

INSPECTION TIME INTERVALS

1. General

- A. The primary function of this section is to give inspection time intervals. Section 5-10-01 is an index of the inspections that you can use with 14 CFR, Part 43 inspection scope and detail. It is not recommended, however, that you use Section 5-10-01 as the primary checklist for inspection of the airplane.

NOTE: The inspection information in this section is not made to be all-inclusive. No chart can replace the good judgment of certified Airframe and Powerplant mechanics. The owner or operator must make sure of the airplane's airworthiness and must use only qualified personnel to do maintenance on the airplane.

2. Procedure

- A. A complete airplane inspection includes all inspection items as required by 14 CFR 43, Appendix D, Scope and Detail of annual/100 hour inspections. Use the chart in this section as an augmentation for the inspection.
- B. Examine the Component Time Limits section (5-11-00) with this inspection to make sure the correct overhaul and replacement requirements are completed at the specified times.
- C. The intervals shown are recommended intervals at which items are to be examined for normal use under average environmental conditions. Airplanes operated in extremely humid areas (tropics), or in unusually cold, damp climates, etc., can need more frequent inspections for wear, corrosion, and lubrication. Under these adverse conditions, complete periodic inspections related to this chart at more frequent intervals until operator field experience is used to set individual inspection intervals.
- (1) The 14 CFR Part 91 operator's inspection intervals must obey the inspection time limits shown in this manual except as given below: (Refer to 14 CFR 91.409.)
- (a) The airplane can operate only ten hours more than its inspection point, if the airplane is enroute to a facility to have the inspection completed.
 - (b) If any operation is scheduled after its inspection point, the next operation in sequence keeps the required date from the time that the late operation was originally scheduled (schedule again if late).
 - (c) If any scheduled operation is completed early, and is 10 hours or less ahead of schedule, the next scheduled phase can keep its original date.
 - (d) If any scheduled operation is obeyed early, and it is more than 10 hours ahead of schedule, the next phase must be rescheduled from the time the operation was completed.

3. Inspection Terms and Guidelines

- A. For inspection terms and guidelines, refer to [Time Limits/Maintenance Checks - General](#).

4. Chart Legend

- A. Each page of the inspection given in Inspection Time Limits, Section 5-10-01, contains the five columns that follow:
- (1) REVISION STATUS - This column supplies the date that a given item was added, deleted or revised. A blank entry in this column is an indication there have been no changes since the original issue of this manual.
 - (2) INSPECTION ITEM CODE NUMBER - This column gives a six-digit number permanently assigned to a scheduled maintenance item. A given inspection item code number will never change and will not be used again if the scheduled maintenance item is deleted.
 - (3) TASK - This column gives a short description of the inspection and/or servicing procedures. Where a more detailed description of the procedure is necessary, a reference will be made to another selection found in the maintenance manual or a specific reference to a supplier publication. If a task does not refer to a specific model and/or system, then the inspection and/or servicing procedure applies to all equivalent models and/or systems in the airplane.
 - (4) INTERVAL - This column gives the frequency of the inspection in an alphabetic coded form. The legend for the alpha code is shown below.
 - (5) OPERATION - The Progressive Care inspection program lets the work load to be divided into smaller operations, that can be completed in a shorter time period. This program is supplied in section 5-12-00, which is the Progressive Care Program.
 - (6) ZONE - This column gives the locations for the components within a specific zone. For a breakdown of how the airplane is zoned, refer to Chapter 6, [Airplane Zoning - Description and Operation](#).

INTERVAL
LETTER

OPERATION INTERVAL

A.	1, 2, 3, 4	Every 50 hours.
B.	1, 2, 3, 4	Every 100 hours.
C.	1, 2, 3, 4	Every 200 hours.
D.	5	Every 400 hours or 1 year, whichever occurs first.
E.	6	(Not Currently Used) First 100 hours and each 500 hours thereafter.
F.	7	(Not Currently Used) Every 600 hours or 1 year, whichever occurs first.
G.	8	(Not Currently Used) Every 1000 hours or 3 years, whichever occurs first.
H.	9	Every 500 hours.
I.	10	Every 1000 hours.
J.	11	Every 2 years.
K.	12	Beginning five years from the date of the manufacture, you must make sure of the serviceability of the components every twelve months. Refer to Airborne Air and Fuel Products Service Letter Number 39A or latest revision.
L.	13	Every 50 hours or four months, whichever occurs first.
M.	14	Every 2 years, or anytime components are added or removed which have the potential to affect the magnetic accuracy and/or variation of the compass calibration, or anytime the accuracy of the compass is in question.
N.	15	Every 2000 hours.
O.	16	Every 1000 hours or 1 year, whichever occurs first.
P.	17	Every 12 calendar months.
Q.	18	Every 6 years.
R.	19	Every 12 years.
S.	20	Every 1 year.
T.	21	Every 6 years, or every 1000 hours, whichever occurs first.
U.	22	Every 100 hours or every one year, whichever occurs first.
V.	23	Every 100 hours, every annual inspection, every overhaul, and any time fuel lines or clamps are serviced, removed or replaced.
W.	24	First 600 hours and as defined by the manufacturer thereafter.
X.	25	Every 1000 hours or 3 years, whichever occurs first.
Y.	26	Operation 26 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 12 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program, for additional information concerning repeat Corrosion Program Inspection intervals.
Z.	27	Operation 27 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 24 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program for additional information concerning repeat Corrosion Program Inspection intervals.
AA.	28	Operation 28 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 36 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program for additional information concerning repeat Corrosion Program Inspection intervals.
AB.	29	Operation 29 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 48 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program for additional information concerning repeat Corrosion Program Inspection intervals.

AC	30	Operation 30 gives the Corrosion Prevention and Control Program Inspections (Baseline Program) items that are to be examined every 60 months. Refer to Section 5-30-00, Corrosion Prevention and Control Program for additional information concerning repeat Corrosion Program Inspection intervals.
AD	31	Operation 31 gives the Supplemental Inspection Document items that are to be examined after the first 1,000 hours of operation or 3 years, whichever occurs first. The inspection is to be repeated every 1,000 hours of operation or 3 years, whichever occurs first, after the initial inspection has been accomplished.
AE	32	Operation 32 gives the Supplemental Inspection Document items that are to be examined after the first 2,000 hours of operation or 5 years, whichever occurs first. The inspection is to be repeated every 2,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished.
AF	33	Operation 33 gives the Supplemental Inspection Document items that are to be examined after the first 3,000 hours of operation or 10 years, whichever occurs first. The inspection is to be repeated every 500 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished.
AG	34	Operation 34 gives the Supplemental Inspection Document items that are to be examined after the first 3,000 hours of operation or 5 years, whichever occurs first. The inspection is to be repeated every 1,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished.
AH	35	Operation 35 gives the Supplemental Inspection Document items that are to be examined after the first 3,000 hours of operation or 5 years, whichever occurs first. The inspection is to be repeated every 3,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished.
AI	36	Operation 36 gives the Initial inspection within the first 100 hours of operation, then repeat every 600 hours of operation or 12 months, whichever occurs first.
AJ	37	Operation 37 gives the Supplemental Inspection Document items that are to be examined after the first 6,000 hours of operation or 10 years, whichever occurs first. The inspection is to be repeated every 1,000 hours of operation or 3 years, whichever occurs first, after the initial inspection has been accomplished.
AK	38	Operation 38 gives the Supplemental Inspection Document items that are to be examined after the first 10,000 hours of operation or 20 years, whichever occurs first. The inspection is to be repeated every 3,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished.
AL	39	Operation 39 gives the Supplemental Inspection Document items that are to be examined after the first 10,000 hours of operation or 20 years, whichever occurs first. The inspection is to be repeated at every engine overhaul, after the initial inspection has been accomplished.
AM	40	Operation 40 gives the Supplemental Inspection Document items that are to be examined after the first 5 years. The inspection is to be repeated every 5 years, after the initial inspection has been accomplished, for airplanes operating in a mild or moderate corrosion environment.
AN	41	Operation 41 gives the Supplemental Inspection Document items that are to be examined after the first 10 years. The inspection is to be repeated every 10 years after the initial inspection has been accomplished, for airplanes operating in a mild or moderate corrosion environment.
AO	42	Operation 42 gives the Supplemental Inspection Document items that are to be examined after the first 20 years. The inspection is to be repeated every 10 years after the initial inspection has been accomplished, for airplanes operating in a mild or moderate corrosion environment.

AP	43	Operation 43 gives the Supplemental Inspection Document items that are to be examined after the first 25 years. The inspection is to be repeated every 10 years after the initial inspection has been accomplished, for airplanes operating in a mild or moderate corrosion environment.
AQ	44	Operation 44 gives the Supplemental Inspection Document items that are to be examined after the first 3 years. The inspection is to be repeated every 3 years, after the initial inspection has been accomplished, for airplanes operating in a severe corrosion environment.
AR	45	Operation 45 gives the Supplemental Inspection Document items that are to be examined after the first 5 years. The inspection is to be repeated every 5 years, after the initial inspection has been accomplished, for airplanes operating in a severe corrosion environment.
AS	46	Operation 46 gives the Supplemental Inspection Document items that are to be examined after the first 10 years. The inspection is to be repeated every 5 years after the initial inspection has been accomplished, for airplanes operating in a severe corrosion environment.
AT	47	Operation 47 gives the Supplemental Inspection Document items that are to be examined after the first 12,000 hours of operation or 20 years, whichever occurs first. The inspection is to be repeated every 2,000 hours of operation or 10 years, whichever occurs first, after the initial inspection has been accomplished, for airplanes operating in a typical usage environment.
AU	48	Operation 48 gives the Supplemental Inspection Document items that are to be examined after the first 6,000 hours of operation or 10 years, whichever occurs first. The inspection is to be repeated every 1,000 hours of operation or 5 years, whichever occurs first, after the initial inspection has been accomplished, for airplanes operating in a severe usage environment.
AV	49	Operation 49 gives the Supplemental Inspection Document items that are to be examined after the first 25 years. The inspection is to be repeated every 10 years after the initial inspection has been accomplished, for airplanes operating in a typical usage environment.
AW	50	Operation 50 gives the Supplemental Inspection Document items that are to be examined after the first 15 years. The inspection is to be repeated every 5 years after the initial inspection has been accomplished, for airplanes operating in a severe usage environment.
AX	51	Operation 51 gives the Supplemental Inspection Document items that are to be examined after the first 10,000 hours of operation or 20 years, whichever occurs first. The inspection is to be repeated every 1,000 hours of operation or 3 years after the initial inspection has been accomplished.