 7
B23	Operation 40	MM 05-12-40 MM 05-14-17	AA	First 5 Y and thereafter every 5 Y interval	Refer note 2 & 5 & 7
B24	Operation 41	MM 05-12-41 MM 05-14-11	AA	First 10 Y and thereafter every 10 Y interval	Refer note 2 & 5 & 7
B25	Operation 42	MM 05-12-42 MM 05-14-03 MM 05-14-16 MM 05-14-20	AA	First 20 Y and thereafter every 10 Y interval	Refer note 2 & 5 & 7
B26	Operation 43	MM 05-12-43 MM 05-14-07 MM 05-14-10 MM 05-14-15	AA	First 25 Y and thereafter every 10 Y interval	Refer note 2 & 5 & 7
B27	Operation 44	MM 05-12-44 MM 05-14-17	AA	First 3 Y and thereafter every 3 Y interval	Refer note 2 & 5 & 7
B28	Operation 45	MM 05-12-45 MM 05-14-11	AA	First 5 Y and thereafter every 5 Y interval	Refer note 2 & 5 & 7
B29	Operation 46	MM 05-12-46	AA	First 10 Y and thereafter every 5 Y interval	Refer note 2 & 5 & 7

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
B	**AIRFRAME PROGRESSIVE CARE PROGRAM (SPECIFIC INTERVAL)**				
		MM 05-14-03 MM 05-14-10 MM 05-14-15 MM 05-14-16 MM 05-14-20			
B30	Operation 47	MM 05-12-47 MM 05-14-08 MM 05-14-14 MM 05-14-18	AA	First 12000 FH / 20 Y, whichever occurs first and thereafter every 2000 FH / 10 Y interval, whichever occurs first	Refer note 2 & 5 & 7
B31	Operation 48	MM 05-12-48 MM 05-14-08 MM 05-14-14 MM 05-14-18	AA	First 6000 FH / 10 Y, whichever occurs first and thereafter every 1000 FH / 5 Y interval, whichever occurs first	Refer note 2 & 5 & 7
B32	Operation 49	MM 05-12-49 MM 05-14-22	AA	First 25 Y and thereafter every 10 Y interval	Refer note 2 & 5 & 7
B33	Operation 50	MM 05-12-50 MM 05-14-22	AA	First 15 Y and thereafter every 5 Y interval	Refer note 2 & 5 & 7
B34	Operation 51	MM 05-12-51 MM 05-14-23	AA	First 10000 FH / 20 Y, whichever occurs first and thereafter every 1000 FH / 3 Y interval	Refer note 2 & 5 & 7

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
C	**AIRFRAME PROGRESSIVE CARE (FLIGHT HOUR INTERVAL)**				
C1	Operation 9	MM 05-12-09	AA	Every 500 FH interval	Refer note 1 & 5
C2	Operation 10	MM 05-12-10	AA	Every 1000 FH interval	Refer note 1 & 5
C3	Operation 15	MM 05-12-15	AA	Every 2000 FH	Refer note 1 & 5

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
D	**AIRFRAME PROGRESSIVE CARE (CALENDER INTERVAL)**				
D1	Operation 11	MM 05-12-11	AA	Every 2 Y interval	Refer note 1 & 5
D2	Operation 17	MM 05-12-17	AA	Every 12 M interval	Refer note 1 & 5
D3	Operation 18	MM 05-12-18	AA	Every 6 Y interval	Refer note 1 & 5
D4	Operation 19	MM 05-12-19	AA	Every 12 Y interval	Refer note 1 & 5
D5	Operation 20	MM 05-12-20	AA	Every 1 Y interval	Refer note 1 & 5

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
E	**AIRFRAME PROGRESSIVE CARE (CORROSION CONTROL PROGRAMME)**				
E1	Operation 26	MM 05-12-26	AA	Every 12 M interval	Refer note 3 & 5
E2	Operation 27	MM 05-12-27	AA	Every 24 M interval	Refer note 3 & 5
E3	Operation 28	MM 05-12-28	AA	Every 36 M interval	Refer note 3 & 5
E4	Operation 29	MM 05-12-29	AA	Every 48 M interval	Refer note 3 & 5
E5	Operation 30	MM 05-12-30	AA	Every 60 M interval	Refer note 3 & 5

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
F	**AIRFRAME UNSCHEDULED MAINTENANCE CHECKS**				
F1	Landing gear and wings check	MM 05-50-00	AA	At each occurrence of hard landings	Refer note 6

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
F2	Fuselage, cowling, stabilizers and wings check	MM 05-50-00	AA	At each occurrence of overspeed	Refer note 6
F3	Stabilizers and wings check	MM 05-50-00	AA	At each occurrence of extreme turbulence or extreme manoeuvres	Refer note 6
F4	Communication, navigation, fuselage, cowling, stabilizers, wings, propeller and powerplant check	MM 05-50-00	AA	At each occurrence of lightning strike	Refer note 6
F5	Landing gear, fuselage, cowling, stabilizers, windows, wings, and engine check	MM 05-50-00	AA	At each occurrence of foreign object damage	Refer note 6
F6	Landing gear and wings check	MM 05-50-00	AA	At each occurrence of high drag/side loads due to ground handling	Refer note 6

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
G	**ENGINE SCHEDULED INSPECTIONS FLIGHT HOUR INTERVAL**				
G1	Engine Inspection	OM 60297-12 – Section 4	AA	First 25 FH for new Rebuilt / Newly Overhaul	Refer note 5
G2	Engine Inspection	OM 60297-12 – Section 4	AA	50 FH	Refer note 5
G3	Engine Inspection	OM 60297-12 – Section 4	AA	100 FH	Refer note 5
G4	Engine Inspection	OM 60297-12 – Section 4	AA	400 FH	Refer note 5

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
H	**ENGINE UNSCHEDULED INSPECTIONS**				
H1	Inspection of Crankshaft Flange	Service Bulletin No. 201, latest revision	AA	At each occurrence of bent crankshaft flange	Refer note 6
H2	Inspection of engine	Service Bulletin No.369, latest revision	AA	At each occurrence of engine overspeed and momentary overspeed	Refer note 6
H3	Inspection of engine	Service Bulletin No.398, latest revision	AA	At each occurrence of engines operated with incorrect fuel	Refer note 6
H4	Inspection of engine oil	Service Bulletin No.399, latest revision	AA	At each occurrence of loss of oil pressure	Refer note 6
H5	Inspection of engine	Service Bulletin No.401, latest revision	AA	At each occurrence of lightning strike	Refer note 6
H6	Inspection of engine and propeller	Service Bulletin No.533, latest revision	AA	At each occurrence of sudden engine stoppage, propeller/rotor strike or loss of propeller/rotor blade or tip	Refer note 6
H7	Inspection of connecting rod bushing	Service bulletin No.630, latest revision	AA	At each occurrence of cylinder removal	Refer note 6

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
I	**PROPELLER SCHEDULED INSPECTIONS**				
I1	Propeller - Inspection/Check	61-00-06	AA	At each 100 Hours and annual inspection	Refer note 5

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
J	**PROPELLER UNSCHEDULED INSPECTIONS**				
J1	Propeller - Inspection	61-00-06	AA	At each object strike of stationary propeller, blade strike of rotating propeller, bird strike, or sudden engine stoppage	-
J2	Governor - Inspection	61-00-06	AA	At each governors exposure to propeller blade strike, propeller/engine lightning strike, engine detonation, oil contamination, or sudden engine stoppage	-
J3	Blades - Inspection	61-00-06	AA	At each occurrence of a lightning strike	-
J4	Propeller - Inspection	61-00-06	AA	At each occurrence of a propeller overspeed	-
J5	Propeller - Inspection	61-00-06	AA	At each occurrence of a propeller overtorque	-
J6	Propeller - Inspection	61-00-06	AA	At each occurrence of static blade shake and twist of all variable pitch propellers	-
J7	Propeller - Inspection	61-00-06	AA	At each occurrence of engine oil contamination	-
J8	Propeller & Governor - Inspection	61-00-06	AA	At each occurrence of propeller or governor exposure to fire or excessive heat	-

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
K	**AIRCRAFT PRESERVATION**				
K1	Inspections Due to Aircraft Storage	MM 10-11-00	AA	As required	-
K2	Inspections Due to Engine Inactive	OM 60297-12 – Section 7	AA	As required	-

NOTES:

1. Progressive care programme
   The program is divided into four primary operations (operations 1 through 4) which cover all 50-hour, 100-hour and 200-hour inspection requirements. The remaining operations include all of the inspection requirements due at other intervals.

2. Supplemental Inspection Document
   The Supplemental Inspection Document (SID) Program for the Cessna Model 172 airplane is based on the affected Model 172 airplane current usage, testing, and inspection methods. A practical state-of-the-art inspection program is established for each Principle Structural Element (PSE).

3. Corrosion Prevention and Control programme
   The CPCP consists of a Corrosion Program Inspection number, the area where the inspection will be done, specified corrosion levels and the compliance time.

4. Airframe Unscheduled Inspections
   Inspections and checks for damage after operating the airplane in conditions which could require unscheduled maintenance, i.e. lightning strikes, hard/overweight landing, overspeed, extreme turbulence/ maneuvers, foreign object damage, high drag etc.

5. 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.

6. Non-scheduled inspection, occasionally, Service Bulletins or Service Instructions are issued by Lycoming that require inspection procedures that are not listed in the maintenance manual.

7. Time limits for the INITIAL inspections are set by either flight hours or calendar time, whichever occurs first. Except for Section 5-14-21, Supplemental Inspection 71-20-01, corresponding calendar inspection times are per REPEAT flight hour or calendar time specified, whichever occurs first. Corrosion Prevention and Control Program (CPCP) remain calendar time based. If the INITIAL inspection has been completed and a CPCP is in effect, then REPEAT inspections are based entirely on flight hours.

8. Not currently used. No tasks for these operations are declared in aircraft maintenance manual.

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S			
PAGE TITLE:	AIRWORTHINESS LIMITATIONS SECTION - AIRFRAME			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	13.0	**PAGE:**	1 of 1	**DATE:**	21 DECEMBER 2022			

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 Replacement Time Limits - General, Chapter 04-11-00 of the latest revision.

No.	Part Number	Description	Maximum Service Life
1	83278	Oil Pressure Switch	3000 FH

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S			
PAGE TITLE:	AIRWORTHINESS LIMITATIONS SECTION - ENGINE			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	14.0	**PAGE:**	1 of 1	**DATE:**	21 DECEMBER 2022			

ENGINE COMPONENT IN-SERVICE LIFE LIMITS AND LIFE LIMITED VALUE

ITEM	TASK DESCRIPTION – SERVICE LIFE LIMITS
1.	There is currently no scheduled airworthiness limitation component replacement associated with the engine installed in this aircraft.

No.	Part Number	Description	Maximum Service Life

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S			
PAGE TITLE:	AIRWORTHINESS LIMITATIONS SECTION - PROPELLER			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	15.0	**PAGE:**	1 of 1	**DATE:**	21 DECEMBER 2022			

PROPELLER COMPONENT IN-SERVICE LIFE LIMITS AND LIFE LIMITED VALUE

ITEM	TASK DESCRIPTION - LIFE LIMITED VALUE
1.	There is currently no scheduled airworthiness limitation component replacement associated with the propeller installed on this aircraft.

No.	Part Number	Description	Maximum Service Life

POLIS DIRAJA MALAYSIA

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S			
PAGE TITLE:	TIME BETWEEN OVERHAUL – AIRFRAME			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	16.0	**PAGE:**	1 of 2	**DATE:**	21 DECEMBER 2022			

TIME BETWEEN OVERHAUL – 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 in AMM chapter Section 5-11-00, Component Time Limit, of the latest revision.

No.	Part Number	Description	Time Between Overhaul
1	S3443-1-1	Avionics Switch	500 FH
2	504516-401-XXXX	Restraint System	10 Y
3	504851-401-XXXX	Restraint System	10 Y
4	504516-403-XXXX	Restraint System	10 Y
5	504851-403-XXXX	Restraint System	10 Y
6	2000031-09-201	Restraint Assembly	10 Y
7	2000031-10-201	Restraint Assembly	10 Y
8	2000031-11-201	Restraint Assembly	10 Y
9	2000031-12-201	Restraint Assembly	10 Y
10	1260074-1	Trim Tab Actuator	When the free play cannot be kept in limits
11	S1495 / S51	Fuel Hoses	7 Y
12	01-0771011-04 & 01-0771015-07,-08	Position Light Assembly	10,000 FH
13	C294502-0201	Gyro Filter	600 FH
14	ALL	Engine Compartment Flexible Fluid-Carrying Teflon Hoses	10 Y
15	ALL	Engine Flexible Hoses	Refer SB 240 latest revision
16	P198281	Air Filter	500 FH
17	CA3559	Air Filter	100 FH
18	ALL	Mixture and Throttle Cables	Replace at every engine TBO
19	31B22207	Engine Starter	Replace at every engine TBO

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S			
PAGE TITLE:	TIME BETWEEN OVERHAUL – AIRFRAME			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:** 0
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No.	Part Number	Description	Time Between Overhaul
20	83278	Oil Pressure Switch	1000 FH
21	2020-0	Pointer ELT Battery	Refer label
22	508358-409 & 508358-421	AMSAFE Aviation Inflatable Restraint (AAIR) Forward and Aft Electronics Module Assemblies (EMA)	7 Y
23	508792-401 & 508794-401	AMSAFE Aviation Inflatable Restraint (AAIR) Inflator Assemblies	12 Y
24	512847-401	AMSAFE Aviation Inflatable Restraint (AAIR) Inflator Assemblies	10 Y
25	452-201-[X]	CO Guardian Remote Mounted CO Detector	7 Y
26	ALL	Electric Fuel Pump	10 Y (if not overhauled)
27	B3-5-1 / ARB3-5-1	Regulator Valve Filter	100 FH
28	ALL	Dry Vacuum Pump	500 FH
29	ALL	Airborne 350 Vacuum Pump Coupling	6 Y
30	ALL	Aero Accessories Vacuum Manifolds Models AA1H25 and AA1H5-25A	Refer SL-006 latest revision
31	1C235/LFA7570 / 1A170E/JHA7660	Propeller	Refer SB 137 latest revision
32	IO-360-L2A	Engine	Refer S.I. 1009 latest revision
33	CH48110	Engine Oil Filter	Refer S.I. 1492, S.I. 1267, and SB.480 latest revision
34	4371	Slick Magnetos	Refer SB2-80 latest revision

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S				
PAGE TITLE:	TIME BETWEEN OVERHAUL – ENGINE			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:**	0
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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 Lycoming SI 1009 of the latest revision.

No.	Part Number	Description	Time Between Overhaul
1	IO-360-L2A	Engine Assy	2,000 FH

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S				
PAGE TITLE:	TIME BETWEEN OVERHAUL - PROPELLER			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:**	0
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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 Table 601 of McCauley Propeller System Owner/Operator information manual 61-00-06, Propeller Inspection/Check, item 5 of the latest revision.

No.	Part Number	Description	Time Between Overhaul
1	ALL	Fixed pitch propellers	2,000 FH or 72 M
2	ALL	Propeller Governors	2,000 FH or 60 M
3	ALL	Propeller Accumulators	1,800 FH or 60 M

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S			
PAGE TITLE:	INSPECTION POST MODIFICATION / REPAIR			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:** 0
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INSPECTION POST MODIFICATION / REPAIR

NO.	DESCRIPTION	REFERENCE	ITEM	INSPECTION	INTERVAL	REMARKS
1.	Installation of Motorola Astro XTL 5000 FM System Refer CAAM: SC/2012/082/1	ICA1010032	Motorola Astro XTL 5000	Perform functional check on the radio, replace component as required	50 hours	Applicable to 9M-PSR, 9M-PSS, 9M-PST, 9M-PSU.
				Perform functional check on the radio, replace component as required. Check mounting structure for wear, corrosion, or cracking. Replace component as required. Verify wire runs are not chafed or show signs of heat erosion. Replace component/parts as required.	100 hours	
				Same as 100 Hours inspection	Annual	
2.	Installation of Emergency Locator Transmitter ELT Kannad	ICA1010071	ELT Kannad	Self-test	1 Month	Applicable to 9M-PSR, 9M-PSS, 9M-PST, 9M-PSU.
				Check for proper installation, battery corrosion, operation of controls and crash sensor, Presence of sufficient signal radiated from its Antenna.	12 Month	
				Check Rod Antenna AV300	200 Hours	
				Battery Replacement	6 Years	
3.	Installation of system observer mic/jack point	Job No. PSR/14/038/01	Observer mic/jack point	Visual Inspection	Monthly Inspection	Applicable to 9M-PSR, 9M-PSS, 9M-PST, 9M-PSU.

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S			
PAGE TITLE:	CAAM AND AD REQUIREMENTS			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:** 0
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CAAM REQUIREMENTS

NO.	ITEM	REFERENCE	REMARKS
1.	Certificate of Airworthiness	- Regulation 26: Certificate of Airworthiness to be in force - CAD 8301 Certificate of Airworthiness	Valid for the period as specified in Certificate of Airworthiness
2.	Aircraft Mass & Balance	- CAR 2016, Regulation 43: Aircraft Weight Schedule - CAAM CAD 6805 – Aircraft Mass and Balance Progromme	Weighing 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	Regulation 9: Expiration and Renewal of Certificate of Registration CAD 7101 – Aircraft Registration	Valid for the period not exceeding 3 years
4.	First Aid Kit	CAAM Civil Aviation Directive CAD 6 Part 2 Para 2.4.2	To be checked annually.
5.	ELT Serviceability Check	VAM AD NO. 2004-001 (CAD 8501)	A serviceability check of the ELT is to be carried out every 4 months.
6.	ELT Battery Voltage Check	VAM AD NO. 2004-001 (CAD 8501)	The ELT battery is to be checked for full voltage, every 6 months.

FAA AD

NO.	ITEM	AD / SB / ASB REFERENCE	TASK	RECURRING INTERVAL	REMARKS
1.	Engine Oil Pressure Switch	2013/11/11 (AMDT 39 – 17471)	Replacement	3000 FH	Applicable to 9M-PSR, 9M-PSS, 9M-PST, 9M-PSU.

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S				
PAGE TITLE:	OPERATOR REQUIREMENT			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:**	0
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OPERATOR REQUIREMENT

NO.	ITEM	REFERENCE	REMARKS
1.	-	--	-

DAILY INSPECTION (DI) / PRE-FLIGHT INSPECTION (PF)

1. **Daily Inspection / Pre-Flight 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. The Daily Inspection / Pre-Flight inspection are an inspection that has to be performed by qualified maintenance personnel or by an authorised pilot as defined in para. 3 below when aircraft is out of base.
3. Authorised pilot is addressed to pilot which has been task trained and granted approval by Quality Assurance Department of the maintenance contractor.
4. The Daily Inspection / Pre-Flight inspection in this AMP do not replace the Pre-flight check in Pilot Operating Handbook (POH) requirement list, which must be performed by a pilot.
5. For DI / Pre-flight inspection reference, as follows:
   (a) Engine: Lycoming Operator's Manual Section 4 – Periodic Inspection
   (b) Propeller: McCauley Propeller Operator Manual 61-00-06
   (c) Motorola Astro XTL 5000 FM System - Instruction for Continued Airworthiness (ICA1010032)
   (d) Emergency Locator Transmitter - Instruction for Continued Airworthiness (ICA1010071)

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	TEXTRON AVIATION CESSNA 172S				
PAGE TITLE:	PRE-FLIGHT INSPECTION			**REFERENCE:**	RMPAW/ENG/CAMO/AMP/C172S	**ISSUE:**	1	**REVISION:**	0
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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
ENGINE			
1	Engine	Ensure all switches in “off” position (Operator’s Manual No.60297-12, section 4)	DI / PF
		Ensure magneto ground wire connected (Operator’s Manual No.60297-12, section 4)	DI / PF
		Check oil level (Operator’s Manual No.60297-12, section 4)	DI / PF
		Check fuel tank are full (Operator’s Manual No.60297-12, section 4)	DI / PF
		Check fuel and oil line connections (Operator’s Manual No.60297-12, section 4)	DI / PF
		Remove any accumulation of water and sediment in the fuel drain (Operator’s Manual No.60297-12, section 4)	DI / PF
		Inspection on shield and cowling (Operator’s Manual No.60297-12, section 4)	DI / PF
		Check controls for general condition, travel, and freedom of movement (Operator’s Manual No.60297-12, section 4)	DI / PF
		Inspect induction system air filter (Operator’s Manual No.60297-12, section 4)	DI / PF
PROPELLER			
1	Oil and Grease Leakage	Inspection for oil and grease leakage (Operator’s Manual MPC-26, 61-00-06)	DI/PF
2	Blade Inspection	Wash blade with a mild soap and water solution to remove all residue (Operator’s Manual MPC-26, 61-00-06)	DI/PF
		Inspect surface damage on both sides of the blade such as dents, nicks, scratches, and corrosion (Operator’s Manual MPC-26, 61-00-06)	DI/PF
		Examine for evidence of erosion (Operator’s Manual MPC-26, 61-00-06)	DI/PF
		Check the edge to find any deformation (Operator’s Manual MPC-26, 61-00-06)	DI/PF
		Feel the blade and move them to find unusual changes in looseness and unusual play (Operator’s Manual MPC-26, 61-00-06)	DI/PF
3	Spinner and bulkhead	Check spinner and bulkhead for security, missing fasteners, damage, and cracks (Operator’s Manual MPC-26, 61-00-06)	DI/PF

NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
		Check for looseness of bulkhead (Operator's Manual MPC-26, 61-00-06)	DI/PF
		Check wear depth inside spinner must not exceed 0.010 inch (0.25 mm) (Operator's Manual MPC-26, 61-00-06)	DI/PF
4	General Condition	Check for general condition	DI/PF
5	Control System	Check control system (governor) to determine whether the system is operating properly and is not leaking (Operator's Manual MPC-26, 61-00-06)	DI/PF
6	Maintenance Records	Note in maintenance records any indication for future reference to determine whether a condition is getting (Operator's Manual MPC-26, 61-00-06)	DI/PF
POST MODIFICATION			
1	Motorola Astro XTL 5000 FM System	05 Control Head: 6. Check for dents, crack, and puncture on the mounting area on the instrument panel and 05 Control Head casing. 7. Remove all dirt and grease from surface areas. Clean with a soft cloth moistened with mild soap and water.	DI / PF
		XTL 5000 Transceiver: • Check for dent, crack, and puncture on the mounting area under RH passenger's seat surface and trunnion. • Check all electrical connector's security and tighten if required • Remove all dirt and grease from the surface areas. Clean with a soft cloth moistened with mild soap and water.	
		FM Antenna: • Check for dents, crack, and puncture on the mounting area on the aircraft skin and antenna doubler. • Check all BNC connector's security and tighten if required. • Remove all dirt and grease from surface areas. Clean with a soft cloth moistened with mild soap and water.	
2	Emergency Locator Transmitter ELT Kannad	Check for dents, crack, and puncture on the mounting area.	DI / PF
		Remove all dirt and grease from surfaces area. Clean with soft cloth moistened with mild soap and water	
		Check the ELT fastener for wear, contamination, and environmental degradation.	