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(Conformity Inspection Record)

7 (CAAC AAC-034)

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(Authorized Release Certificate/Airworthiness Approval Tag)

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(6) ……4.2.1.6
(Requirements Definition)
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(2) ……4.3.1.2
(3) TCB ……4.3.1.3
(4) TCB ……4.3.1.4
(5) ……4.3.1.5
(6) ……4.3.1.6
(7) ……4.3.1.7
(8) TCB — ……4.3.1.8
(Compliance Planning)
(1) ……4.4.1.1
(2) ……4.4.1.2
(3) ……4.4.1.3
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(5) TCB ……4.4.1.5
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(1) ……4.5.1.1
(2) ……4.5.1.2
(3) ……4.5.1.3
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(19) TCB ……4.5.1.19
(20) TCB ……4.5.1.20
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(1) ……4.6.1.1
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Issue Paper

Project:	(1)	Item	(5)
Regulation Ref.:	(2)	Stage:	(6)
Reference Doc.:	(3)	Date:	(7)
Subject:	(4)	Status:	(8)

( ) (9)

Statement of Issue (10)

Background (11)

Team Position (12)

Project: (1)	No.: (5)
Stage: (6)	Status: (8)
Date: (7)	Page (13)

Applicant Position (14)

Conclusion (15)

Signatures (16)

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2 CAAC Conformity Airworthiness

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AUTHORIZED RELEASE CERTIFICATE/AIRWORTHINESS APPROVAL TAG

3 Certificate No.

4 Organization .@Q‘ `

5 / /
Work Order/Contract/Invoice

11 /
Serial/Batch No.

12
Status/Work

13 Remarks

15 Used Parts:
13

Certified that the work specified above except as otherwise specified in block 13 was carried out to accordance with airworthiness regulations of the stated country and the notified special requirements of the importing country and in respect to that work. The part(s) is (are) in condition for safe operation and considered ready for release to service. (over)

19 Issued by or on behalf of the CAAC

CAAC AAC-038(12/94)

Cross-check eligibility for more details with parts catalog.

AUTHORIZED RELEASE CERTIFICATE/AIRWORTHINESS APPROVL TAG

USER/INSTALLER RESPONSIBILITIES

(1)
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(3) 14 15

(1) It is important to understand that the existence of this document alone does not automatically constitute authority to install the part component/assembly
(2) Where the user/installer works in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1 it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components assemblies from the Airworthiness Authority of the country specified in block l
(3) Statements 14 and l5 do not constitute installation certification In all cases the aircraft maintenance record must contain an·installation certificateion issued in accordance with the national regulation by the user/installer before the aircraft may be flown

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/ AP-21-10

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CAAC AAC-122(03/2011)

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CAAC AAC-209(03/2011)

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CAAC AAC-208 (03/2011)

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CAAC AAC-211(03/2011)

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CIVIL AVIATION ADMINISTRATION OF CHINA

/No

/

TYPE CERTIFICATE/DESIGN APPROVAL
DATA SHEET

/

The Type Cerificate/ Type Design Approval Date Sheet /Revision:

/CERTIFICATION BASIS AND PRODUCTION BASIS

(1)

(2)

/TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS

/APPROVED TECHNICAL DOCUMENT

17

CIVIL AVIATION ADMINISTRATION OF CHINA

TYPE CERTIFICATE

/No._____

_____

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CIVIL AVIATION ADMINISTRATION OF CHINA

TYPE CERTIFICATE

/APPENDIX

18

CIVIL AVIATION ADMINISTRATION OF CHINA

TYPE DESIGN APPROVAL

/No._____

_____

This certificate issued to _____certifies that the type design for the following product meets applicable certification basis. The operating limitations and conditions therefore are specified in the Chinese Civil Aviation Regulations and the Type Design Approval Data Sheet.

/Model

This certificate, including its data sheet, is effective until surrendered, suspended, revoked, or a termination is otherwise established by the CAAC.

/Date of application

/Date of issuance

/Date reissued

/Date amended

For the Minister of CAAC:

/Signature _____

/Title _____

/Departure _____

CAAC AAC-049(10/2009)

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TYPE INSPECTION REPORT
Part 1 – Airplane Ground Inspection

I —

INSTRUCTIONS

/

CCAR CCAR
CCAR

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“ ”

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“ ”

EXAMPLE:

YES	NO	ACTION REQ.
	□	X
	□	
X		

Reports Identification Symbol :

TYPE INSPECTION REPORT **Part 1 – AIRPLANE GROUND INSPECTION 1 —**	**TIA** NO. DATED

APPLICANT	**NAME**			**ADDRESS *(Number, street, city, State, and ZIP code)***			
AIRPLANE	**MODEL**			**DATA SHEET NO.**		**DATED**	
	SERIAL NUMBERS						
	REGISTRATION MARKS						
BASIS FOR CERTIFICATION	**CCAR PART CCAR**	**DATED**		**AMENDMENTS**			
MODIFIED BY	**NAME**			**ADDRESS *(Number, street, city , State, and ZIP code)***			

DESCRIPTION OF ALTERATION

PAGES ☐**SUBMITTED** ☐**OMITTED** ☐ **IN THIS REPORT**

ATTACHMENTS

INSPECTIONS CONDUCTED BY (Name and identification)

PREPARED	**DATE**	**BY *(Title and signature)***
REVIEWED		
APPROVED		

TABLE OF CONTENTS

ITEM	TITLE	PAGE
	Cover Sheet	1
	Table of Contents	2
	Administrative Data	3
1.0	Empty Weight and C.G. Location	4
2.0	Fabrication Processes	5
3.0	Inspection – General	6
4.0	Airframe	

ADMINISTRATIVE DATA

A. INSPECTION PERIOD		B. WHERE INSPECTION CONDUCTED
FROM	TO	

C. FORM SUBMITTED BY APPLICANT			
		STATEMENT OF CONFORMITY	DATED
		MAJOR REPAIR AND ALTERATION FORM	DATED

	YES	NO
D. DOES THE APPLICANT'S INSPECTION SYSTEM ASSURE THAT THE MATERIALS AND PARTS USED IN THE PROTOTYPE AIRCRAFT ARE IN CONFORMITY WITH APPROVED DATA		
E. DOES THE APPLICANT MAINTAIN RECORDS OF THE INSPECTION CONDUCTED ON THE PROTOTYPE TO SUBSTANTIATE HIS STATEMENT OF CONFORMITY		

F. NUMBER OF CAAC CONFORMITY INSPECTIONSF		G. NUMBER OF UNSATISFACTORY RECORDED IN THIS REPORT
CONDUCTED	RECORDED IN PROJECT FILE	

H. DESCRIPTION OF AIRCRAFT INSPECTED

REMARKS

1.0 ACTUAL EMPTY WEIGHT AND CENTER OF GRAVITY LOCATION

1.1 Leveling means (CCAR 23.871, CCAR 25.871)

1.2 Location of datum

1.3 Required prior to weighing (CCAR 23.29, CCAR 25.29)

	FIXED BALLAST	UNUSABLE FUEL	UNDRAINABLE OIL	ENGINE COOLANT	HYDRAULIC FLUID
VOLUME *(L/Gals.)* /					
WEIGHT *(kg/Lbs.)* /					

1.3.1 Actual empty weight	SCALE POINTS	WEIGHT *(N/Lbs.)* /	HORIZONTAL DISTANCE FROM DATUM *(mm/Inches)* /	MOMENT *(N m/Inch – Lbs.)* - / -
	FORWARD LEFT			
	FORWARD RIGHT			
	REAR LEFT			
	REAR RIGHT			
	AUXILIARY			
	TOTAL			

1.3.2 Empty weight c.g. is _____ mm/inches ☐ forward of datum
aft
/

1.3.3 Aircraft weighed conformed to

DRAWING LIST NO.	DATED	EQUIPMENT LIST NO.	DATED	AIRCRAFT WEIGHT *(Mfgs. Serial No.)*

TIA FINDINGS

Record results of investigations and special tests, such as static, endurance, operational, pressure, functional, and reliability, conducted or witnessed by manufacturing inspectors on the basis of instructions contained in item 18 of the type inspection authorization. Identify by TIA item number and item description; results to follow directly below the item description.

18

TIA

2.0 FABRICATION PROCESSES		Yes	No	Action Req.
2.1	Have the chemical and physical properties of materials used in the fabrication of major and/or critical parts been satisfactorily substantiated to assure conformity with material requirements of the related data / CCAR 21.33 23.605 25.605	☐	☐	☐
2.2	Has the heat treatment of major and/or critical parts been adequately controlled to assure the fabrication of these parts in accordance with pertinent requirements of approved data / CCAR 21.33 23.605 25.605	☐	☐	☐
2.3	Has welding, brazing, and normalizing of major and/or critical parts been adequately controlled to assure fabrication of these parts in accordance with pertinent requirements of the approved data / CCAR 21.33 23.605 25.605	☐	☐	☐
2.4	Have special techniques, (i.e., structural shotpeening etching, etc.) on major and/or critical parts been adequately controlled to assure fabrication of these parts in accordance with pertinent requirements of the approved data / CCAR 21.33 23.605 25.605	☐	☐	☐
2.5	Have special forming processes (explosive, magnetic, etc.) on major and/or critical parts been adequately controlled to assure processing according to related specifications and fabrications in according with pertinent requirements of the approved data / CCAR 21.33 23.605 25.605	☐	☐	☐
2.6	Have processes for manufacturing or forming of special materials (i.e., plastics, phenolics, fiberglass, etc.) for major and/or critical parts been adequately controlled to assure fabrication of these parts in accordance with pertinent requirements of the approved data / CCAR 21.33 23.605 25.605	☐	☐	☐
2.7	Has application of protective treatments to major and/or critical parts been adequately controlled to assure conformity with pertinent requirements of the approved data / CCAR 21.33 23.605 25.605	☐	☐	☐
2.8	Have processes for bonding or gluing of major and/or critical parts been adequately controlled to assure the fabrication of these parts in accordance with pertinent requirements of the approved data / CCAR 21.33 23.605 25.605	☐	☐	☐
2.9	Have processes for sealing and finishing of major and/or critical parts been adequately controlled to assure conformity with pertinent requirements of the approved data / CCAR 21.33 23.605 25.605	☐	☐	☐
2.10	List, by specification or drawing number, any special process or fabrication method used that is not covered in this section.			

3.0 INSPECTION – GENERAL	Yes	No	Action Req.
3.1 Are drawings, specifications, equipment lists and other type design data available for inspection of the prototype product CCAR 21.33 23.605 25.605	☐	☐	☐
3.2 Has a method been established to update these data to show the latest type design changes CCAR 21.33 23.605 25.605	☐	☐	☐
3.3 Has a method been established to show the status of these changes relative to the prototype article and parts thereof CCAR 21.33 23.605 25.605	☐	☐	☐
3.4 Are deviations from the type design data being recorded CCAR 21.33 23.605 25.605	☐	☐	☐
3.5 Are parts and assemblies properly stamped, marked or otherwise identified to indicate the inspection status during various stages of fabrication CCAR 21.33 23.605 25.605	☐	☐	☐
3.6 Does inspection of procured items show that they are in conformity with the vendor's drawings and/or the applicant's specification drawings CCAR 21.33 23.605 25.605	☐	☐	☐
3.7 Have critical castings received 100 percent inspection by visual, radiographic, and magnetic particular penetrant inspection or approved equivalent nondestructive inspection methods 100% X CCAR 23.621 25.621	☐	☐	☐
3.8 Have noncritical castings been inspected in accordance with the following table: CCAR 23.621 25.621			

CASTING FACTOR	INSPECTION			
(a) 2.0 or more 2.0	100 percent visual 100%	☐	☐	☐
(b) Less than 2.0 but More than 1.5 2.0 1.5	100 percent visual and magnetic particle or penetrant or equivalent nondestructive inspection methods 100%	☐	☐	☐
(c) 1.25 through 1.50 1.25 1.50	100 percent visual, magnetic particle or penetrant, and radiographic or approved equivalent nondestructive inspection methods 100% X	☐	☐	☐

REMARKS

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4.0 AIRFRAME	Yes	No	Action Req.
4.1 GENERAL			
4.1.1 Are nonmetallic external components protected against erosion CCAR 23.609 25.609	☐	☐	☐
4.1.2 Have adequate drainage provisions been provided to prevent the accumulation of fuel, water, hydraulic oil, etc. CCAR 23.609 25.609	☐	☐	☐

4.1.3 Have adequate ventilation provisions been provided to prevent the accumulation of

4 012MTJ -0.002 Tc 0.23 Tw [(C)-3(C)-3(A)2(R)-3( )229(23)-12(.)-1(60)-12(9)12( )12( )12(25.)-1(609)]TJ 0 Tc

4.2.8	Do doors, hatches, etc., fit and operate properly CCAR 23.603 23.605 25.605	☐	☐	☐
4.2.9	Are there any questionable design items CCAR 23.601 25.601	☐	☐	☐
4.3	WINGS			
4.3.1	Have rivets been driven in accordance with acceptable standards CCAR 23.603 23.605 25.605	☐	☐	☐
4.3.2	Have bolts been installed in accordance with acceptable standards with respect to proper length, washers, nut, hole size, finish, etc. CCAR 23.603 23.605 25.605	☐	☐	☐
4.3.3	Are self-locking nuts used on any bolt subject to rotation during aircraft operation CCAR 23.607 25.607	☐	☐	☐
4.3.4	Do detail parts fit into subassemblies without being forced or sprung CCAR 23.603 23.605 25.605	☐	☐	☐
4.3.5	Do subassemblies fit the wing assembly without being forced or sprung CCAR 23.603 23.605 25.605	☐	☐	☐
4.3.6	Are major attachment points of tabs, flaps, ailerons, slats, spoilers, landing gear and fuselage adequately controlled to insure proper alignment when assembled to corresponding structure CCAR 23.603, .605 25.605	☐	☐	☐
4.3.7	Are structural panels such as spar webs, rib webs, and skin panels, free from buckles or wrinkles CCAR 23.603 23 .605 25.605	☐	☐	☐
4.3.8	Are adequate inspection openings, doors or access panels been provided to allow close examination of each part requiring recurring inspection, adjustments for proper alignment and function, or lubrication CCAR 23.611 25.611	☐	☐	☐
4.3.9	Has wing alignment been properly controlled CCAR 23.603 23 .605 25.605	☐	☐	☐
4.3.10	Do the hinge lines of the ailerons, spoilers, slats, flaps, tabs, etc., match properly when installed CCAR 23.603 23.605 25.605	☐	☐	☐
4.3.11	Is there positive clearance between the wing and all moveable surfaces throughout their range of operation CCAR 23.683 25.683	☐	☐	☐

4.3.12	Are the flight control surface operating means (i.e.. bell cranks, push-pull tubes, chains, cables, operating cylinders, jackscrews, etc.) free from binding and interference CCAR 23.683 25.685	☐	☐	☐
4.3.13	Are positive stops provided to limit the range of motion of the flight control surfaces CCAR 23.675 25.675	☐	☐	☐
4.3.14	Are adequate ventilation and drainage provisions provided for the wing and all control surfaces or lift augmentation devices CCAR 23.609 25.609	☐	☐	☐
4.3.15	Are there any questionable design items CCAR 23.601 25.601	☐	☐	☐
4.3.16	Is the balance of all control surfaces within the drawing tolerances CCAR 23.671 25.671	☐	☐	☐
4.4	EMPENNAGE			

4.4.1 Have rivets been driven

4.4.8	Are adequate inspection opening, doors, and/or access panels provided to allow close examination of each part requiring recurring inspection, adjustments for proper alignment and function, or lubrication CCAR 23.611 25.611	☐	☐	☐
4.4.9	Has horizontal and vertical stabilizer alignment been properly controlled CCAR 23.603 23.605 25.605	☐	☐	☐
4.4.10	Do the hinge lines of the elevator, rudder and tabs match properly when installed CCAR 23.603 23.605 25.605	☐	☐	☐
4.4.11	Is there positive clearance between the vertical or horizontal stabilizer, and all movable surfaces throughout their range of operation CCAR 23.683 25.683	☐	☐	☐
4.4.12	Are the flight control surface operating means (i.e.., bell cranks, push-pull tabs, chains, cables, operating cylinders, jackscrews, etc.) free from binding and interference CCAR 23.685 25.685	☐	☐	☐
4.4.13	Are positive stops provided to limit the range of motion of the rudder, elevator and stabilizer (when an adjustable stabilizer is employed) CCAR 23.675 25.675	☐	☐	☐
4.4.14	Are adequate drainage provisions provided for the empennage CCAR 23.609 25.609	☐	☐	☐
4.4.15	Are there any questionable design items CCAR 27.601 29.601	☐	☐	☐
4.4.16	Is the balance of all control surfaces within the drawing tolerances CCAR 23.671 25.671	☐	☐	☐

5.0 FLIGHT CONTROL SYSTEM	Yes	No	Action Req.
5.1 Do all flight controls operate with ease, smoothness and positiveness throughout their maximum limits CCAR 23.671 25.671	☐	☐	☐
5.2 Do all flight control surfaces move in the correct direction of travel in response to operation of the cockpit controls CCAR 23.779 23.671 25.779, .671	☐	☐	☐
5.3 Are stops provided for all flight control surfaces and is there positive engagement to limit the control surface travel CCAR 23.675 25.675	☐	☐	☐
5.4 Is each element of each flight control system designed, or distinctively and permanently marked, to minimize the probability of incorrect assembly that could result in the malfunctioning of the system CCAR 23.685 25.685	☐	☐	☐
5.5 Where cable systems are used, are provisions provided for the visual inspection of fairleads, pulleys, terminals and turnbuckles CCAR 23.689 25.689	☐	☐	☐
5.6 Is there a means provided, adjacent to the trim control, to indicate the direction of the airplane motions CCAR 23.677 25.677	☐	☐	☐
5.7 Is there provided a clearly visible means to indicate the position of the trim device with respect to the range of adjustment CCAR 23.677 25.677	☐	☐	☐
5.8 Where irreversible trim tab control systems are used. Is the aprt from the tab to the attachment of the irreversible unit to the airplane structure rigid CCAR 23.677 25.677	☐	☐	☐
5.9 Does a functional check show that the control system locks operate as placarded or marked CCAR 23.679 25.679	☐	☐	☐
5.10 Has a means been provided to prevent the control system lock from engaging in flight CCAR 23.679 25.679	☐	☐	☐
5.11 Is the flight control system free from jamming, excessive friction. And excessive deflection when the controls are operated from the pilot compartment with: :			
(a) The system loaded to correspond to 80 percent of the limit load specified for the system 80% CCAR 25.683	☐	☐	☐
(b) The system loaded to correspond to the limit airloads on the appropriate surfaces CCAR 23.683	☐	☐	☐

5.12	Is the control system protected from jamming, chafing and interference by cargo, passengers, or loose objects CCAR 23.685 25.685	☐	☐	☐
5.13	Are means provided in the cockpit to prevent the entry of foreign objects into places where they would jam the control system CCAR 23.685 25.685	☐	☐	☐
5.14	Are means provided to prevent the slapping of cables or tubes against other parts CCAR 23.685 25.685	☐	☐	☐
5.15	Are the control pulleys provided with guards to prevent the cables from being misplaced or fouled CCAR 23.689 25.689	☐	☐	☐
5.16	Do the control pulleys lie in a plane passing through the cable so that the cable does not rub against the pulley flange CCAR 23.689 25.689	☐	☐	☐
5.17	Are there any fairlead installations which change the cable direction more than 3 degrees 3 CCAR 23.689 25.689	☐	☐	☐
5.18	Are there any clevis pins in the control system subject to load or motion which are retained only by cotter pins U CCAR 23.689 25.689	☐	☐	☐
5.19	Are turnbuckles and push rods attached to parts having angular motion in a manner that will positively prevent binding or bending throughout the range of travel CCAR 23.689 25.689	☐	☐	☐
5.20	When the flap control is placed in any selected operational position, will the flap remain in that position unless the control is adjusted CCAR 23.697 25.697	☐	☐	☐

REMARKS

5.21 Control Surface Travels

NOTE: The applicant's flight control operational form(s) may be used in lieu of the information requested below if it is considered that it is more pertinent to the system being checked. When other data is used, it should be included as an attachment.

A. AT BEGINNING OF CAAC OFFICIAL FLIGHT TEST
CAAC

SURFACE		POSITION	ACTUAL MEASURE-MENT *(In mm or inches or degrees)*	POSITION	ACTUAL MEASURE-MENT *(In mm or inches or degrees)*	POSITION	ACTUAL MEASURE-MENT *(In mm or inches or degrees)*	CABLE TENSION *(N/Lbs.)*[1] /
WING FLAPS		**TAKEOFF**		**APPROACH**		**LAND**		
AILERON	**LEFT HAND**	**UP**		**DOWN**				
	RIGHT HAND	**UP**		**DOWN**				
AILERON TRIM TAB		**UP**		**DOWN**				
AILERON SERVO TAB	**LEFT HAND**	**UP**		**DOWN**		**LAND**		
	RIGHT HAND	**UP**		**DOWN**		**LAND**		
SPOILERS	**LEFT HAND**	**UP**		**DOWN**		**LAND**		
	RIGHT HAND	**UP**		**DOWN**		**LAND**		
STABILIZER (MOVABLE)		**UP**		**DOWN**				
ELEVATOR	**LEFT HAND**	**UP**		**DOWN**				
	RIGHT HAND	**UP**		**DOWN**				
ELEVATOR TRIM TIB		**UP**		**DOWN**				
ELEVATOR SERVO TAB		**UP**		**DOWN**		**LAND**		
RUDDER		**LEFT**		**RIGHT**				
RUDDER TRIM TAB		**LEFT**		**RIGHT**				
RUDDER SERVO TAB		**LEFT**		**RIGHT**		**LAND**		

A. AT BEGINNING OF CAACOFFICIAL FLIGHT TEST
CAAC

SURFACE	POSITION	ACTUAL MEASURE-MENT *(In mm or inches or degrees)*

6.0 LANDING GEAR		Yes	No	Action Req.
6.1	GENERAL			
6.1.1	Is the landing gear structure suitable protected against deterioration or loss of strength in service due to weathering corrosion, abrasion, etc. CCAR 23.609 25.609	☐	☐	☐
6.1.2	Are fluid lines, cables and electrical wires and switches attached to the landing gear suitably protected against damage by stones, slush, water, ice, etc. CCAR 23.609 25.609	☐	☐	☐
6.1.3	Are self-locking nuts used on any bolt subject to rotation during landing gear operation CCAR 23.607 25.607	☐	☐	☐
6.1.4	Are the wheels, brakes, and tires as specified per the related drawings and installed in accordance with this data CCAR 23.731, .733, .735 25.731, .733, .735	☐	☐	☐
6.2	LANDING GEAR INSTALLATION			
6.2.1	Did a retractable landing gear operational ground check show proper functioning of the landing gear and landing gear door installations throughout the retraction and extension cycles CCAR 23.729 25.729	☐	☐	☐
6.2.2	Did the emergency extension system ground check show proper extension of the landing gear CCAR 23.729 25.729	☐	☐	☐
6.2.3	Is a positive means provided to lock the landing gear in the extended position CCAR 23.729 25.729	☐	☐	☐
6.2.4	Is a means provided to indicate to the pilot when the landing gear is secured in the extended or retracted position CCAR 23.729 25.729	☐	☐	☐
6.2.5	Is an aural warning device provided that functions continuously, when one or more throttles are closed, until the landing gear is down and locked CCAR 23.729 25.729	☐	☐	☐
6.2.6	If there is a manual shutoff for the aural warning device, is it installed so that reopening the throttle will reset the warning device CCAR 23.729 25.729	☐	☐	☐
6.2.7	Is an aural warning device provided that functions continuously when the wing flaps are extended beyond the maximum approach position CCAR 23.729 25.729	☐	☐	☐

6.2.8	Is the equipment that is essential to the safe operation of the airplane and that is located in wheel wells protected from damage by a bursting tire or a loose tire tread CCAR 25.729	☐	☐	☐
6.3	SKI INSTALLATION			
6.3.1	Are the skis of an approved type CCAR 23.737 25.737	☐	☐	☐
6.3.2	Are the skis, installed in accordance with the approved data CCAR 23.737 25.737	☐	☐	☐
6.4	FLOAT INSTALLATION			
6.4.1	Are the floats of an approved type CCAR 23.751 25.751	☐	☐	☐
6.4.2	Are the floats installed in accordance with approved data CCAR 23.753 25.753	☐	☐	☐

7.0 PERSONNEL AND CARGO ACCOMMODATIONS	Yes	No	Action Req.
7.1 Are the windshield and window panels in the pilot compartment clear and free of distortions CCAR 23.773 25.773	☐	☐	☐
7.2 Are internal glass panes of a nonsplintering safety glass CCAR 23.775 25.775	☐	☐	☐
7.3 Does the windshield and side windows forward of the pilots back when he is seated in the normal flight position have a luminous transmittance value of not less than 70 percent 70% CCAR 23.775	☐	☐	☐
7.4 Are controls and instrument markings, instructions, and placards in conformance with pertinent specifications and approved data			
CCAR 23.777 through 23.781 25.777 25.781	☐	☐	☐
CCAR 23.1541 through 23.1557 25.1541 25.1557	☐	☐	☐
7.5 Is there a door between the pilot and passenger compartments CCAR 25.771	☐	☐	☐
7.6 Does the door, between the pilot and passenger compartment, have a locking means to prevent passengers from opening it without the pilots permission CCAR 25.771	☐	☐	☐
7.7 Is there a means to lock and safeguard each external door against inadvertent opening either by persons or as a result of mechanical failure CCAR 25.783	☐	☐	☐
7.8 Where inward opening external doors are used, is there a means provided to prevent occupant's from crowding against the door and interfering with the opening of the door CCAR 25.783	☐	☐	☐
7.9 Can the external doors be readily unlocked and opened from the inside or outside CCAR 25.783	☐	☐	☐
7.10 Is the means of opening the external doors simple, obvious, and so arranged and marked that they can be readily located and operated, even in darkness CCAR 25.783	☐	☐	☐
7.11 Are direct visual inspection means provided to determine whether external doors, for which the initial opening movement is outward, are fully locked CCAR 25.783	☐	☐	☐
7.12 Is a visual means provided to signal to appropriate crewmembers when normally used external doors are closed and fully locked CCAR 25.783	☐	☐	☐
7.13 Is each seat and berth in accordance with approved data CCAR 25.783	☐	☐	☐

7.14	Is each projected object, that would injure persons seated or moving about the airplane in normal flight, padded CCAR 25.785	☐	☐	☐
7.15	Does each berth have an approved safety belt CCAR 25.785	☐	☐	☐
7.16	Is there a means provided along each aisle to enable occupants to steady themselves while using the aisles in moderately rough air, such as a hand grip or rail along each aisle or a firm hand hold on each seat back CCAR 25.785	☐	☐	☐
7.17	Is each crew member seat at flight deck stations provided with provisions for a shoulder harness CCAR 25.785	☐	☐	☐
7.18	Are cargo and baggage compartments placarded in accordance with approved data CCAR 23.787 25.787	☐	☐	☐
7.19	Are emergency exits openable from the inside and outside of the cabin without undue effort CCAR 25.809	☐	☐	☐
7.20	Is there a means to lock each emergency exit and to safeguard against its opening in flight, either inadvertently by persons or as a result of mechanical failure CCAR 25.809	☐	☐	☐
7.21	Is there a means for direct visual inspection of the locking mechanism to determine that each emergency exit, for which the initial opening movement is outward, is fully locked CCAR 25.809	☐	☐	☐
7.22	Is each landplane emergency exit that is more than six feet from the ground with the landing gear extended and each over-the-wing emergency exit pro vided with an approved means to assist the occupants in descending to the ground 6 CCAR 25.809	☐	☐	☐
7.23	Is each passenger emergency exit, its means of access and its means of opening, conspicuously marked CCAR 23.807 25.811	☐	☐	☐
7.24	Is the identity and location of each emergency exit recognizable from a distance equal to the width of the cabin CCAR 25.811	☐	☐	☐
7.25	Is the location of each emergency exit operating handle and the instructions for opening marked on or adjacent to the emergency exit CCAR 23.807 25.811	☐	☐	☐

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8.0 VENTILATION, HEATING AND PRESSURIZATION		Yes	No	Action Req.
8.1	Is the installation of the heating and ventilation system in accordance with related approved data CCAR 21.22 23.831 25.831	☐	☐	☐
8.2	Are the heating and ventilation controls placarded and marked in accordance with approved data CCAR 23.1541 23.1555 25.1541 25 .1555	☐	☐	☐
8.3	Is the installation of the pressurization system in accordance with related approved data CCAR 21.33 23.841 25.841	☐	☐	☐
8.4	Do the pressure relief valves automatically limit the positive pressure differential to the limits established by the approved data CCAR 23.841 25.841	☐	☐	☐
8.5	Do the reverse pressure differential relief valves limit the negative pressure differential to the limits established by the approved data CCAR 23.841 25.841	☐	☐	☐
8.6	Is the regulator for maintaining the required internal pressures and airflow rates installed and placarded in accordance with the approved data CCAR 23.841 25.841	☐	☐	☐
8.7	Are the instruments to indicate to the pilot the pressure differential, the absolute pressure in the cabin and the rate of change of the absolute pressure marked and placarded in accordance with the approved data CCAR 23.841 23.1543 25.841 25.1543	☐	☐	☐
8.8	Are warning devices and placards provided to indicate when the approved pressure differential and absolute cabin pressure limits are exceeded CCAR 23.841 25.841	☐	☐	☐
8.9	Are all pressurization system warning placards in accordance with approved data CCAR 23.841 25.841	☐	☐	☐
8.10	Does each door and emergency exit operate properly after the pressurization flight test have been completed CCAR 23.843 25.843	☐	☐	☐
8.11	Are combustion heaters of an approved type and installed in accordance with approved data CCAR 23.859 25.859	☐	☐	☐
8.12	Are engine exhaust heaters installed in accordance with approved data CCAR 23.1125 25.833 25.1125	☐	☐	☐

9.0 FIRE PROTECTION – COMPARTMENT INTERIORS		Yes	No	Action Req.
9.1	Are the materials used for compartment interiors in accordance with approved data CCAR 23.853 25.853	☐	☐	☐
9.2	Does each towel, paper, and waste receptacle have a means for containing possible fires CCAR 25.853	☐	☐	☐
9.3	Is there at least one hand fire extinguisher for use by the flight crew members CCAR 25.853	☐	☐	☐
9.4	Are the required number of hand fire extinguishers located in the passenger compartments CCAR 25.853	☐	☐	☐
9.5	Is the location of each hand fire extinguisher plainly marked CCAR 23.1561 25.1561	☐	☐	☐
9.6	Are compartments where smoking is to be prohibited so placarded CCAR 25.853	☐	☐	☐
9.7	Are controls, wiring, fluid lines, equipment or accessories whose damage or failure would affect safe operation, protected so that they cannot be damaged by cargo or baggage, and that their breakage or failure will not create a fire hazard CCAR 25.855	☐	☐	☐
9.8	Has a means been provided to prevent cargo or baggage from interfering with the functioning of the fire-protective installation for the compartments CCAR 25.855	☐	☐	☐
9.9	Are the sources of heat within the compartment shielded and insulated to prevent igniting the cargo or baggage CCAR 25.855	☐	☐	☐
9.10	Are the combustion heater fire zones protected from fire CCAR 23.859 25.859	☐	☐	☐
9.11	Are the ventilating and combustion air ducts, adjacent to the heater of fire proof material installed in accordance with approved data CCAR 25.859	☐	☐	☐
9.12	Do the heater installation fuel drains permit safe drainage clear of the aircraft CCAR 25.859	☐	☐	☐
9.13	Is a means provided to prevent the ignition, by any equipment, of flammable fluids or vapors resulting from the leakage of fluid systems or to control any fire resulting from the ignition CCAR 25.863	☐	☐	☐

10.0 POWERPLANT INSTALLATION			Yes	No	Action Req.
10.1	GENERAL				
10.1.1	Is (are) the engine(s) type certificated CCAR 23.903 25.903	TYPE CERTIFICATE NO. :	☐	☐	☐
10.1.2	Is (are) the propeller(s) type certificated CCAR 23.905 25.905	TYPE CERTIFICATE NO. :	☐	☐	☐
10.1.3	Are the powerplant components and accessories installed in accordance with approved data CCAR 23.901 25.901		☐	☐	☐
10.1.4	Does a ground operational test show that all powerplant components and accessories are operating satisfactorily CCAR 23.901 25.901		☐	☐	☐
10.1.5	Is a means provided to allow the close examination of each part requiring recurring inspection, adjustments for proper alignment and function, or lubrication CCAR 23.611 23.901 25.611 25 .901		☐	☐	☐
10.1.6	Are major components of the powerplant installation electrically bonded to other parts of the airplane CCAR 25.901		☐	☐	☐
10.1.7	Are any self-locking nuts used on any bolt, subject to rotation in operation CCAR 23.607 25.607		☐	☐	☐
10.1.8	Is the radial clearance between the propeller tip and the aircraft structure at least one inch 25 1 CCAR 23.925 25.925		☐	☐	☐
10.1.9	Is the longitudinal clearance between the propeller blades or cuffs and stationary part of the aircraft at least one-half inch 13 1/2 CCAR 23.925 25.925		☐	☐	☐
10.1.10	Are propeller deicing provisions installed in accordance with approved data CCAR 23.901 25.901, .929		☐	☐	☐
10.1.11	Are propeller deicing controls identified and marked with respect to their operation CCAR 23.1555 25.1555		☐	☐	☐
10.2	FUEL SYSTEM				
10.2.1	Is the fuel system installed in accordance with approved data CCAR 23.951 25.951		☐	☐	☐
10.2.2	Does a ground operational test indicate that the fuel system operates satisfactorily CCAR 23.951 25.951		☐	☐	☐

10.2.17	Does an operational check of each pressure fueling connection show it to be operating satisfactorily	☐	☐	☐
	CCAR 25.979			

10.3.6	Are the oil lines and oil tank vents routed so that condensed water vapor that might freeze and obstruct the line, cannot accumulate at any point CCAR 23.1013 23.1017 25.1013 25.1017	☐	☐	☐
10.3.7	Are the oil lines installed and supported to prevent excessive vibration and motion due to oil pressure and accelerated flight conditions CCAR 23.1017 25.1017	☐	☐	☐
10.3.8	Do oil lines, connected to components of the airplane between which relative motion could exist, have provisions for flexibility CCAR 23.1017 25.1017	☐	☐	☐
10.3.9	Is there at least one accessible oil drain which allows the safe drainage of the entire oil system, and is provided with a positive locking means in the closed position CCAR 23.1021 25.1021	☐	☐	☐
10.3.10	Does each oil valve have positive stops or suitable index provisions in the "on" and "off" positions CCAR 25.1025	☐	☐	☐
10.3.11	Does a ground operational test show that propeller feathering can be accomplished with the amount of trapped oil in the oil tank CCAR 23.1027 25.1027	☐	☐	☐
10.4	INDUCTION SYSTEM			
10.4.1	Are all units of the engine air induction system, including icing protection and induction system screens, fabricated and installed in accordance with approved data CCAR 23.1091 25.1091	☐	☐	☐
10.4.2	Does the carburetor air preheater installation allow the inspection of exhaust manifold parts that it surrounds, and the critical parts of preheater itself CCAR 23.1101 25.1101	☐	☐	☐
10.4.3	Are drains for induction system ducts installed in accordance with approved data, and do they discharge in a location which will not cause a fire hazard CCAR 23.1103 25.1103	☐	☐	☐
10.5	EXHAUST SYSTEM			
10.5.1	Are exhaust system components constructed and installed in accordance with approved data CCAR 23.1121 25.1121	☐	☐	☐

10.5.2	Are there parts of the airplane that hot exhaust gases could strike or that could be subjected to high temperatures from exhaust system parts constructed of fireproof material or shielded by a fireproof material CCAR 23.1121 25.1121	☐	☐	☐
10.5.3	Are exhaust gases discharged near any flammable fluid vent or drain CCAR 23.1121 25.1121	☐	☐	☐
10.5.4	Is each exhaust manifold supported to withstand any vibration and inertia load to which it may be subjected CCAR 23.1123 25.1123	☐	☐	☐
10.5.5	Has a means been provided for the inspection of critical parts of the exhaust heat exchangers CCAR 23.1125 25.1125	☐	☐	☐
10.5.6	Are the exhaust driven turbosupercharger installations in accordance with approved data CCAR 23.1127 25.1127	☐	☐	☐
10.5.7	Have adequate provisions been made for the inspection, maintenance, and servicing of the turbosupercharger CCAR 23.1127 25.1127	☐	☐	☐
10.6	POWERPLANT CONTROLS AND ACCESSORIES			
10.6.1	Are the powerplant controls constructed, located, installed, adjusted and marked in accordance with approved data CCAR 23.1141 25.1141	☐	☐	☐
10.6.2	Is there a means to prevent propeller feathering by movement of the propeller pitch or speed control to the feathering position during normal operation CCAR 23.1151 25.1153	☐	☐	☐
10.6.3	Do the reverse thrust controls have a positive lock or stop at the flight idle position and required a separate an distinct operation to displace the control from the forward thrust position CCAR 25.1155	☐	☐	☐
10.6.4	Are the fuel jettisoning system controls located apart from any fire extinguisher control or other control used to combat fire, and are guards provided to prevent inadvertent operation CCAR 25.1161	☐	☐	☐
10.6.5	Are all engine mounted accessories installed in accordance with approved data CCAR 23.1163 25.1163	☐	☐	☐

10.6.6	Is the electrical equipment that is subject to arcing or sparking installed in a location to minimize the probability of contact with any flammable fluids or vapors CCAR 23.1163 25.1163	☐	☐	☐
10.6.7	Are the magneto ground wires that lie on the engine side of the fire wall installed, located, or protected, to minimize the probability of simultaneous failure of two or more wires due to mechanical damage, electrical faults, or other cause CCAR 23.1165 25.1165	☐	☐	☐
10.6.8	Are ground wires for any engine, which are routed through the fire zone of another engine, fire proof CCAR 25.1165	☐	☐	☐
10.7	POWERPLANT FIRE PROTECTION			
10.7.1	Are all tanks, lines, and fittings which contain flammable fluids or gases in a designated fire zone constructed, installed, and secured in accordance with approved data CCAR 23.1183 25.1185	☐	☐	☐
10.7.2	Can complete drainage and discharge of each part of each designated fire zones be accomplished to minimize the hazard resulting from the failure of malfunctioning of any component containing flammable fluids CCAR 25.1187	☐	☐	☐
10.7.3	Is each designated fire zone ventilated to prevent the accumulation of flammable vapors CCAR 25.1187	☐	☐	☐

Uncontrolled when printed. Refer to MCO 8430.1 for current version.

10.7.9	Are fire extinguishing systems, which are provided for designated fire zones installed in accordance with approved data CCAR 23.1195 25.1195	☐	☐	☐
10.7.10	Are visual discharge indicators provided at the discharge end of each discharge line of the fire extinguishing system CCAR 25.1199	☐	☐	☐
10.7.11	Are all powerplant fire or overheat detector systems installed in accordance with approved data CCAR 25.1203	☐	☐	☐

REMARKS

11.0 EQUIPMENT

Due to the differences in the minimum equipment requirements of CCAR 23 and 25, the following list of instruments and equipment items is provided as a means of recording the inspection of these items. The CCAR requiring the particular item is indicated beside the item in the applicable CCAR column. The answers to the following questions should be noted in the appropriate column.

CCAR-23 CCAR-25 CCAR-23 CCAR-25

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A. Is the item installed and marked in accordance with approved data

CCAR 23.1301 25 .1541 25.1301 25.1541

B. Does a ground operational check show that the item operates satisfactorily

CCAR 23.1301 23.1309 25.1301 25.1309

C. Is action required as a result of this inspection

11.1 FLIGHT AND NAVIGATIONAL INSTRUMENTS – CCAR 23.1303 25.1303

ITEM	CCAR		A.	B.	C.
	23	25			
A. Airspeed indicator	X	X			
B. Altimeter	X				
C. Altimeter (Sensitive or precision)		X			
D. Clock (Sweep second pointer)		X			
E. Free air temperature indicator		X			
F. Rate-of-turn indicator (Gyroscopically with integral bank or slip indicator)		X			
G. Bank and pitch indicator (Gyroscopically stabilized)		X			
H. Magnetic direction indicator	X	X			
I. Rate of climb		X			
J. Gyroscopic direction indicator (Directional gyro or equivalent)		X			
K. Machmeter		X			
L. Speed warning device		X			
M. Oxygen quantity indicator		X			
N. Hydraulic pressure indicator		X			
O. Electrical power indicators	X	X			
P. Landing gear position indicator	X	X			
Q. Wing flap position indicator	X	X			

R. Trim position indicator	X	X			
S. Differential pressure indicator		X			
T. Cabin absolute pressure indicator		X			
U. Rate-of-change of cabin absolute pressure		X			

11.2 POWERPLANT INSTRUMENTS – CCAR 23.1305 25.1305

ITEM	CCAR 23	CCAR 25	A.	B.	C.
A. Carburetor air temperature indicator		X			
B. Manifold pressure indicator	X	X			
C. Cylinder head temperature indicator	X	X			
D. Fuel pressure indicator	X	X			
E. Fuel pressure warning device		X			
F. Fuel flowmeter (turbine engine)		X			
G. Fuel mixture indicator (reciprocating engine without auto alt. Mixture control) 0		X			
H. Gas temperature indicator (turbine)		X			
I. Fuel quantity indicator	X	X			
J. Oil pressure indicator	X	X			
K. Oil pressure warning		X			
L. Oil quantity indicator	X	X			
M. Oil temperature indicator	X	X			
N. Tachometer	X	X			
O. Fire warning indicator		X			
P. Thrust indicator		X			

A. Approved seat for each occupant		X			
B. Approved safety belt for each occupant	X	X			
C. Adequate electrical energy source	X	X			
D. Two-way radio communication		X			
E. Radio navigation system		X			
F. Windshield wiper or equivalent		X			
G. Ignition switch(es)	X	X			
H. Portable fire extinguisher		X			
I. Master switch	X	X			
J. Anti-Collision light	X[7]	X[7]			
K. Electric protective devices	X	X			

REMARKS

[7] Night operational requirement

12.0 ELECTRICAL SYSTEM		Yes	No	Action Req.
12.1	Is the electrical system installed in accordance with approved data CCAR 23.1351 25.1351,.1309	☐	☐	☐
12.2	Does a ground operational test show that the electrical system adequately performs its intended function CCAR 23.1351 25.1351,.1309	☐	☐	☐
12.3	Is the electrical system protected from fuel, oil, water, other detrimental substances and mechanical damage CCAR 23.1351 25.1351	☐	☐	☐
12.4	Are all electrical control devices operated by a crew member marked or placarded in accordance with approved date CCAR 23.1351,.1555 25.1351,.1555	☐	☐	☐
12.5	Are electrical system components located in wheel wells protected to prevent a malfunction or failure due to water, slush, ice, or any material which may be thrown by a tire CCAR 23.1351 25.1351	☐	☐	☐
12.6	Is the battery installation provided with adequate drainage and ventilation, and enclosed so that no corrosive fluids or gases may damage the surrounding structure or essential equipment CCAR 23.1353 25.1353	☐	☐	☐
12.7	Are instrument lights installed in accordance with approved data CCAR 23.1381 25.1381	☐	☐	☐
12.8	Are landing lights installed in accordance with approved data CCAR 23.1383 25.1383	☐	☐	☐
12.9	Are the position lights installed in accordance with approved data CCAR 23.1385 25.1397 25.1383 25.1397	☐	☐	☐
12.10	Is the riding light installation in accordance with approved data CCAR 23.1399 25.1399	☐	☐	☐
12.11	Is the anticollision light installation in accordance with approved data CCAR 23.1401 25.1401	☐	☐	☐
12.12	Are parts which are electrically insulated from the basic airframe connected to it through lightning arrestors CCAR 25.869	☐	☐	☐

	13.0 SAFETY EQUIPMENT			
13.1	Are the safety equipment release controls, such as automatic liferaft release readily accessible to the crew CCAR 23.1411 25.1411	☐	☐	☐
13.2	Are the emergency equipment items located in an obvious location which is readily accessible CCAR 23.1411 25.1411	☐	☐	☐
13.3	Are the emergency equipment items stowed in a manner that provides protection from inadvertent damage CCAR 23.1411 25.1411	☐	☐	☐
13.4	Are liferafts installed in accordance with approved data CCAR 23.1411 25.1411	☐	☐	☐
	14.0 MISCELLANEOUS EQUIPMENT	Yes	No	Action Req.
14.1	ELECTRNIC SYSTEM			
14.1.1	Is the electronic system installed in accordance with approved data CCAR 23.1431 23.1309 25.1431 25.1309	☐	☐	☐
14.1.2	Does a ground operational check show that the electrical system adequately performs its intended function CCAR 23.1309 23.1431 25.1309 25.1431	☐	☐	☐
14.1.3	Is the electronic system protected from damage by fuel, oil, water, other detrimental substances and mechanical damage CCAR 23.1309 23.1431 25.1309 25.1431	☐	☐	☐
14.1.4	Are all electronic control devices operated by a crew member marked or placarded in accordance with approved data CCAR 23.1431 23.1555 25.1431 25.155	☐	☐	☐
14.1.5	Are the electronic system controls and wiring installed so that the operation of any one unit or system of units will not adversely affect the simultaneous operation of any other unit or systems of units within the aircraft CCAR 23.1431 25.1431	☐	☐	☐
14.1.6	Are the electronic units properly ventilated CCAR 23.1431 25.1431	☐	☐	☐
14.1.7	Are shock mounted units provided with adequate clearance between other units or aircraft parts to prevent damage or malfunction CCAR 23.1431 25.1431	☐	☐	☐
14.2	HYDRAULIC – PNEUMATIC – VACUUM SYSTEMS — —			

14.2.1	Is the hydraulic system installed in accordance with the approved data CCAR 23.1435 25.1435	☐	☐	☐
14.2.2	Does a ground operational test show that the hydraulic system adequately performs its intended functions CCAR 23.1301 23.1435 25.1301 25.1435	☐	☐	☐
14.2.3	Is each hydraulic line, fitting and component installed and supported to prevent excessive vibration and damage due to inertia loads CCAR 23.1435 25.1435	☐	☐	☐
14.2.4	Has a flexible means been used to connect points in the hydraulic system between which relative motion or differential vibration exists CCAR 23.1435 25.1435	☐	☐	☐
14.2.5	Is each element of the hydraulic system protected from abrasion, corrosion and mechanical damage CCAR 23.1435 25.1435	☐	☐	☐
14.2.6	Are the hydraulic reservoirs and accumulators installed in accordance with approved data CCAR 23.1435 25.1435	☐	☐	☐
14.2.7	Are the hydraulic system controls and components labeled as to their identification, function or operating limitations, or any applicable combination of these factors CCAR 23.1309 25.1309	☐	☐	☐
14.2.8	Is the pneumatic system installed in accordance with approved data CCAR 23.1309 25.1309	☐	☐	☐
14.2.9	Does a ground operation test show that the pneumatic system adequately performs its intended function CCAR 23.1309 25.1309	☐	☐	☐
14.2.10	Is each pneumatic system line, fitting and component installed and supported to prevent excessive vibration and damage due to inertia loads CCAR 23.1309 25.1309	☐	☐	☐
14.2.11	Is each element of the pneumatic system protected from abrasion, corrosion and mechanical damage CCAR 23.1309 25.1309	☐	☐	☐
14.2.12	Are the pneumatic system controls and components labeled as to their identification, function or operating limitations or any applicable combination of these factors CCAR 23.1301 23.1309 25.1301 25.1309	☐	☐	☐

14.2.13 Are the vacuum air system units, components lines and connections installed in accordance with approved data

14.4.1	Where fluids subject to freezing are drained overboard in flight or during ground operations, are these drains located to prevent the formation of ice on the airplane CCAR 25.1455	☐	☐	☐
	15.0 AIRCRAFT IDENTIFICATION AND MARKING			
15.1	Is the manufacturer's identification plate fireproof, inscribed with at least its nationality and registration mark. The plate shall be secured in the aircraft in the prominent position near the main entrance. CCAR 45.30	☐	☐	☐
15.2	Are aircraft nationality and registration marks in accordance with approved data CCAR 45.24 45.29	☐	☐	☐
REMARKS				

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