INSPECTIONS

1. General

A. General inspection criteria.

(1) When you do each of the specified inspections in this chapter, you must do a general examination of the adjacent areas while access is available. These general visual examinations can help find conditions which will need more maintenance procedures.

(2) When you access an area, examine the wire bundles and make repairs as applicable. Make sure the wire bundles are not attached to hydraulic tubes or lines.

(3) Inspection items are given for specified components and systems. The inspection program must have professionalism and good judgment used by all inspection personnel. The technician must make sure that all components and systems are in good condition and kept to the highest safety standards.

(4) If a component or system is moved or changed (because of maintenance done) after a required operational or functional test is done, then you must do the test again before the system or component is returned to service. Refer to the appropriate chapter in this Maintenance Manual for removal, installation, operational tests, and functional tests of components and/or systems.

(5) Refer to Chapter 12, Servicing for information about the lubricant, lubrication points and the method of lubrication for items or components that are lubricated.

(6) Refer to Chapter 6, Airplane Zoning - Description and Operation, for airplane zone definition.

(7) After you complete the applicable inspections, refer to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual to do a preflight inspection.

(8) Inspection Document intervals that begin with the letter M are those inspections that match Chapter 4. These were added because there is no grace period for these inspections.

(9) TKS is a fluid based anti-ice system.

2. Inspection Interval Requirements

NOTE: Inspection requirements for the engine, propellers not listed in 5-10-01 - INSPECTION TIME LIMITS, and Garmin Avionics are supplied by the component manufacturer. To make sure that the latest inspection requirements given by the manufacturer are done, refer to and do the requirements at the intervals published by the component manufacturer.

A. Annual or 100-Hour Inspection Requirements

NOTE: Operators completing the Annual or 100-Hour Inspections in Document 0A are not required to complete the other Inspection Documents and tasks listed in the Task Based Inspection Program Requirements below, except those tasks specified in Inspection Document 0A.

Inspection Interval	Inspection Document
Interval **0A** gives a list of item(s), which are completed during the Annual or 100-Hour inspection	5-15-0A

B. Task Based Inspection Program Requirements

NOTE: Operators that have regulatory approval to use the Task Based Inspection Program are not required to complete Inspection Document 0A.

Inspection Interval	Inspection Document
Interval item(s), which are completed every 12 calendar months.	5-15-01
Interval item(s), which are completed every 24 calendar months.	5-15-02
Interval item(s), which are completed every 48 calendar months.	5-15-03
Interval item(s), which are completed every 72 calendar months.	5-15-04
Interval item(s), which are completed every 144 calendar months.	5-15-05
Interval item(s), which are completed every 200 Hours or 12 calendar months, whichever occurs first.	5-15-06

Interval item(s), which are completed every 400 Hours or 12 calendar months, whichever occurs first.	5-15-07
Interval item(s), which are completed every 400 Hours or 24 calendar months, whichever occurs first.	5-15-08
Interval item(s), which are completed every 800 Hours or 12 calendar months, whichever occurs first.	5-15-09
Interval item(s), which are completed every 800 Hours or 24 calendar months, whichever occurs first.	5-15-10
Interval item(s), which are completed every 1600 Hours or 24 calendar months, whichever occurs first.	5-15-11
Interval item(s), which are completed every 1600 Hours or 60 calendar months, whichever occurs first.	5-15-12
Interval **AD** item(s), which are completed at the first 20,000 hours and every 5000 hours thereafter.	5-15-13
Interval **AE** item(s), which are completed at the first 5000 hours and every 2500 hours thereafter.	5-15-14
Interval **AF** item(s), which are completed at the first 7500 hours and every 2500 hours thereafter.	5-15-15
Interval **AG** item(s), which are completed at the first 12,500 hours and every 2500 hours thereafter.	5-15-16
Interval **AH** item(s), which are completed at the first 16,500 hours and every 5000 hours thereafter.	5-15-17
Interval **AI** item(s), which are completed at the first 17,500 hours and every 1000 hours thereafter.	5-15-18
Interval **AJ** item(s), which are completed at the first 25,000 landings and every 5000 landings thereafter.	5-15-19
Required **14CFR 91.207** interval item(s), which are completed every 12 calendar months (No grace period).	5-15-20
Required **14CFR 91.411** certification interval item(s), which are completed every 24 calendar months (No grace period).	5-15-21
Required **14CFR 91.413** certification interval item(s), which are completed every 24 calendar months (No grace period).	5-15-22
Interval **AK** item(s), which are completed every 100 flight hours for airplanes incorporating CAB-32-02 that operate in "Severe" corrosion environments. Refer to Chapter 51, Corrosion Severity Maps - Description and Operation.	5-15-23
Interval **AL** item(s), which are completed every 200 flight hours for airplanes incorporating CAB-32-02 that operate in "Mild" or "Moderate" corrosion environments. Refer to Chapter 51, Corrosion Severity Maps - Description and Operation.	5-15-24
Interval **AM** item(s), which are completed at the first 20,000 hours and every 6000 hours thereafter.	5-15-25
Interval **AN** item(s), which are completed at the at 800 Flight Hours/12 Months, whichever occurs first..	5-15-26
Interval **MA** item(s), which are completed at 10,000 hours and every 5000 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MA
Interval **MB** item(s), which are completed at 5000 landings and every 1000 landings thereafter, up to 10,000 landings. Replace at 10,000 landings. (Chapter 4 requirement - No grace period)	5-15-MB

Interval **MD** item(s), which are completed at 15,000 landings and every 3000 landings thereafter. (Chapter 4 requirement - No grace period)	5-15-MD
Interval **ME** item(s), which are completed at 5000 hours and every 3600 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-ME
Interval **MF** item(s), which are completed at 20,000 hours and every 5000 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MF
Interval **MG** item(s), which are completed at 5000 hours and every 1200 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MG
Interval **MH** item(s), which are completed at 10,000 hours and every 2500 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MH
Interval **MI** item(s), which are completed at 5000 hours and every 500 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MI
Interval **MJ** item(s), which are completed at 5000 hours and every 400 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MJ
Interval **MK** item(s), which are completed at 20,000 hours and every 4400 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MK
Interval **ML** item(s), which are completed at 20,000 hours and every 3600 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-ML

C. Touch-and-go landings are to be considered identical to full-stop landings and must therefore be included in the count of accumulated landings for all inspections and maintenance. Both full-stop landings and touch-and-go landings must be tracked.

3. Tasks

A. The inspection tasks have more data than that given in Inspection Time Limits. The inspection tasks are identified with ATA (chapter-section-subsection-function) numbers. Each task has different ATA numbers. The chapter-section-subsection digits give the location of the inspection task in the Maintenance Manual. The last three digits give the function of the inspection task. Refer to the task example.

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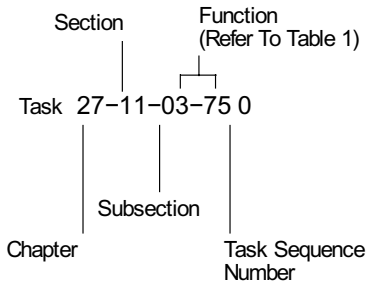

B. An example task number is given in the task example. The numbers that follow the word Task give the chapter, section, and subsection location of the inspection task. The first two digits of the function gives the aircraft maintenance and task oriented support system (AMTOSS) code. Refer to Table 1 for a description of the function AMTOSS codes. The last digit of the function gives the task sequence number. If the same chapter-section-subsection and function number is used for a different task, the sequence number increments by one or more.

Table 1. Function AMTOSS Codes

10	**CLEANING**	64	Lubricating
11	Chemical	65	Fueling, Defueling
12	Abrasive	67	Disinfect, Sanitize
13	Ultrasonic	68	Drain Fluid
14	Mechanical	**70**	**TESTING, CHECKING**

15	Stripping	71	Operational
16	Miscellaneous Cleaning	72	Functional
17	Flushing	73	System
20	**INSPECTION, CHECKS**	74	Bite
21	General Visual	75	Special
22	Detailed Dimensional	76	Electrical
23	Penetrant	78	Pressure
24	Magnetic	79	Leak
25	Eddy Current	**80**	**MISCELLANEOUS**
26	X-Ray	81	Fault Isolation
27	Ultrasonic	82	Adjusting, Aligning, Calibration, Rigging
28	Specific, Special	87	Bleeding
29	Borescope	**90**	**CHANGE, REMOVE, INSTALL**
60	**SERVICING, PRESERVING, LUBRICATING**	96	Replace
61	Servicing		

C. Personnel that use this Maintenance Manual on compact disc-read only memory (CD-ROM) can link from a highlighted task number to the inspection task in the related chapter. You can find a list of the task numbers in Inspection Time Limits.

D. Supplemental Type Certificate (STC) Installations

(1) The necessary inspections for STC installations are not included in this manual. You must use the inspection program made by the owner of the STC to examine the components included in the STC installation. The inspections supplied by Cessna are not applicable for airplanes with STC installations since STC installations can change the system interface, operation property, component load, or stress on adjacent structures.

4. Definitions

A. Lubrication or Servicing Task

(1) Any act of lubrication or servicing for the purpose of maintaining inherent design capabilities.

B. Visual Check

(1) A visual check is an observation to determine that an item is fulfilling its intended purpose. The check does not require quantitative tolerances. This is a failure finding task.

C. General Visual (Surveillance) Inspection

(1) A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

D. Detailed Inspection

(1) An intensive visual examination of a specific structural area, system, installation or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required.

E. Special Detailed Inspection

(1) An intensive examination of a specific item(s), installation or assembly to detect damage, failure, or irregularity. The examination is likely to make extensive use of specialized inspection techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedure may be required.

F. Operational Check

(1) An operational check is a task to determine that an item is fulfilling its intended purpose. The check does not require

quantitative tolerances. This is a failure finding task.

G. Functional Check

(1) A functional check is a quantitative check to determine if one or more functions of an item perform within specified limits.

H. Restoration Task

(1) That work necessary to return the item to a specific standard. Since restoration may vary from cleaning or replacement of single parts up to a complete overhaul, the scope of each assigned restoration task has to be specified.

I. Discard Task

(1) The removal from service of an item at a specified life limit. Discard tasks are normally applied to so-called single parts such as cartridges, canisters, cylinders, engine disks, and safe-life structural members.