AIRCRAFT:_____ **HOURS:** _____ **DATE:** _____

Canadian Aviation Regulations 625 Appendix B

(1) Aircraft Generally

(a) Remove or open all necessary inspection plates, access doors, fairings and cowlings. Thoroughly clean the aircraft and engine.

(b) Inspect panel, door and cowling closing and locking mechanisms for improper installation and function.

(c) Lubricate in accordance with the manufacturer's recommendations.

(2) Fuselage and Hull Group

(a) Structure - inspect for deterioration, distortion, evidence of failure and defective or insecure attachment of fittings.

(b) Systems and components - inspect for improper installation, apparent defects and unsatisfactory operation.

(3) Cabin and Cockpit Group

(a) Generally - inspect for dirt and loose equipment that might foul the controls;

(b) Seats and safety belts - inspect for poor condition, fraying, and any other apparent defects;

(c) Windows and windshields - inspect for deterioration and breakage;

(d) Instruments - inspect for poor condition, mounting, marking and, where practicable, for improper operation;

(e) Flight and engine controls - inspect for improper installation and improper operation;

(f) Batteries - inspect for improper installation and improper charge;

(g) All systems - inspect for improper installation, poor general condition, apparent and obvious defects and insecurity of attachment.

(h) Placards - inspect for missing and illegible mandatory placards.
(amended 2002/06/01; no previous version)

(4) Engine and Nacelle Group

(a) Leaks - inspect for oil, fuel or hydraulic leaks;

(b) Studs and nuts - inspect for defects, evidence of improper torque and safety locking;

(c) Cylinder compression - check; if compression test indicates problems, check internal condition and tolerances;

(d) Screens and sump drain plugs - check for metal particles or foreign matter;

(e) Engine mounts - inspect for cracks, looseness of mounting and looseness of engine to mount;

(f) Flexible vibration dampeners - inspect for poor condition and deterioration;

(g) Engine controls - inspect for defects, improper travel and improper safety locking;

(h) Lines, hoses and clamps - inspect for leaks, improper condition and looseness;

(i) Exhaust stacks - inspect for cracks, defects and improper attachment;

(j) Accessories - inspect for apparent defects in security of mounting;

(k) All systems - inspect for improper installation, poor general condition, defects and insecure attachment;

(l) Cowlings - inspect for cracks and other defects.

(m) Internal corrosion - inspect engines which have not been inhibited and have been out of service in excess of 12 months.

(n) Engine performance - during the ground run, run the engine in accordance with the manufacturer's recommendation to determine satisfactory performance of the following:

(i) idle and maximum RPM;

(ii) magneto RPM drop;

(iii) fuel and oil pressures;

(iv) cylinder and oil temperatures.

(o) Engines maintained to an On-condition program - check reference RPM.

(5) Landing Gear Group

(a) All units - inspect for condition and security of attachment;

(b) Shock absorbing devices - check oleo fluid level;

(c) Linkage, trusses and members - inspect for undue or excessive wear, fatigue and distortion;

(d) Retracting and locking mechanism - inspect for improper operation;

(e) Hydraulic lines - inspect for leakage;

(f) Electrical system - inspect for chafing and improper operation of switches;

(g) Wheels - inspect for cracks, defects and condition of bearings;

(h) Tires - inspect for wear, cuts and incorrect inflation; inspect for improper installation and improper operation.

(i) Brakes - inspect for improper adjustment;

(j) Floats and skis - inspect for insecure attachment and apparent defects;

(6) Wing and Centre Section Assembly

Inspect structure for general condition, deterioration, distortion, evidence of failure and insecurity of attachment.

(7) Empennage Assembly

Inspect structure for general condition, deterioration, distortion, evidence of failure, insecure attachment, improper component installation and improper component operation.

(8) Propeller Group

(a) Propeller hub assembly - inspect for cracks, nicks, binding and oil leakage;
(amended 2000/12/01)

(b) Bolts and nuts - inspect for improper torque and safety locking;
(amended 2000/12/01)

(c) Anti-icing devices - inspect for improper operation and defects, paying particular attention to:
(amended 2000/12/01)

(i) deicer boots for cuts, gouges and adherence;

(ii) slip ring for excessive wear and gouges; and

(iii) connections and harness for tightness.

(d) Control mechanisms - inspect for improper operation, insecure mounting and improper range of travel;

(e) Metal blades - inspect for
(amended 2007/12/30)

(i) cracks, nicks, external corrosion, dents, scratches, bends, erosion and loss of protective finish,
(amended 2007/12/30)

(ii) evidence of lightening or object strike, and
(amended 2000/12/01; no previous version)

(iii) correct track, excessive rotational and end play;
(amended 2000/12/01; no previous version)

(f) Wooden and composite blades – inspect for:
(amended 2007/12/30)

(i) cracks, bruises, scars, warping, evidence of glue failure and delamination,
(amended 2007/12/30; no previous version)

(ii) correct track, excessive rotational and end play, and
(amended 2007/12/30; no previous version)

(iii) attachment bolt tightness;
(amended 2007/12/30; no previous version)

(g) Spinner assembly - inspect for cracks and wear;
(amended 2007/12/30)

(h) Variable pitch propellers - check correct operation during ground run.
(amended 2007/12/30; no previous version)

(9) Radio Group

(a) Radio and electronic equipment - inspect for improper installation and insecure mounting.

(b) Emergency Locator Transmitters - test performance in accordance with the procedure specified in Appendix G of Chapter 571 of the *Airworthiness Manual* .

(c) Wiring and conduits - inspect for improper routing, insecure mounting and apparent defects.

(d) Bonding and shielding - inspect for improper installation and poor condition.

(e) Antennas, including trailing antennas - inspect for poor condition, insecure mounting and improper operation.

(10) Miscellaneous Items Not Otherwise Covered by this Listing:

(11) Aircraft Generally, Including Technical Records

(a) Enter details of all deficiencies found during the inspection in the aircraft technical records.

(b) Upon completion of the inspection, replace or close all inspection plates, access doors, spinners, fairings and cowlings.
(amended 2000/12/01)

AIRCRAFT:_____ **HOURS:** _____ **DATE:** _____

Canadian Aviation Regulations 625 Appendix C

Out of Phase Task Listings

Carry out the following tasks at the times indicated:

1. All Aircraft

Ensure that any applicable equipment maintenance task required by this appendix is performed at, or before, the next inspection interval listed therein.

2. Aircraft Used in Dual Role Operations

Upon conversion between roles, inspect to ensure that contamination, structural damage and other defects incurred during operation in the special purpose role, are rectified prior to operation in the normal role.

3. Rotorcraft Dynamic Components

4. Propellers General

5. Variable Pitch Propellers
(amended 2007/12/30)

Except for aircraft that are operated under a special certificate of airworthiness in the owner-maintenance or amateur-built classification, all variable pitch propellers shall be overhauled at the following intervals:
(amended 2007/12/30; no previous version)

(a) Where the manufacturer has made recommendations regarding the air time between overhauls, overhaul at the interval recommended or every ten years, whichever comes first;
(amended 2000/12/01)

(b) Where the manufacturer has not made any recommendations regarding TBO, the propeller(s) shall be overhauled at the following intervals:
(amended 2000/12/01)

(i) in the case of propellers installed on turbine engines: 2,000 hours air time or ten years, whichever comes first;
(amended 2000/12/01)

(ii) in the case of double acting propellers installed on piston engines: 2,000 hours air time or ten years, whichever comes first, or;
(amended 2000/12/01)

(iii) in the case of single acting propellers installed on piston engines: 1,500 hours air time or ten years, whichever comes first.
(amended 2000/12/01)

Information Note:

The ten year overhaul intervals mentioned in (a) and (b), start either from its initial date of installation following manufacture, from its last five year corrosion inspection or its last overhaul, whichever occurred last.
(amended 2000/12/01)

6. Fixed Pitch and Ground Adjustable Propellers

(a) Fixed pitch wooden propellers shall be checked for tightness after the first 25 hours of air time following their installation and at each subsequent inspection.
(amended 2007/12/30; no previous version)

(b) At intervals of not more than 5 years, the propeller shall be removed from the aircraft and inspected for corrosion or other defects over its entire surface, including the hub faces and the mounting hole bores. While the propeller is removed, it shall also be checked for correct dimensions. However, if defects which require repairs beyond those recommended as field repairs by the propeller manufacturer are found, the propeller shall be repaired by an organization approved for the overhaul of propellers.
(amended 2007/12/30)

Information Note:
(amended 1998/09/01; no previous version)

The dimensional check requirement does not include a check on blade twist. The dimensional check refers to changes in blade dimension resulting from repairs, particularly cropping of the tips. It is intended to ensure that the blade diameter remains within service limits.

7. Engines

Information Note:

No hard time, including calendar time, between overhauls need be observed in the case of small aircraft reciprocating engines in non-commercial private operation.

8. Tachometers

The accuracy of mechanical drag cup type tachometers, for fixed wing propeller driven aircraft, shall be checked on site annually, and be accurate to within the tolerances established by the aircraft manufacturer or, where no tolerance has been specified by the aircraft manufacturer, to within +\- 4% of engine RPM at mid-point of the cruise range.
(amended 2000/12/01)

9. Weight and Balance

Except as provided for in an approved fleet empty weight and balance control program, all large aircraft shall be reweighed and an updated report prepared every five years.

10. Non-stabilized Magnetic Direction Indicators (MDIs)

(a) Except as provided in (b) and (c), non-stabilized magnetic direction indicators shall be calibrated, and a dated correction card installed for each indicator, at at intervals not exceeding 12 months;

11. Survival and Emergency Equipment

Survival and emergency equipment shall be overhauled at the intervals recommended by the manufacturer.

12. Emergency Locator Transmitters (ELTs)

(a) Except where powered by water activated batteries, the ELT shall be inspected at intervals not exceeding 12 months, in accordance with Standard 571 of the CARs.
(amended 2007/12/30)

(b) In the case of ELTs powered by water activated batteries, the performance testing required by Appendix G of Standard 571 of the CARs shall be carried out at intervals not exceeding 5 years.
(amended 2007/12/30)

(c) ELT batteries shall be replaced at the interval recommended by the ELT manufacturer.

13. Altimetry Devices
(amended 2007/12/30)

(a) Altimeters and other Altimetry devices installed in aircraft operating under Instrument Flight Rules, or under visual flight rules in Class B and C Airspace or Class C and D Airspace that is designated as "Transponder Airspace" shall be calibrated at intervals not exceeding 24 months, to the parameters and tolerances outlined in Appendix B of Standard 571, or to equivalent standards acceptable to the Minister.
(amended 2007/12/30)

(b) For the purpose of this section, the term "altimetry devices" includes any air data computer, or other barometric device, providing a flight crew station, or an auto pilot, or automatic pressure altitude reporting system, or altitude alerting system with altitude data derived from static pressure.

(amended 2007/12/30)

14. Air Traffic Control (ATC) Transponders

ATC Transponders, including any associated altitude sensing reporting mechanisms, where installed, shall be tested every 24 months, in accordance with Appendix F of Chapter 571 of the *Airworthiness Manual*.
(amended 2000/12/01)

15. Cockpit Voice Recorders (CVRs)

17. Flight Data Recorders (FDRs)

18. Fuel Tank System Safety
(amended 2007/12/30; no previous version)

The maintenance schedule of turbine-powered transport category aeroplanes shall include provisions for the inspection of aeroplane fuel tanks and related systems, necessary to maintain the design features required to preclude the existence or development of an ignition source within the fuel tank system.
(amended 2007/12/30; no previous version)