

05-20
SCHEDULED
MAINTENANCE**05-20 SCHEDULED MAINTENANCE**

The inspection schedule outlined in this chapter is what the manufacturer, Pipistrel d.o.o, regards as the minimum, in order to keep the aircraft in airworthy condition. The owner/operator is responsible for keeping the aircraft in airworthy condition and shall use this chapter as a guide. It is not, however, by any means the only guide that should be used. The NAA airworthiness directives in the country the aircraft is registered in MUST be adhered to. Maintenance/service personnel is chosen by the aircraft owner/operator and thus it is also his/her responsibility to ensure they are qualified.

CAUTION: The owner/operator must give any personnel carrying out maintenance/servicing procedures on the aircraft access to records of any past maintenance, as well as all of the aircraft's documentation.

VISUAL INSPECTION

The most common task found in the Aircraft's inspection schedule is the visual inspection. This is essentially an inspection to determine the general state of a component and typically does not require disassembly/removal of any other assemblies/equipment nearby. It is to be performed according to the following criteria and with any/all aids deemed necessary:

Metal Parts – discoloration due to heat exposure, distortion, wear/cracks due to fatigue, corrosion, weld damage, cleanliness and any other forms of damage.

Moving Components – Proper and unhindered operation, alignment, sufficient sealing, cleanliness, sufficient lubrication, travel, general condition, fastening material secured, signs of excessive wear, cracking, corrosion, deformation, and any other forms of damage.

Fuel, Air, coolant, and Oil Lines – Kinks, deterioration, chafing, poor flexibility, obstruction, bend radius, cleanliness, sufficiently secured/fastened and any other forms of damage.

Fastening Material - corrosion, wear, damage, loosening (paint marker) and safety wiring intact.

Composite Components – general condition, cleanliness, deformation, dents, warpage, cracks, scratches and any other forms of damage/wear. Composite surfaces that are bare, therefore, not painted, can also be checked for signs of delamination, fluid saturation and wear.

NOTE: If any composite component damage is found, a tap test should be performed to determine how extensive it is. Refer to 51-10 for additional guidelines on how to properly perform a visual inspection and/or tap test on composite components.

Electrical Installations - loose, corroded, or broken terminals/connectors; chafed, broken, or worn insulation; fastening material intact, heat deterioration, deformation, hardening, and any other forms of damage.

Filters and Screens - contamination, obstructions, signs of wear/damage.

Areas with Liquids - Evidence of leaks, sealant condition, signs of bacteria growth, cleanliness, corrosion, delamination, separation of bond, and structural fatigue.

OPERATIONAL INSPECTION

The second most common task found in the Aircraft's inspection schedule is the operational inspection. This is essentially an inspection to determine whether the component/part/assembly functions properly and does what it's supposed to do. Operational inspections of control surfaces must include a positive check, which is where one person holds the control surface steady, while the other moves the flight controls in both directions. This check confirms that movement of the flight controls results in movement of the control surface.

NOTE: It is expected that whenever a specific part or component is inspected, the inspection will include observation and evaluation of the component's surrounding area.

SCHEDULED MAINTENANCE PROGRAMS AND REQUIREMENTS

All airplanes of EU registry must undergo a complete "a 100 Hour Inspection Program" each 12 calendar months and additional requirements of the NAA of the country where the airplane is registered.

The 100 Hour Inspection Program is required, in addition to a complete Annual Inspection, for all airplanes of EU registry.

Inspection Program Intervals

Annual Inspection Time Intervals

The inspection interval to the next Annual Inspection may not exceed twelve calendar months. For Example: If an inspection were signed off on 14 June 2005, the next Annual Inspection would be due and must be accomplished no later than 30 June 2006. All subsequent Annual Inspections will be due in June unless the schedule is reset by performing an Annual Inspection early.

100 Hour Inspection Time Intervals

The interval between 100 Hour Inspections should never be exceeded by more than 10 hours, and then only if additional time is required to reach a place where the inspection can be satisfactorily accomplished. Additionally, the time the interval was exceeded must be included as flight hours in the next interval. For example: If a 100 Hour Inspection was due at 650 flight hours and was actually signed-off at 658 flight hours, the next 100 Hour Inspection is due at 750 flight hours, not 758 flight hours. Inspection tolerances cannot be accumulated.

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Airplane Operational and Functional Checks

Operational and Functional Checks must be performed before and after Scheduled Maintenance Inspections to detect any airplane abnormalities or malfunctions. These inspections are listed in chapter 05-30, Airplane Operational and Functional Checks. (See 05-30).

Unscheduled Maintenance Checks

Abnormal airplane operations require special maintenance checks. Definitions and inspection procedures for hard/overweight landings, exceeded speed limit, severe air turbulence, lightning strike, high drag/side loads due to ground handling, and ground gusts are listed in chapter 05-50, Unscheduled Maintenance Checks.

SCHEDULED INSPECTION REPORT

All references to “05-20” under the “ATA Ref” reference column are to be understood as reference to Visual Inspection criteria defined above under Inspection Groups and Criteria.

Overhaul and Replacement Times

The overhaul and replacements times are listed in chapter 05-10, Time Limits. These maintenance items must be incorporated into the 100 Hour or Annual Inspections as applicable.

Special Inspections

Special Inspections are highlighted in red and always denoted with a bracketed asterisk [*]. Those special inspections beginning with the word “And” indicate that the special inspection is to be performed IN ADDITION TO the regularly scheduled interval. For example, the following inspection states that in addition to changing engine oil every 50 Hours, the oil should be changed after the first 25 hours of operation as well.

Fuselage and Empennage Group	ATA Ref	50 Hr	Annual/ 100 Hr
Tail skid - Visual inspection. *Special Inspection: And after first 25 hours	05-20	[x]	[]

Note: The inspection above is an example and not part of the scheduled inspection report.

If the special inspection includes the word “Only”, this means that the it’s to be performed ONLY at the specified time interval. For example, the following inspection states that the Cabin Air Control Assembly Inspection/Check should only be performed every 500 hours or every 5 years, whichever occurs first.

Cabin Group	ATA Ref	50 Hr	Annual/ 100 Hr
Fuselage skin/shell - Perform inspection/check + major bonding lines tap test *Major Inspection: Only every 2000 FH (see 53-10: 2.1.)	53-10: 2.1.1. 51-10: 2.2.	[]	[x]

Note: The inspection below is an example and not part of the scheduled inspection.

Major Inspections

Major Inspections are also highlighted in red and accompanied by the word “and” or “only” (see Special Inspections). They are thorough, in-depth inspections that determine whether or not the load-bearing components have incurred any wear/damage that may affect the airworthiness of the aircraft.

Scheduled Inspection Report			
Make: PIPISTREL ALPHA Trainer	Model: ALPHA Trainer (Rotax 912 UL) ALPHA Club	Serial Number:	Registration Number:
Owner:	Date:	Place:	
Type of Inspection: [] 50 Hour [] 100 Hour	[] Annual [] 200 Hour [] 500 Hour [] 1000 Hour [] 10000 Hour	Operating Time:	Flight Hours: Landings:

Item No.	Pre-Inspection	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
1	Wash and clean the aircraft fully (external and internal)	12-20: 2.6.	[]	[x]	[]	[]	[]	[]
2	Operational/Functional Check Perform an airplane run-up in accordance with Operational Check in 05-30. Record of all abnormalities during the inspection. After completing the Operational Check, perform a walk around to detect fluid leaks or other abnormalities.	05-30	[]	[x]	[]	[]	[]	[]
3	Review compliance status with current NAA Aviation Regulations. This includes inspection of the following: - Aircraft Log Book - Registration Certificate - Certificate of Airworthiness - Weight and Balance Record - NAA Airworthiness Directives - POH NOTE: Please refer to Pipistrel Website and Tech Pub Portal for the current status of all Pipistrel documents that apply to the the airplane.	-	[]	[x]	[]	[]	[]	[]

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Item No.	Engine Group	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
1	25 Hour Inspection On new, rebuilt, or overhauled engine, perform complete 100-Hour Engine Inspection in accordance with the manufacturer's approved Instructions for Continued Airworthiness, see [1]; *Special Inspection: Only first 25 hours,		[]	[]	[]	[]	[]	[]
2	Perform 100-Hour Engine Inspection in accordance with the manufacturer's approved Instructions for Continued Airworthiness, see [1] chapter 05-20-00 *Special inspection: and if more than 30% of AV-GAS is used.		[*]	[x]	[]	[]	[]	[]
3	Engine Cowling - Perform visual Inspection Perform operational inspection of oil filler door.	05-20	[]	[x]	[]	[]	[]	[]
4	Foam baffling/seals - Visual Inspection, replace if necessary	05-20 71-00: 2.2.	[]	[x]	[]	[]	[]	[]
5	Throttle and choke cable connections on hot side of firewall - Visual Inspection + lubrication	05-20 12-20 76-00: 2.2.1. 53-30: 2.1.1.	[]	[x]	[]	[]	[]	[]
6	Gascolator - Visual inspection and inspection/cleaning *Special Inspection: and after first 5 and 50 hours	05-20 28-20: 2.1.3.	[]	[x]	[]	[]	[]	[]
7	Exhaust System Visual Inspection for soot, distortion, general condition.	05-20	[]	[x]	[]	[]	[]	[]
8	Engine cooling air inlet and diffuser - Visual Inspection	05-20	[]	[]	[x]	[]	[]	[]
9	Exhaust System Perform inspection/check *100 hours for standard exhaust system, 500 hours for either of the Akrapovič systems	05-20 78-20: 2.1	[]	[]	[]	[x]	[]	[]
10	Engine mount and mounting fixture - Perform inspections/checks	71-20: 2.1.1. 71-20: 2.2.1.	[]	[x]	[]	[]	[]	[]
11	Firewall - Perform inspection/check	53-30: 2.1.1.	[]	[]	[]	[]	[x]	[]
12	Battery cables - Visual inspection	05-20	[]	[x]	[]	[]	[]	[]
13	Lubrication - Time interval depends on the component, please check the table for details.	12-20: 2.5.	[]	[]	[]	[]	[]	[]
14	Vibration damping isolators	71-20: 2.2.1.	[]	[]	[]	[]	[]	[]
16	Carburetor drip collector line - Inspection/check	71-70: 2.1.1.	[]	[x]	[]	[]	[]	[]
17	Oil reservoir breather line - Inspection/check	71-70: 2.2.1.	[]	[x]	[]	[]	[]	[]

Item No.	Propeller Group	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
1	Spinner * See applicable propeller manual [10]		[]	[]	[]	[]	[]	[]
2	Blades * See applicable propeller manual [10]		[]	[]	[]	[]	[]	[]
3	Propeller Hub * See applicable propeller manual [10]		[]	[]	[]	[]	[]	[]

Item No.	Cabin Group	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
1	Cabin windows and windshield - Visual Inspection for cracking, crazing, and general condition. Perform inspections/checks	05-20 56-00	[]	[x]	[]	[]	[]	[]
2	Magnetic Compass - Visual Inspection	05-20	[]	[x]	[]	[]	[]	[]
3	Placards and Instrument Markings - Visual Inspection for conformity, security, and condition. Replace if necessary.	05-20 11-20	[]	[x]	[]	[]	[]	[]
4	Upholstery - Visual Inspection	05-20	[]	[]	[]	[x]	[]	[]
5	Seats Visual and operational inspection	05-20	[]	[x]	[]	[]	[]	[]
6	Seats - Operational inspection: pneumatic pump/backrest bladder	05-20	[]	[]	[]	[x]	[]	[]
7	Safety harnesses Visual and operational inspection	05-20	[]	[x]	[]	[]	[]	[]
8	Instrument Panel Visual Inspection	05-20	[]	[x]	[]	[]	[]	[]
9	Avionics + Switch panel Master switch ON - Avionics switch ON. Perform visual and operational inspection	05-20	[]	[]	[x]	[]	[]	[]
10	Control stick + control stick drive - Perform inspections/checks *Major Inspection: Only every 3000 Hr (see 27-30: 2.4.2. and 27-30: 2.5.2.).	27-30: 2.4.1. 27-30: 2.5.1.	[]	[x]	[]	[]	[]	[]
11	Wiring behind the instrument and switch panel – Perform inspection/check	05-20 31-10: 2.3.3. 31-10: 2.1.1.	[]	[]	[]	[x]	[]	[]
12	Rudder Control System - Perform inspections/checks	27-20: 2.1.3. 27-20: 2.3. 27-20: 2.2.1.	[]	[x]	[]	[]	[]	[]
13	Brake actuation hand lever - Visual and operational Inspection	05-20	[]	[x]	[]	[]	[]	[]
14	Flexible Brake Hoses - Visual Inspection -	05-20	[]	[]	[x]	[]	[]	[]
15	Fuel System Perform inspection/check	28-20: 2.3.3. 28-20: 2.4.1.	[]	[]	[x]	[]	[]	[]
16	Cabin Doors - Perform inspection/check	52-10: 2.1.3.	[]	[x]	[]	[]	[]	[]

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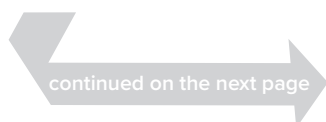
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Item No.	Cabin Group	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
16	Cabin Doors - Perform inspection/check	52-10: 2.1.3.	[]	[x]	[]	[]	[]	[]
17	Wing spar fastening material – Remove wings and perform visual inspection of wings spar pins/bolt	05-20 57-10: 2.1.1.	[]	[]	[x]	[]	[]	[]
19	Rudder Control System - Perform inspections/checks	27-20: 2.1.2. 27-20: 2.2.1. 27-20: 2.1.3.	[]	[]	[x]	[]	[]	[]
20	Ventilation system – Adjustable circular vents Visual and operational inspection	05-20	[]	[]	[x]	[]	[]	[]
21	GRS ballistic parachute rescue system activation handle - Perform inspection/check	95-00: 2.1.1.	[]	[]	[]	[x]	[]	[]
22	HORIS - Kanardia (if installed) – Visual inspection - see OEM Documentation	05-20	[]	[]	[]	[]	[]	[]
23	Battery installation – Visual inspection of mounting bracket, cables, terminals	05-20	[]	[x]	[]	[]	[]	[]
24	Battery installation – Perform inspection/check	24-30: 2.1.2.	[]	[]	[x]	[]	[]	[]
25	Flaperon control system - Perform inspections/checks *Major Inspection: Only every 3000 FH (see 27-50: 2.4.2.).	27-50: 2.1.1. 27-50: 2.2.1. 27-50: 2.3. 27-50: 2.4.1. 27-50: 2.5.1.	[]	[]	[x]	[]	[]	[]
26	Brake system hydraulic fluid Check and replenish if necessary	12-10: 2.5.	[]	[x]	[]	[]	[]	[]
27	Cabin floor - Perform inspection/check + tap test	53-20: 2.1.1.	[]	[]	[]	[x]	[]	[]
28	Elevator control system - Perform inspections/checks *Major Inspection: Only every 3000 FH (27-30: 2.2.2.).	27-30: 2.2.1. 27-30: 2.3.1. 27-30: 2.1.	[]	[]	[x]	[]	[]	[]
29	Fuel filter and fuel pump Perform inspection/check *Special Inspection: and after first 5 hours	28-20: 2.3.3.	[]	[x]	[]	[]	[]	[]
30	Lubrication - Time interval depends on the component, please check the table for details.	12-20: 2.5.	[]	[]	[]	[]	[]	[]
31	ELT - Visual inspection	05-20	[]	[]	[x]	[]	[]	[]
32	ELT - Special Inspection in accordance with NAA: Only every 24 months or earlier if required by NAA where the aircraft is registered. See [11]/[12] and contact NAA	-	[]	[]	[]	[]	[]	[]
33	Transponder - Special Inspection in accordance with NAA: Only every 24 months or earlier if required by NAA where the aircraft is registered. See [8] and contact NAA	-	[]	[]	[]	[]	[]	[]
34	Air-brake control system - Perform inspections/checks	27-60: 2.1.1. 27-60: 2.2.1.	[]	[]	[x]	[]	[]	[]
35	Flight compartment - Inspection/check	33-10: 2.1.1.	[]	[]	[]	[]	[]	[]
36	Pitot-static system test - *Special inspection in accordance with NAA: Only every 24 months or as required by the local NAA	34-10	[]	[]	[]	[]	[]	[]

Item No.	Landing Gear Group - Standard Brakes	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
1	Main Landing Gear Fairings - Visual inspection	05-20	[]	[x]	[]	[]	[]	[]
2	Nose Landing Gear Fairing - Visual inspection	05-20 32-20: 2.1.1.	[]	[x]	[]	[]	[]	[]
3	Tires - Visual inspection and check/replenish tire pressure	05-20 12-10: 2.4.	[]	[x]	[]	[]	[]	[]
4	Wheels - Visual and operational Inspection. Replace bearings on condition.	05-20	[]	[x]	[]	[]	[]	[]
5	Brake system - Perform inspection/check - Visual Inspection for leaks, chafing, security, and condition.	32-42: 2.1.1. 32-42: 2.2.2.	[]	[]	[x]	[]	[]	[]
6	Nose gear - Perform Inspection/Check	32-20: 2.2.1. 32-50: 2.1.1.	[]	[x]	[]	[]	[]	[]
7	Main landing gear strut - Perform inspection/check. Major Inspection after a hard landing (see 05-50: 2.2.)	32-10: 2.1.1.	[]	[x]	[]	[]	[]	[]
8	Nose gear fork - Perform Inspection/Check	32-20: 2.2.1.	[]	[]	[x]	[]	[]	[]
9	Lubrication - Time interval depends on the component, please check the table for details.	12-20: 2.5.	[]	[]	[]	[]	[]	[]

Item No.	Landing Gear Group - Beringer	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
1	Main Landing Gear Fairings - Visual inspection	05-20 32-20: 2.1.3.	[]	[x]	[]	[]	[]	[]
2	Nose Landing Gear Fairing - Visual inspection	05-20	[]	[x]	[]	[]	[]	[]
3	Prop up one side of the aircraft.	07-10: 2.1.1.	[]	[x]	[]	[]	[]	[]
4	Tires - Visual inspection and check/replenish tire pressure	05-20 12-10: 2.4.	[]	[x]	[]	[]	[]	[]
5	Wheels - Perform inspection/check	32-41: 2.2.3	[]	[x]	[]	[]	[]	[]
6	Brake system - Perform inspection/check	32-42: 2.2.1. 32-42: 2.4.1.	[]	[x]	[]	[]	[]	[]
7	Measure brake pad thickness. If pads are less than 1 mm thick or wear indicator is invisible, remove pads, perform inspection/check and install new pads.	32-41: 2.2.1. [v] 32-42: 2.4.1. 32-41: 2.2.2.	[]	[x]	[]	[]	[]	[]
8	Measure brake discs thickness. If discs are less than 2.8 mm thick, remove discs, perform inspection/check and install new discs.	32-41: 2.2.1. [v] 32-42: 2.4.3. 32-41: 2.2.2.	[]	[x]	[]	[]	[]	[]
9	Remove the landing gear stand from under the landing gear strut. Prop up the other side of the aircraft and perform steps 5 to 8 on the other wheel/ brake system.	07-10: 2.1.1.	[]	[x]	[]	[]	[]	[]



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Item No.	Landing Gear Group - Beringer	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
10	Remove the landing gear stand from under the landing gear strut.	07-10: 2.1.1.	[]	[X]	[]	[]	[]	[]
11	Nose gear - Perform Inspection/Check	32-20: 2.2.1.	[]	[X]	[]	[]	[]	[]
12	Main landing gear strut - Perform inspection/check. Major Inspection if equipped with MLG strut access patch (see Figure 32-003): Only every 2000 hours (see 32-10: 2.1.2.) or after a hard landing (see 05-50: 2.2.)	32-10: 2.1.1.	[]	[X]	[]	[]	[]	[]
13	Nose gear Perform inspections/checks	32-50: 2.1.1. 32-20 2.2.1.	[]	[]	[X]	[]	[]	[]
14	Lubrication - Time interval depends on the component, please check the table for details.	12-20: 2.5.	[]	[]	[]	[]	[]	[]

*If/when replacing brake pads and/or discs, also perform inspection/check of wheel and brake assembly, see 32-40: 2.1.1.

Item No.	Fuselage and Empennage Group	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
1	Exterior Placards Visual Inspection for conformity, security, and condition. Replace if necessary.	05-20 11-10	[]	[X]	[]	[]	[]	[]
2	Fuselage skin/shell - Perform inspection/check + major bonding lines tap test *Major Inspection: Only every 2000 FH (see 53-10: 2.1.)	53-10: 2.1.1. 51-10: 2.2.	[]	[X]	[]	[]	[]	[]
3	GRS ballistic parachute rescue system - Perform inspection/check	05-20	[]	[X]	[]	[]	[]	[]
4	Vertical Stabilizer and Rudder Surfaces – Visual Inspection + vertical stabilizer major bonding line tap test	05-20 51-10: 2.2.	[]	[X]	[]	[]	[]	[]
5	Rudder Control System – Perform inspections/checks.	27-20: 2.1.1. **	[]	[X]	[]	[]	[]	[]
6	Rudder Control System – Perform inspections/checks	27-20: 2.1.1. 27-20: 2.4. 27-20: 2.5.1. 27-20: 2.6.1. 27-20: 2.7.1.	[]	[]	[X]	[]	[]	[]
7	Horizontal Stabilizer and Elevator Surfaces - Visual Inspection + horizontal stabilizer major bonding line tap test	05-20 51-10: 2.2.	[]	[X]	[]	[]	[]	[]
8	Horizontal Stabilizer and Elevator Surfaces - Perform inspection/check	55-20: 2.1.3.	[]	[]	[X]	[]	[]	[]
9	Vertical/horizontal stabilizer – Perform inspections/checks	55-30: 2.1.1. 55-10: 2.1.3.	[]	[X]	[]	[]	[]	[]
10	Vertical stabilizer – Perform inspections/checks + tap test	55-30: 2.1. 51-10: 2.2.	[]	[]	[]	[X]	[]	[]
11	Elevator Control System Perform inspections/checks	27-30: 2.4.1. 27-30: 2.5.1.	[]	[X]	[]	[]	[]	[]

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Item No.	Fuselage and Empennage Group	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
12	Elevator Control System Perform inspections/checks *Major Inspection: Only every 2000 FH (see 27-30: 2.6.2.)	27-30: 2.6.1.	[]	[]	[x]	[]	[]	[]
13	Fuselage Vent/Drain Holes Visual Inspection for obstructions or blockage.	APPENDIX 99-D	[]	[x]	[]	[]	[]	[]
14	Antennas - Visual inspection	05-20	[]	[x]	[]	[]	[]	[]
15	Baggage compartment - Visual Inspection of composite around safety harness attachment points	05-20	[]	[]	[]	[x]	[]	[]
16	Control Surface and Stabilizer Vent/Drain Holes - Visual Inspection for obstructions or blockage.	APPENDIX 99-D	[]	[]	[x]	[]	[]	[]
17	Lubrication - Time interval depends on the component, please check the table for details.	12-20: 2.5.	[]	[]	[]	[]	[]	[]

**perform without removing the rudder (2.1.1.3) for the 100-hour check, just move rudder to one side and inspect/check. Perform with rudder removed every 200 hours.

Item No.	Wing Group	ATA Ref	50 Hr	Annual/ 100 Hr	200 Hr	500 Hr	1000 Hr	10000 Hr
1	Wing surface - Visual Inspection for general condition, deterioration, delamination, distortion, cracks, paint condition, and other evidence of failure. *Major Inspection: Only every 2000 FH (see 57-10: 2.1.3.).	05-20	[]	[x]	[]	[]	[]	[]
2	Wing Leading Edge Visual Inspection for foreign matter and debris + leading edge bonding line tap test	05-20 51-10: 2.2.	[]	[x]	[]	[]	[]	[]
3	Flaperon Surfaces - Visual Inspection	05-20	[]	[x]	[]	[]	[]	[]
4	Flaperon system free play- Perform inspection/check	27-50: 2.1.3. 27-50: 2.1.4.	[]	[]	[x]	[]	[]	[]
5	Flaperon surfaces- Perform inspection/check	57-50: 2.1.2.	[]	[]	[x]	[]	[]	[]
6	Pitot tube - Visual inspection	05-20	[]	[x]	[]	[]	[]	[]
7	Wing Vent/Drain Holes - Visual Inspection for obstructions or blockage.	APPENDIX 99-D	[]	[x]	[]	[]	[]	[]
8	Air brakes - (if installed) Perform inspections/checks	57-70: 2.1.	[x]	[]	[]	[]	[]	[]
9	Lubrication - Time interval depends on the component, please check the table for details.	12-20: 2.5.	[]	[]	[]	[]	[]	[]
10	NAV/STROBE lights - Inspection/check	33-40: 2.1.1. 33-40: 2.2.1.	[]	[x]	[]	[]	[]	[]