

RECORD OF REVISIONS

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AQUILA AT01-100/200/300 MAINTENANCE MANUAL

Highlights of Revisions

HIGHLIGHTS OF REVISIONS

Revision Number	Date of Revision	Reason for Revision	Revision Number	Date of Revision	Reason for Revision
A.01	30.04.13	Initial issue.	A.11	01.06.22	New Beringer and Rotax manuals; Whelen Orion 660
A.02	26.08.13	SB-AT01-027	A.12	01.02.23	New variant AT01-200A; Garmin G3X autopilot
A.03	24.10.13	FAA validation (airworthiness limitations, wire routing diagrams); lubrication revised; standard torque ROTAX engine mount revised	A.13	31.05.24	New model AT01-300
			A.14	31.07.25	TBO updates; Rotax 912 maintenance manual updates
A.04	02.03.15	Life time limit, 6000 hour inspection			
A.05	20.08.15	Fuel quantity indicating system calibration procedures added; TBO's and maintenance checklist revised; Temporary revisions 1 & 2 incorporated			
A.06	29.02.16	Control surface ply lay-up added; repair procedures revised			
A.07	10.06.16	6000h check & TBOs added; battery check; wing bolts safetying			
A.08	09.10.18	Beringer: new axle and new wheels; Rotax: new spark plugs			
A.09	28.02.20	New model AT01-200			
A.10	05.03.21	Garmin GFC 500 autopilot			

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* The date refers to the issue / revision date of the respective chapter.

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31.07.25
Date, Signature Office of Airworthiness



AQUILA AT01-100/200/300 MAINTENANCE MANUAL

CHAPTER 5

TIME LIMITS / MAINTENANCE CHECKS

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TIME LIMITS / MAINTENANCE CHECKS - GENERAL**1. Introduction**

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- A. This chapter provides scheduled and unscheduled maintenance checks and inspections, recommended by the type certificate holder as well as the time limits for service life limited components and parts.

2. General Description

In the following, a brief description and intended purpose of each section of this chapter is given.

- A. Section 05-00 - Time limits / Maintenance Checks - General. This section provides a general overview of the content and purpose of this chapter.
 - B. Section 05-10 - Component Time Limits. This section contains the time limits of all service life limited components and parts and recommended time between overhaul (TBO) for components.
 - C. Section 05-20 - Scheduled Maintenance Checks. This section contains information about recommended scheduled maintenance and inspections. The recommended maintenance and inspection program for the systems and components as well as the relevant intervals are embodied in a checklist included in this section.
 - D. Section 05-30 - Daily Inspections. In this section pre-flight and post-flight checks are described, that have to be carried out every day the aircraft is in operation.
 - E. Section 05-50 - Unscheduled Maintenance Checks. This section specifies checks, which have to be conducted after unusual events and incidences such as hard landings.
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COMPONENT TIME LIMITS

1. General

- A. Different components and parts of the aircraft are certified for specific service life. When reaching this time limit, the respective item must be replaced or overhauled.
In order to monitor permissible service life the installation or removal of each item must be recorded in the aircraft logbook.
Where an interval is given in both flight time and calendar time, the limit which is reached first must be applied.

2. Component Time Limits

- A. Under certain circumstances the replacement or overhaul of components may be required before the time limits listed below are reached.
- B. Replacement or overhaul time limits, recommended by the type certificate holder:

Chapter	Component / Part	Replacement Time	Overhaul
24	Ignition lock ^{1,2)}	6000 h	no
24	Starter relais	2000 h	no
24	Battery Odyssey PC950 ^{2,3)}	5 years	no
24	Battery BAT 2 ²⁾	1 year	no
27	Elevator control rods incl. rod ends	6000 h	no
27	Rudder control cables	6000 h	no
27	Control surface plain bearing bushings	6000 h	no
27	Trim switch	1000 h	no
28	Electrical AUX fuel pump ^{1,2)}	3000 h or 10 years	no
28	Flexible rubber hoses of the fuel pump assembly ^{2,3)}	5 years	no
28	Fuel system check valves ^{2,3)}	2000 h or 15 years	no
32	Nose landing gear spring package rubber elements	5 years	no

1) AT01-100 only

2) AT01-200 only

3) AT01-300 only

Chapter	Component / Part	Replacement Time	Overhaul
32	Main landing gear struts	no	6000h
32	Flexible teflon hoses of the brake system ⁴⁾	2000 h or 15 years	no
32	Flexible rubber hoses of the brake system ⁵⁾	10 years	no
55	Lower rudder hinge bracket	6000 h	no
57	Wing attachment bolts	6000 h	no
71	Flexible teflon hoses of the oil / fuel system ¹¹⁾	2000 h or 15 years	no
71	Flexible hoses of the cooling system ¹¹⁾	5 years	no
71	Flexible silicone hoses of the air intake system ²⁾	2000 h or 15 years	no
71	AQUILA engine mount and attachment bolts	6000 h	no
71	Engine shock mounts and attachment bolts	with engine overhaul	no
76	Wastegate control Bowden cable wire ²⁾	2000 h	no
76	Engine / propeller control Bowden cable wires	2000 h	no

C. Vendor Established Component Time Limits

Chapter	Component / Part	Replacement Time	Overhaul
25	ELT battery	Note 1	no
26	Fire extinguisher Air Total HAL 1.0	no	10 years Note 4
26	Fire extinguisher H3R RT A400	12 years	no
26	Fire extinguisher H3R A344T	no	6 years Note 4

2) AT01-200 only

4) Beringer wheel and brake system only

5) Cleveland / Grove wheel and brake system only

11) Hoses that are not covered by the engine type certificate (TC)

Chapter	Component / Part	Replacement Time	Overhaul
32	Brake caliper pistons and rubber seals ⁴⁾	3000 h or 5 years	no
34	WINTER instruments	no	Note 5
34	ASPEN internal battery	2200 h or 4 years	no
61	Propeller MTV-21-A/170-05 ¹⁾ MTV-21-A/175-05 ^{2,3)}	no	2400 h or 6 years Note 2
61	Propeller governor P-850-12	no	2400 h or 6 years Note 2
71	Engine ROTAX 912 S ¹⁾	no	2000 h or 15 years Note 3
71	Engine ROTAX 914 F ²⁾ (incl. TCU, wiring harness, wastegate motor)	no	2000 h or 15 years Note 3
71	Engine ROTAX 912 iS ³⁾ (incl. ECU, wiring harness, fuse box)	no	2000 h or 15 years Note 3
71	ROTAX 912 S mechanical MAIN fuel pump ¹⁾	5 years Note 3	no
71	ROTAX 914 F electrical MAIN fuel pump ²⁾	1000 h or 5 years	no
71	ROTAX 912 iS electrical fuel pumps ³⁾	2000 h or 15 years	no
71	ROTAX flexible teflon / silicone hoses	with engine overhaul Note 3	no
71	ROTAX rubber parts of the engine (V-belt, hoses ¹⁵⁾ , carburetor parts ^{1,2)} , fuel pressure regulator ³⁾)	5 years Note 3	no
71	Spark plugs	400 h Note 3	no

1) AT01-100 only

2) AT01-200 only

3) AT01-300 only

4) Beringer wheel and brake system only

15) Time limit does not apply to silicone hoses

NOTES:

- Note 1: Refer to manufacturer instructions for battery replacement time limits.
- Note 2: Refer to latest issue of the mt-propeller Service Bulletin No. 1.-(), and to the mt-Propeller E-124 Operation and Installation Manual.
- Note 3: Refer to the latest issues of BRP-Rotax documentation, i.e. Service Bulletins, Service Information and to the ROTAX Aircraft Engines Maintenance Manual for ROTAX Engine Type 912 Series, Type 912 i Series respectively Type 914 Series.
- Note 4: Refer to manufacturer instruction for overhauling.
- Note 5: Though there is no TBO for these instruments, the manufacturer Gebr. Winter GmbH & Co. KG recommends that airspeed indicators and altimeters are subjected to retesting after 5 years.

SCHEDULED MAINTENANCE CHECKS**1. General**

- A. The inspection time intervals chart contained in this chapter shows the recommended intervals at which maintenance and maintenance checks should be carried out on the aircraft.

Annual inspections and 100 hour inspections on the AQUILA AT01 must include all inspection items as required by FAR 43, Appendix D, "Scope and detail of annual/100h inspections". Chapter 4 "Airworthiness Limitations" of this manual defines the inspection intervals for continued airworthiness.

- B. If an aircraft is being operated under unusual environmental conditions, maintenance intervals may be reduced.

2. Inspection Time Intervals Chart

- A. The maintenance and checks listed are to be carried out at the specified intervals and documented appropriately.

NOTE: For new aircraft and new engines the first check is carried out after 25 hours and should be of the extent of a 100-hour inspection. For new engines only an engine ground run and the checks listed in the "Engine" section have to be carried out.

NOTE: If more than 30% of operation hours have been flown with leaded fuel (e.g. AVGAS 100LL), an additional 50-hour inspection is necessary (refer to ROTAX Aircraft Engines SI-912-016, SI-912 i-001 respectively SI-914-019).

NOTE: Where an interval is given in both flight time and calendar time, the limit which is reached first must be applied. The next interval starts with the flight time and calendar time of the latest performed maintenance check.

NOTE: In order to demonstrate continued airworthiness, engines must be inspected after every 100 hours of operation or 12 months. If the aircraft has less than 100 hours of operation during one year a 100 hour check must be carried out. For the annual inspection a tolerance of ± 2 months is given.

- B. For intervals between maintenance work, the following tolerances must not be exceeded:

Interval	Tolerance
up to and including 100 h	10% of interval
>100 h up to and including 1000 h	5% of interval
>1000 h	50 h
calendar time limits	30 days

These tolerances must not be added up. For example: if the 100-hour inspection was done at 107 h, the next inspection must be done at 200 ± 10 h, not 207 ± 10 h.

If an inspection is carried out earlier than allowed by the specified tolerance, all subsequent inspection intervals are counted from that inspection. For example: If the 100 h inspection was done at 87 h, the next inspection must be done at 187 ± 10 h.

- C. Due to recent ROTAX publications the maintenance checks given for the ROTAX engine may not be up to date. Refer to the latest revisions of ROTAX Engine Type 912 Series, Type 912 i Series respectively Type 914 Series Maintenance Manual and Service Bulletins.
- D. Due to the multiplicity of equipment coming onto the market, no maintenance instructions are given for electronic equipment. For information on a certain component use the documentation provided by the manufacturer of this component.

NOTES:

MML*	Maintenance Manual Line for ROTAX Engine Type 912/912i/914 Series
MMH*	Maintenance Manual Heavy for ROTAX Engine Type 912/912i/914 Series
MT*	mt-Propeller E-124 Operation and Installation Manual
TTSN	Total Time Since New
TTSO	Total Time Since Overhaul

- E. Inspection Time Intervals Chart:

Aircraft S/N		Operating Hours		Registration Number	
Engine S/N		Operating Hours TTSN / TTSO:		Date	
Propeller S/N		Operating Hours TTSN / TTSO:		Type of Inspection	

No.	Pre-Inspection	Reference	Interval 100h other		Initials
1.	Check that the following documents are up-to-date and available upon request: - AT01-100/200/300 Maintenance Manual - AT01-100/200/300 Airplane Flight Manual - Aircraft Log Book and required certificates - Engine and Propeller Log Books - Equipment List and Weight and Balance Record - Airworthiness Directives - Service Bulletins and Service Information - Services Time Record	AT01-100/200/300 Maintenance Manual, AT01-100/200/300 Airplane Flight Manual	X		
2.	Airworthiness Directives - Verify all Airworthiness Directives have been complied with.		X		
3.	Service Letters, Service Bulletins, and Service Information - Verify all AQUILA GmbH and suppliers Service Letters, Service Bulletins and Service Information have been complied with.		X		
4.	Service time records, equipment list and weight and balance records - Check. Update if necessary.		X		
5.	Aircraft file and technical documentation - Verify complete and in proper order.		X		
6.	Engine and engine compartment - General visual inspection for damage or abnormalities. Clean for leakage check.	MML* 12-20-00	X		
7.	Airframe, power plant, propeller - Do a walk around to detect damages, fluid leaks or other abnormalities.		X		
8.	Fuselage and empennage - Clean.		X		
9.	Aircraft interior - Clean and vacuum.		X		
10.	Record all malfunctions and abnormalities.		X		
11.	TCU protocol - Read out TCU via Rotax communication program. Check alarm records. TCU S/N: _____ Hours of Operation: _____	76-00 MMH* 76-00-00	X ²⁾		
12.	ECU protocol - Read out ECU via Rotax communication program. Download ECU fault memory (fault and data logs). ECU S/N: _____ Hours of Operation: _____	76-00 MMH* 76-10-00	X ³⁾		

2) AT01-200 only

3) AT01-300 only

No.	Engine Ground Test Rotax 912S	Reference	Interval 100h other		Initials
1.	Perform an engine test run as follows. (RPM in this point are specified as propeller RPM) Start engine and warm-up at 800 RPM for approx. 2 minutes, continue at 1050 RPM until oil temperature reaches 50° C. Rudder pedal brakes and parking brake - Check for proper operation. Magneto RPM drop - Set 1700 RPM. Check that RPM drop is less than 120 RPM while operating on one magneto and no more than a 50 RPM drop difference between left and right magnetos. RPM drop left magneto : _____ RPM RPM drop right magneto: _____ RPM Propeller governor - Set 1700 RPM and monitor manifold pressure. Reduce engine speed by moving the propeller control from START to CRUISE. Repeat three times. RPM should drop by 200 ± 15 RPM and manifold pressure should rise. RPM drop: _____ RPM / Man. press. rise : _____ in. Hg Carburetor heat - Pull knob at 1700 RPM. Propeller RPM should show a drop of at least 20 RPM. RPM drop: _____ RPM Engine full power - Advance throttle/propeller to full forward. Tachometer should read 2350 ± 15 RPM. Full power RPM: _____ RPM Cool down engine below 1000 RPM. Engine instruments - Check engine parameters. Engine idle - Move throttle control lever to full aft. Tachometer should read 750 ± 50 RPM. Idle RPM: _____ RPM Shut down engine, set the ignition switch and ALT1/BAT switch to the OFF position. Remove ignition key from aircraft.	MML * 12-20-00 Airplane Flight Manual 32-40 MT*	X		

EFFECTIVITY

Aircraft equipped with Rotax 912S engine

05-20-00

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No.	Engine Ground Test Rotax 912iS	Reference	Interval		Initials
			100h	other	
1.	Perform an engine test run as follows. (RPM in this point are specified as engine RPM) Fuel system restricting orifice - Check orifice is not blocked. Deactivate MAIN fuel pump by pulling circuit breaker. Time for fuel pressure to drop from $3 \pm 0,2$ bar below 0,2 bar should be less than 10 seconds. Start engine and warm-up at 2000 RPM for approx. 2 minutes, continue at 2500 RPM until oil temperature reaches 50° C. Rudder pedal brakes and parking brake - Check for proper operation. Fuel pumps - Check fuel pressure with MAIN / AUX / both fuel pumps running for at least 5 seconds each. Alternator check - Set 2500 RPM. Alternator ALT2 check - Switch ALT1 OFF. Ammeter ALT2 should show more than 3A. Alternator ALT1 check - Switch ALT1 ON again. Ammeter ALT1 should show more than 3A. Ammeter ALT2 should show 0A Lane and ignition check - Set 4100 RPM. Check that RPM drop / increase is less than 250 RPM while operating on one lane. RPM drop/increase Lane A: _____ RPM RPM drop/increase Lane B: _____ RPM Propeller governor - Set 4100 RPM and monitor manifold pressure. Reduce engine speed by moving the propeller control from START to CRUISE. Repeat three times. RPM should drop by 500 ± 120 RPM and manifold pressure should rise. RPM drop: _____ RPM / Man. press. rise : _____ in. Hg Engine full power - Advance throttle/propeller to full forward. Tachometer should read 5460 ± 40 RPM. Full power RPM: _____ RPM Cool down engine at 2500 RPM. Engine instruments - Check engine parameters. Engine idle - Move throttle control lever to full aft. Tachometer should read 1800 ± 100 RPM. Idle RPM: _____ RPM Shut down engine, set the LANE A, LANE B and ALT1/BAT switch to the OFF position. Remove ignition key from aircraft.	MML * 12-20-00 28-20 Airplane Flight Manual 32-40 28-20 MT*	X		

EFFECTIVITY

Aircraft equipped with Rotax 912iS engine

05-20-00

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No.	Engine Ground Test Rotax 914F	Reference	Interval		Initials
			100h	other	
1.	Perform an engine test run as follows. (RPM in this point are specified as propeller RPM) Fuel pumps - Check fuel pressure with MAIN / AUX / both fuel pumps running for at least 5 seconds each. Start engine and warm-up at 800 RPM for approx. 2 minutes, continue at 1050 RPM until oil temperature reaches 50° C. Rudder pedal brakes and parking brake - Check for proper operation. Alternator check - Set 2500 RPM. Alternator ALT2 check - Switch ALT1 OFF. Ammeter ALT2 should show more than 5A. Battery BAT2 check - Switch ALT1/BAT OFF. Voltmeter should be stable at 13,0 - 13,9V. Alternator ALT1 check - Switch ALT1/BAT ON again. Ammeter ALT1 should show more than 5A. Ammeter ALT2 should show 0A. Magneto RPM drop - Set 1700 RPM. Check that RPM drop is less than 210 RPM while operating on one magneto and no more than a 65 RPM drop difference between left and right magnetos. RPM drop left magneto : _____ RPM RPM drop right magneto: _____ RPM Propeller governor - Set 1700 RPM and monitor manifold pressure. Reduce engine speed by moving the propeller control from START to CRUISE. Repeat three times. RPM should drop by 200 ± 15 RPM and manifold pressure should rise. RPM drop: _____ RPM / Man. press. rise : _____ in. Hg Carburetor heat - Pull knob at 1700 RPM. Carburetor temperature should show a rise of at least 2 °C. Temperature rise: _____ °C Engine full power - Advance throttle/propeller to full forward. Tachometer should read 2350 ± 15 RPM. Full power RPM: _____ RPM Cool down engine below 1000 RPM (at least 2 min). Engine instruments - Check engine parameters. Engine idle - Move throttle control lever to full aft. Tachometer should read 750 ± 50 RPM. Idle RPM: _____ RPM Shut down engine, set the ignition switch and ALT1/BAT switch to the OFF position. Remove ignition key from aircraft.	MML * 12-20-00 28-20 Airplane Flight Manual 32-40 SI-914-034 MT*	X		

EFFECTIVITY

Aircraft equipped with Rotax 914F engine

05-20-00

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No.	Engine	Reference	Interval		Initials
			100h	other	
1.	Engine cowling - Remove engine cowling. Check for cracks, overheated areas, deformation, loose or missing fasteners. Check condition of fire protect paint and heat resistance shielding.		X		
2.	Engine oil change - Remove oil drain screw from oil tank. Drain old oil and dispose in accordance with environmental regulations.	12-12 MML* 12-20-00	X	50 h ⁷⁾	
3.	Oil tank - Check oil tank and clean if contaminated.	MML* 12-20-00	X	50 h ⁷⁾	
4.	Oil filter - Remove old oil filter from engine and install new oil filter. Lubricate mating sealing ring of new oil filter with engine oil. Tighten new oil filter by hand. Cut open old oil filter without producing any metal chips and inspect filter mat, filter cover, sealing lip, spring of bypass valve (small) and positioning spring (large) for particles, wear and missing material. Findings: _____	12-12 MML* 12-20-00	X	50 h ⁷⁾	
5.	Turbocharger oil sump - If SI-914-039 / SB-AT01-043 has been carried out: Inspect and clean screen in turbo oil sump. Else: Remove turbocharger oil return line and oil sump. Check for build-up of oil carbon. Clean if necessary. Reinstall oil line and sump.	MML* 12-20-00 SI-914-039 SB-AT01-043 MMH* 78-00-00 MMH* 79-00-00	X ²⁾	50 h ^{2,7)}	
6.	Visual inspection of the magnetic plug for accumulation of chips	MML* 12-20-00	X		
7.	Oil change - Renew gasket ring of drain screw on oil tank. Tighten drain screw to 25 Nm (221 in.lbs). Refill oil tank with approx. 3 liters of oil. For oil quality, see Operators Manual and SI-912-016, SI-912 i-001 respectively SI-914-019. Refilled: _____ Quantity: _____ L <u>CAUTION:</u> DO NOT USE AIRCRAFT ENGINE OIL. Due to the friction clutch and the high stresses in the reduction gear 4-stroke motor cycle oils are recommended. For suitable lubricants and oil change intervals, see ROTAX Operators Manual and latest appropriate ROTAX publications.	12-12 MML* 12-10-00 MML* 12-20-00 SI-912-010 SI-912 i-005 SI-914-011 SB-912-040 SB-914-026	X	50 h ⁷⁾	
8.	Check compression by differential pressure method. Test pressure: 6 bar (appr. 6000 hPa / 87 psi) Pressure drop: max. 25% Cyl. 1 2 3 4 Pressure drop: _____	MML* 12-20-00	X ⁷⁾	200 h	

2) AT01-200 only

7) If more than 30% of operation hours have been flown with leaded fuel e.g.: AVGAS 100LL

No.	Engine (Cont.)	Reference	Interval		Initials
			100h	other	
9.	Cooling air ducts, engine baffling and cylinder cooling fins - Check for obstructions, cracks, wear and general condition. Check for signs of abnormal temperatures. Check crankcase for cracks.	MML * 12-20-00 SB-912-029 SB-914-018	X		
10.	Leakage bore at the base of the water pump - Check for signs of leakage.	MML * 12-20-00	X		
11.	Cooling system - Renew coolant. Flush the cooling system.	12-14 MML * 12-20-00		3 years	
12.	Coolant hoses and lines - Check for damage, leakage, hardening due to heat, porosity, loose connections and secure attachments. Check routing for kinks and narrow bends.	75-00 MML * 12-20-00	X		
13.	Coolant expansion tank - Check for damage and abnormalities. Inspect rubber protection plate on tank base for secure fit. Check coolant level, replenish as necessary. Check gasket of tank cap, inspect pressure control valve, and return valve. The pressure control valve opens at 1,2 bar (18 psi). Check coolant with densimeter or glycol tester.	75-00 MML * 12-10-00 MML * 12-20-00 SB-912-043 SB-914-029	X		
14.	Overflow bottle - Inspect for damage and abnormalities. Verify coolant level, replenish as necessary. Inspect venting bore in cap of overflow bottle for clear passage. Check line from exp. tank to overflow bottle for damage, leakage and clear passage.	75-00 MML * 12-10-00 MML * 12-20-00	X		
15.	Oil and coolant radiator - Check for obstructions, leaks and security of attachment. If necessary, clean cooling fins and do a pressure leakage test.	75-00 79-20	X		
16.	Oil lines - Inspect for damage, leakage, hardening due to heat, porosity, security of connections and attachments. Check routing for kinks or narrow bends. Check fire protection shielding. Check steel oil lines for cracks and scuffing marks.	MML * 12-20-00	X		
17.	Oil tank vent line - Check for proper routing, for obstructions and clear passage		X		
18.	Fuel lines - Check for damage, leakage, hardening due to heat, porosity, secure connections and attachments. Check routing for kinks or narrow bends. Check metal fuel lines for cracks and scuffing marks.	MML * 12-20-00	X		
19.	Bypass check valves - Inspect check valves in fuel selector and fuel fine filter bypass lines. Check for damage and correct installation (arrow on valve shows correct flow direction).	28-00	X ³⁾		
20.	Fuel selector / shut-off valve - Check for security of attachment. Check that the valve engages noticeable into the positions LEFT, RIGHT and OFF.		X		

3) AT01-300 only

No.	Engine (Cont.)	Reference	Interval		Initials
			100h	other	
21.	Fuel filter - Inspect and clean fuel filter inside AUX fuel pump ¹⁾ / gascolator ^{2,3)} .	28-20	X		
22.	Fuel fine filter ³⁾ - Replace fine filter.	28-20	X ^{3,16)}	200 h ³⁾ 2 years ³⁾	
23.	Electric fuel pumps - Check the electric fuel pumps.	28-20		1000 h ^{2,3)}	
24.	Electric fuel pumps - Replace MAIN fuel pump.	28-20		1000 h ²⁾ 5 years ²⁾	
25.	Battery - Clean. Check charge. Measure residual capacity. Capacity (C10) must be at least 19,2 Ah ^{1,8)} / 25,6 Ah ^{2,3)} . If necessary, charge/replace battery.	12-17 24-30	X		
26.	Battery BAT 2 - Replace additional alternator 2 battery (BAT 2).	SI-AT01-018		annual ²⁾	
27.	Battery BAT 2 - Check fuses of rectifier-regulator installation.	24-20	X ²⁾		
28.	Battery tray, terminals and cables - Check for security, corrosion and general condition. Grease battery terminals.	12-22	X		
29.	Starter - Check security of attachment and electrical connections.		X		
30.	Starter relay - Check that there is no electric contact between starter relay housing and airframe ground ³⁾ .	80-10	X ³⁾		
31.	External alternator - Check attachment and V-belt tension. Inspect electrical connections.	MML * 12-20-00	X		
32.	Spark plugs - Remove all spark plugs, check for spark plug defects (deposits, excessive wear, melting). Clean spark plugs and check electrode gap. Replace as required.	MML * 12-20-00 SI-912-027 SI-914-028	X		
33.	Spark plug connectors - Check that resistance spark plug connectors fit tightly on the spark plugs. Minimum pull-off force is 30 N (7 lb).	MML * 12-20-00 SI-912-027 SI-914-028		200 h	
34.	Spark plugs - Replace spark plugs.			200 h ⁷⁾ 400 h	
35.	Wiring harness - Inspect the wiring and its connections for secure fit, damage and signs of wear.	MML * 12-20-00	X		
36.	Engine management system ³⁾ - Check ECU, fuse box and its mountings. Inspect wiring for wear, chafing and other damage and make sure that the connectors are securely attached. Visual inspection of the fuses.	MML * 12-20-00	X ³⁾		
37.	Sensors - Check for tight fit, condition and security of attachment.		X		

1) AT01-100 only

2) AT01-200 only

3) AT01-300 only

7) If more than 30% of operation hours have been flown with leaded fuel e.g.: AVGAS 100LL

8) N/VFR equipped aircraft only

16) First 100h since engine replacement / overhaul or fuel system work only.

No.	Engine (Cont.)	Reference	Interval		Initials
			100h	other	
38.	Exhaust system - Check attachment screws and springs for security and fit. Inspect system for damage and missing parts. Visual inspection of the muffler, turbo charger ²⁾ , exhaust pipes and mounting flanges for cracks, corrosion and leakage. Check heat shielding for condition.		X		
39.	Cabin heat - Check heat shroud and heat ducts for damage and security of attachment. Check heat control function.		X		
40.	Exhaust muffler - Remove heat shroud from muffler and inspect muffler for condition, corrosion and leakage. WARNING: FAILURE TO INSPECT MUFFLER FOR LEAKS COULD RESULT IN CARBON MONOXIDE ENTERING THE CABIN, LEADING TO SERIOUS INJURY OR DEATH!	78-10		200 h	
41.	Wastegate flap ²⁾ - Check the wastegate flap for free running and correct position. Check wastegate Bowden cable for free movement and damage. Lubricate wastegate flap axle.	MML * 12-20-00	X ²⁾		
42.	Propeller gear box - Check the friction torque in free rotation. Actual friction torque is measured: _____ Nm	MML * 12-20-00	X		
43.	Propeller gear box - Inspect overload clutch.	MML * 12-20-00		600 h ^{7,13)} 1000 h	
44.	Propeller gear box - Check the propeller gearbox. Check gear set (pittings). Check wear on tooth of overload clutch.	MML * 12-20-00 MMH * 72-00-00		1000 h	
45.	Carburetors - Check carburetor synchronization. Mechanical and pneumatic synchronization.	MML * 12-20-00	X ^{1,2)}		
46.	Carburetors - Inspect the float chamber assy for contamination and corrosion. Check float weight. CAUTION (Rotax 914 only): High torques on the float chamber attachment screw may damage the float chamber gasket and cause rough engine run.	MML * 12-20-00 SI-912-021 SI-914-023		200 h ^{1,2)} annual ^{1,2)}	
47.	Carburetors - Check the ventilation of the float chambers. Any trouble with float chamber ventilation impairs engine and carburetor function and must therefore be avoided. Check that the passage of the ventilation lines is free and that no kinks can arise.			200 h ^{1,2)} annual ^{1,2)}	
48.	Carburetors - Removal/assembly of the two carburetors for carburetor inspection.	MMH * 73-00-00		200 h ^{1,2)} annual ^{1,2)}	
49.	Carburetors - Check the free movement of the carburetor actuation (throttle lever and starting carburetor). Lubricate carburetor throttle shaft.	MML * 12-20-00 12-22	X ^{1,2)}		
50.	Carburetor sockets and drip tray - Inspect the carburetor sockets for damage and abnormalities, check for cracks, wear and good condition. Take note of any changes caused by temperature.	MMH * 73-00-00 SB-912-030 SB-914-019		200 h ^{1,2)}	

1) AT01-100 only

2) AT01-200 only

7) If more than 30% of operation hours have been flown with leaded fuel e.g.: AVGAS 100LL

13) Overload clutch without lead drain holes (P/N 996886) only

No.	Engine (Cont.)	Reference	Interval		Initials
			100h	other	
51.	Airbox assy - Check for damage, security of attachment and condition. Inspect connected air hoses for condition and leakage.		X		
52.	Airbox assy - Check air flap actuation of carburetor heat system. Check that the flaps can be moved through their full arc of travel for hot and filtered ram air. Flap for hot air must be fully closed when carb. heat is off.		X ¹⁾		
53.	Throttle control - Check the free movement of the throttle actuation. Check that the Bowden cable(s) allow(s) full travel of the throttle lever from stop to stop. Check Bowden cable(s) for bulging with control lever in the full throttle position. Adjust throttle control if necessary.	76-00	X		
54.	Air filter - Inspect and clean. Renew if necessary. Clean air filter casing. Check the drain hole at the bottom of casing for obstructions or blockage.	MML * 12-20-00	X		
55.	Intercooler and turbo-charging system - Check intercooler for condition, obstructions, leaks and security of attachment. Check hoses and lines for damage, leakage, hardening due to heat, porosity, loose connections and secure attachments. Check drain line for clear passage, kinks and narrow bends.		X ²⁾		
56.	Carburetor heat valve and intercooler cover - Check valve and intercooler cover for correct function and condition.		X ²⁾		
57.	Alternate air valve - Check valve and actuation for correct function and condition. Adjust control if necessary.		X ³⁾		
58.	Other external engine accessories - Inspect screws and nuts of all other external engine parts and accessories for tight fit. Inspect safety wiring if applicable, replace as necessary.		X		
59.	Engine mounts (manufactured by ROTAX and AQUILA) - Check mounts for deformation, cracks, corrosion, security and damage from heat. Check mounting bolts for condition and correct torque value. At shock mounts (4 bolts M10): 25 Nm (221 in.lbs) At firewall (4 bolts M10): 30 Nm (266 in.lbs) Inspect shock mounts for deterioration.	MML * 12-20-00 SB-912-028 SB-914-016 SB-AT01-022	X		
60.	Engine test run - Attach cowling and perform an engine test run as described above. After engine test run, re-tighten oil filter by hand and examine engine and engine compartment for signs of leakage. Compare results with first engine test run. Check liquid levels, replenish as necessary.	05-20 MML * 12-20-00	X	50 h ⁷⁾	

1) AT01-100 only

2) AT01-200 only

3) AT01-300 only

7) If more than 30% of operation hours have been flown with leaded fuel e.g.: AVGAS 100LL



AQUILA AT01-100/200/300 MAINTENANCE MANUAL

Maintenance Checks

No.	Propeller	Reference	Interval		Initials
			100h	other	
1.	Spinner - Remove from aircraft and check for delamination and cracks.	61-10	X		
2.	Spinner plate - Check for cracks and fit.		X		
3.	Blade root and hub area - Examine for oil and grease leaks.		X		
4.	Propeller blades - Check blade play (up to 3 mm [1/8 in.] allowed).		X		
5.	Propeller blades - Check blade angle play. (max. 2°)		X		
6.	Hub - Inspect outside condition of the hub and parts for cracks, corrosion and deterioration.		X		
7.	Check nuts for low pitch - Inspect for tightness and safety wire.		X		
8.	Propeller assy - Check safetying.		X		
9.	Propeller flange stop nuts - Check correct torque value (45 - 47 Nm [398 - 416 in.lbs]).		X		
10.	Propeller blades - Visual inspection for damage, repair if necessary. Attach spinner.	MT* 6.2) - 6.10)	X		
11.	Propeller governor - Visually inspect for signs of oil leakage. Check bolts and nuts are tightened properly and safety wired. Check governor actuation for free movement and bulging.	61-20	X		

No.	Fuselage / Cabin	Reference	Interval		Initials
			100h	other	
1.	Prepare aircraft for visual checks: Remove cabin carpets and floorboards; Remove glare shield; Remove baggage compartment floorboard; Remove access panel of the baggage compartment bulkhead; Remove access panels 210AB and 210BB ^{2,3)} .	06-30	X		
2.	Fuselage shell / structure - Visual inspection for paint coat damage, dents, cracks, holes, distortion and other evidence of failure. All unpainted parts for delamination (white spots). Check frames for delamination, cracks and disbonding.	SB-AT01-038	X		
3.	Lower fin - Inspect fin and lower rudder for signs of breakage. Check skid plate for wear.		X		
4.	Canopy - Examine the acrylic glass for cracking, crazing and general condition. Inspect tubular canopy hinge frame and brackets for cracks, distortion, corrosion, wear, and security of attachment. Check the gas spring strut for sufficient power and evidence of leakage.		X		
5.	Canopy locking - Check the canopy locking mechanism operates correctly. Check wear of parts. Check existence of the locking pin. The pin has to protrude the cover by approx. 2 mm. Cases of lacking locking pins have to be reported to the type certificate holder (contact information: see cover sheet). Check function of the locking pin. The canopy locking mechanism must not be too smooth-running. In the locked position of the latch, a smooth running release of the latch due to in-flight vibrations must not be possible. If necessary, readjust locking pin.	52-10	X		
6.	Lubricate canopy lock assembly.	12-22		annual	
7.	Baggage door - Check door seal, door latching mechanism, and door hinge for defects and condition. Lubricate if needed. Inspect door structure for cracks or other damage.	12-22	X		
8.	ELT - Perform ELT inspection. Check ELT mount and Velcro strap for security of attachment. Replace strap if necessary.	25-62		annual	
9.	Seat belts/harnesses for pilot / co-pilot - Check components for completeness of the label, deformation, cracks, fractures, functioning of moveable parts, corrosion, surface finish condition and security of attachment. Check textile components for damaged stitching, injurious marks, broken fabric threads, chafe marks and fusing. Perform functional check of buckle and inertia reel.		X		
10.	Seats - Check security of attachment of the seat assy to aircraft structure. Check operation of seat adjustment mechanism and seat stops. Inspect gas spring struts for oil leakage or other damage.		X		
11.	Seats - Check ease of movement - if required remove seats, clean and lubricate seat rails.	25-10		annual	

2) AT01-200 only

3) AT01-300 only

No.	Fuselage / Cabin (Cont.)	Reference	Interval		Initials
			100h	other	
12.	Center Console - Visually examine the parts of the engine controls, lines and cables, located in the center console.			annual	
13.	Engine and propeller controls - Check for proper function, security of attachment and for evidence of wear. Check Bowden cables for bulging with control levers in the full throttle / high RPM position. Check Bowden cable clamp screws on control levers are freely rotatable.		X		
14.	Throttle control - Check displayed throttle valve position via Rotax communication program. Indication should be linear over the complete range (0-115%). Detent for max. continuous power should be noticeable at 100% (max. 103%). Adjust if necessary.	76-00	X ²⁾		
15.	Parking brake valve - Check for evidence of leakage especially at the brake line connections. Check control assy for damage.		X		
16.	Rudder pedal bearing and Beringer brake master cylinder rod ends - Lubricate.	12-22		annual	
17.	Brake master cylinders and brake lines in the cabin area - Check for security, condition and signs of leakage.		X		
18.	Fuel lines - Check for leakage and security.		X		
19.	Main landing gear - Inspect fuselage structure at such points and areas where the main landing gear is attached. Check for stress marks, distortion, disbonding, and delamination. Inspect main landing gear strut brackets for distortion, cracks, corrosion, and security of attachment. Check wear and condition of the polyamide inserts. Check bolts for correct torque.		X		
20.	Flap actuator - Check for wear and damage, for secure mechanical connections and loose or missing lock devices. Check electrical wiring for wear, damage, and proper routing. Inspect electrical connections and switches for security, corrosion and poor condition. Check function of the limit switches and position indicator.		X		
21.	Elevator trim system - Check the actuator and the springs for security, wear and damage. Check safetying. Check electrical wiring for wear, insulation damage, and proper routing. Inspect electrical connections and switches for security, corrosion and poor condition. Perform system test and check the correct function of the position indicator.		X		
22.	Aileron and elevator control - Check the control sticks, the brackets and the control rods for distortion, cracks, chafing, corrosion and security. Examine all bearings for condition and secure fit. Check safetying. Check travel of control surfaces if the control stick is in the full forward /neutral/ aft, and full left /neutral/ right positions. Verify no binding or jumpy movement of the control sticks through their full range of travel.		X		

2) AT01-200 only

No.	Fuselage / Cabin (Cont.)	Reference	Interval		Initials
			100h	other	
23.	Rudder control - Check rudder control weldment and rudder bellcrank for cracks, distortion, chafing and security. Examine rudder control support brackets, rudder pedal pivot brackets and connection of the rudder controls with the nose gear steering tubes for security, condition and correct splintering. Check centering of springs and cables. Inspect control cables, control cable guides, cable connections, turnbuckles and hardware for correct installation, corrosion, wear, safetying and proper operation.		X		
24.	Rudder / aileron control interconnection - Check condition and correct function.		X		
25.	Autopilot - Inspect all installed autopilot components. Check roll / pitch / yaw servo assembly for proper fastening and tightness.	22-10		annual ¹²⁾	
26.	Brake reservoir - Check for leakage and system for trapped air. Inspect the vent valve in the filler cap of the brake reservoir for obstruction and blockage. Make sure the hydraulic brake fluid level is correct and replenish, if necessary. Only use hydraulic brake fluid of the required grade.		X		
27.	Hydraulic brake fluid - Renew.	32-40		3000 h 5 years	
28.	Wing main bolts - Inspect for proper fit, condition and correct safetying.	57-10	X		
29.	Wing main bolts - Remove for visual inspection and lubrication. Lube type used: _____	57-10 12-22		500 h ⁹⁾ 5 years ⁹⁾ or annual ⁹⁾	
30.	Exterior / interior placards and markings - Check presence, legibility, and security.	11-20 11-30	X		
31.	Fire extinguisher - Check for physical damage, corrosion, leakage or clogged nozzle. Weigh unit to determine fullness. Check for obstructions to access or visibility, safety seal is not broken or missing, HMIS label in place, instructions are legible.			annual	
32.	Elevator control cover - Check that edge protection profile is installed in the baggage compartment.	SB-AT01-039	X		

9) Interval depends on lube type. Refer to 12-22-00.

12) if installed

No.	Wings, Ailerons, Flaps	Reference	Interval		Initials
			100h	other	
1.	Wings with winglets, ailerons, and flaps - Visual inspection for paint coat damage, dents, cracks, holes, distortion and other evidence of failure. Examine all unpainted parts for delamination (white spots).		X		
2.	Wing spars in the fuselage belly - Remove spar covering and perform visual inspection of spar web, the bonding between spar web and carbon fiber spar cap strip, as well as the attachment of the root ribs to the spars. Check security and function of control system brackets attached to the spars.			annual	
3.	Drain and vent holes - Check for blockage and suspect appearance of any liquid.		X		
4.	Ailerons - Check aileron hinges, bearings, and hinge brackets for security and excessive play. Check hinge bushings and replace if necessary. Check bolts and nuts for proper safetying. Examine aileron pushrod for correct installation with stop nuts. Check actuation assembly for suspect binding, excessive play.		X		
5.	Aileron hinges - Check play. Maximum play approx.: - Axial $\pm 1,00$ mm (± 0.04 in.) - Radial $\pm 0,30$ mm (± 0.01 in.)		X		
6.	Aileron control system - Measure the play in the aileron control system with the control surface locked. Apply a lateral force of 30 N (6.7 lb) to the control stick - the maximum play allowed on the top of the stick is 10 mm (0.4 in.) for both sides. The play should be measured for both control sticks. If excessive play is detected, investigate cause.		X		
7.	Flaps - Check hinge brackets for damaged paint, cracks and delamination. Check bearings for correct fit and excessive play. Check hinge bushings and replace if necessary. Check correct safetying of all hinge bolts and castle nuts with cotter pins.		X		
8.	Flap hinges - Check play. Maximum play approx.: - Axial $\pm 0,30$ mm (± 0.01 in.) - Radial $\pm 0,30$ mm (± 0.01 in.) Measure the play in the flap control system at the flap trailing edge, at the inboard flap end. Max. play allowed with flaps in take-off and landing positions: ± 5 mm (0.2 in.). No play with flaps retracted.		X		
9.	Flaps and ailerons - Check that the gap between fuselage and flaps, between flaps and ailerons, and at the outboard end of the ailerons is at least 2 mm (0.08 in.).		X		
10.	Stall warning system - Check for condition and proper operation.		X		
11.	Navigation / strobe lights - Check operation, condition of glass, and security of attachments.	33-40	X		
12.	Inner fuel tank ribs - Check connection of fuel and vent lines to the fuel tank and the flange gasket of the fuel level sensors for signs of leakage.	28-10 28-20 28-40		annual	

No.	Wings, Ailerons, Flaps (Cont.)	Reference	Interval		Initials
			100h	other	
13.	Fuel vent lines - Check for blockage.		X		
14.	Fuel tank drain valves - Check for correct function and leakage.		X		
15.	Fuel tank outlet strainer - Check for damage. Clean if necessary.			1000 h	
16.	Fuel filler caps - Check for proper function and leakage.		X		
17.	Upper wing shell in the fuel tank area - Check wing skin for bubble formation or bulging. Contact AQUILA Aviation if there are any findings.			annual	
18.	Tank inlet - Check sealing of the bore hole in the tank inlet.	SB-AT01-027		annual ¹⁰⁾	
19.	Tie-down points - Check thread and structure around the tie-down attach points for any damage.	10-20	X		

10) AT01-100A/B/C-300 up to AT01-100A/B/C-312 only. Refer to SB-AT01-027, latest revision.

No.	Empennage, Elevator, Rudder	Reference	Interval		Initials
			100h	other	
1.	Empennage - Inspect complete surface of the vertical and horizontal stabilizers, the elevator and the rudder for dents, cracks, holes and delamination.		X		
2.	Rudder hinge, elevator hinge and bellcranks - Check brackets and bellcranks for security of attachment and corrosion. Examine bearings for binding and excessive play. Check hinge bushings and replace if necessary. Check correct safetying of the lower rudder pivot pin with castellated nut and cotter pin.		X		
3.	Hinge play and control surface positioning - Verify clearance between horizontal stabilizer and elevator horns and clearance between vertical stabilizer and rudder horn is at least 1 mm (0.04 in.). Check elevator hinge and rudder hinge play. Maximum play approx.: - Axial $\pm 0,30$ mm (± 0.01 in.) - Radial $\pm 0,30$ mm (± 0.01 in.)			annual	
4.	Elevator control system - Measure the play in the elevator control system with the control surface locked. Apply a force of 50 N (11.2 lb) forwards and then backwards to the control stick - the maximum play allowed on the top of the stick is 10 mm (0.4 in.) for both sides.			annual	
5.	Rudder - Remove rudder if there is noticeable play. Examine the elevator actuation assembly inside the vertical stabilizer. Check for any damage, for correct installation and function and for security and wear. Inspect rudder hinge brackets, rudder yoke and control cable thimble-eyes for security, conditions and wear. Lubricate control cable thimble-eyes as required.	55-40		annual	
6.	Rudder rigging - Set rudder pedals in neutral position. Verify the rudder and the nose landing gear are also in neutral position. Set rudder pedals to fully left and then to full right. The rudder must hit the rudder travel stops and the distance from rudder pedal to firewall must be sufficient to apply the pedal brake. Adjust position of the rudder pedals by varying the length of nose wheel steering tubes. Adjust rudder neutral position and control cable tension by means of the turnbuckles in the cabin area.	27-20	X		
7.	Yaw damper - Check rudder control cable and servo bridle cable for correct pretension. Adjust pretension if necessary. Ensure integrity of PTFE tube around rudder control cable and that cable runs over the capstan cage, not beside it. Verify bridle cable ball is in the capstan groove on the opposite side of the rudder control cable.	22-10 27-20	X ¹²⁾		

12) if installed

No.	Nose and Main Landing Gear	Reference	Interval		Initials
			100h	other	
1.	Wheel fairings - Check condition and correct fit. Remove and clean. Check for paint coat damage, cracks, dents and delamination.		X		
2.	Fairing mounts - Inspect for cracks, distortion or other damage.		X		
3.	Wheel brakes - Apply brakes, examine system for leaks. Inspect brake fluid carrying lines at the main landing gear for condition, leakage and security of attachment.		X		
4.	Wheels - Remove and clean. Check tires for wear, cuts, foreign matter and deterioration. Check tire pressure and proper location of the red slide marks. Inspect rims for deformation, cracks, scratches, corrosion and other damage. Examine bearings for excessive play, corrosion and irregular operation.	32-40	X		
5.	Wheel halves - Disassemble. Visually inspect wheel flanges (and central spacer) for cracks, nicks, scratches, corrosion or other damage. Replace O-ring.	32-40		every ⁴⁾ tire change	
6.	Wheel bearings - Clean and lubricate.	12-22		500 h ⁵⁾ annual ⁵⁾	
7.	Brake disc clips - Check play between disc and wheel clips. Change clips and screws if play is above 0.5mm (0.02 in.).	32-40	X ⁴⁾		
8.	Wheel axles - Clean. Visually inspect for cracks, nicks, scratches, corrosion or other damage.		X		
9.	Wheel brakes - Clean brake caliper housing and backplate. Visually inspect for cracks, nicks, corrosion or other damage. Check freedom of movement of pistons and pressure plates.		X		
10.	Wheel brakes - Replace brake caliper pistons and rubber seals.	32-40		3000 h ⁴⁾ 5 years ⁴⁾	
11.	Wheel brakes - Inspect brake discs for crazing, coning, corrosion and wear. Inspect brake pads for condition and wear. Replace brake discs if worn below: Beringer: 3.8mm (0.15 in.) Cleveland / Grove: 4.3mm (0.17 in.) Replace linings when worn to: Beringer: wear indicator groove nearly invisible Cleveland / Grove: 2.6mm (0.10 in.)	32-40	X		
12.	Main landing gear - Check main gear struts for deformation, cracks, damage to the paint coat, and corrosion. Inspect attachment of wheel axle for any damage.		X		
13.	Nose gear strut mount and wheel fork - Check for deformation, cracks and corrosion. Check nose gear strut journal bearing for proper operation, play and correct safetying.		X		

4) Beringer wheel and brake system only

5) Cleveland / Grove wheel and brake system only

No.	Nose and Main Landing Gear (Cont.)	Reference	Interval		Initials
			100h	other	
14.	Nose gear strut and elastomer package - Check strut for deformation, stress marks, and cracks. Inspect correct installation of the nose wheel fork. Inspect elastomer package for wear, deterioration, cracks, correct fit and security. Check journal bearings of the elastomer package for play and condition.		X		
15.	Nose wheel steering - Inspect nose wheel steering tubes for condition, excessive play and correct safetying. Check return springs at nose gear strut for security and verify they are tension-free, when the nose wheel is in neutral position.		X		

No.	Electrical System / Avionics	Reference	Interval		Initials
			100h	other	
1.	Electrical wiring system - Check the complete electrical wiring system for security, damage, wear and secure fit. Check all cable connections for tight fit, good contact, corrosion and condition.	MML* 12-20-00	X	annual	
2.	Tank inlet bonding wires - Check bonding between electric ground (exhaust port) and tank inlet (max. 1Ω).			annual	
3.	Instruments - Check instrument panel mounting brackets for security and condition. Examine instruments for security of attachment. Check electrical cables, hoses and lines for correct installation, condition and proper routing.			annual	
4.	Pitot / static system - Perform pitot / static system leak test.	34-11		2 years	
5.	Pitot / static system - Check pitot tube for security of attachment, condition and obstructions. Check pitot and static pressure lines for correct installation, condition, water and proper routing. Check water traps for water.	34-11	X		
6.	Pitot heating system - Carefully check pitot tube for heating up with pitot heating switched ON. WARNING: RISK OF SKIN BURNS! DO NOT TOUCH PITOT TUBE WHEN HEATING IS SWITCHED ON!		X ¹²⁾		
7.	Engine monitoring system - Check transducers and lines for leakage, loose fittings and proper installation. Check fittings for corrosion. Check electrical wires for chafing, breakage and loose connections. Check system for proper operation.		X ¹²⁾		
8.	Integrated flight system - Check all components and wiring for damage, corrosion, proper operation and security of attachment.	34-25		annual ¹²⁾	
9.	Integrated flight system - Check bonding.	34-25		2000 h ¹²⁾ 10 years ¹²⁾	
10.	Aspen EFD1000 system - Perform bonding check.	34-25		annual ¹²⁾	
11.	Aspen EFD1000 system / Garmin G5 - Perform capacity check of the internal back-up battery.	34-25		annual ^{12,14)}	
12.	Tank inlet bonding wires - Check bonding wires at the airframe ground tube for yellow discoloration.	SB-AT01-027		annual ¹⁰⁾	
13.	Autopilot - Check bonding.	22-10		2000 h ¹²⁾ 10 years ¹²⁾	
14.	Autopilot - Perform functional test of disconnect tone audio output (both disconnect switches).	22-10		annual ¹²⁾	

10) AT01-100A/B/C-300 up to AT01-100A/B/C-312 only. Refer to SB-AT01-027, latest revision.

12) if installed

14) Interval is reduced to 6 months after 3 years from date of battery installation (Aspen only).



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No.	Return to Service	Reference	Interval		Initials
			100h	other	
1.	Install wheels and wheel fairings. Install seats (if removed). Install cabin floor boards. Install baggage compartment floorboard. Install access panel of the baggage compartment bulkhead. Install access panel 210AB and 210BB ^{2,3)} .	32-40 06-30	X		
2.	Flight controls - Check for full range of travel and excessive friction.		X		
3.	Flaps - Operate through full extension and retraction for steady and complete deployment. Check correct limit switches operation at CRUISE, T/O and LDG flap positions. Verify the corresponding flap switch position and the corresponding flap position indicator reading.		X		
4.	Elevator trim - Check for full range of travel and excessive friction. Inspect proper operation of the trim control switch, limit switches, and the trim position indicator. Verify that elevator control forces decrease or increase when operating elevator trim. Measure control force to move stick rearward with full nose-down trim (40 ±5 N).	27-31	X		
5.	Engine and propeller controls - Check full range of motion without any obstruction or excessive friction to travel. Check throttle and propeller control levers friction lock.		X		
6.	Foreign items - Remove any foreign items from the aircraft.		X		

2) AT01-200 only

3) AT01 300 only

The aircraft is airworthy and meets the condition specified in the aircraft data sheet. All maintenance required by Service Information and Airworthiness Directives and all prescribed scheduled maintenance checks have been carried out.

Service Station:

Next inspection when _____ hours of operation have been reached.

Place, Date

Name, Signature of Mechanic

Name, Signature of Inspector

Stamp

3. 6000-Hour Inspection

- A. The airframe of the type AQUILA AT01 is limited to 6.000 hours of flight time (refer to 04-00). An inspection program to reach an extension of replacement time can be obtained from the type certificate holder on request.
For all S/N`s having performed the 6000-hour inspection and possible maintenance actions resulting thereof no further life time limit beyond 6000 operating hours will be established and the composite structure is then considered to have "Safe Life".
- B. All inspection items listed in the following table "6000-Hour Inspection Checklist" must be performed within **every 6000 hours of flight time**. The inspection **must be performed in conjunction with a 100-hour inspection including all annual inspection items** listed for the airframe (refer to "Inspection Time Intervals Chart" above).
All items performed, all findings discovered and their follow up corrections have to be recorded in acc. with an approved quality procedures manual.

NOTE: The first 6000-hour inspection is replaced by an inspection program to reach an extension of life time (refer to 04-00). It can be obtained from the type certificate holder on request.

- C. The inspection table shows three different types of inspections listed in the column "Method/Inspection":

V	Visual inspection
T	Tap test
F	Functional / fit check

Refer to 51-10 for a description of visual inspection and tap test methods.

- D. Prior to inspection all aircraft log-books have to be checked to establish the aircraft data set and the repair history of the aircraft.

Before starting the 6000-hour inspection the following actions are required:

- (1) Fix the fuselage on jacks (refer to 07-10).
- (2) Remove wing (refer to 57-00).
- (3) Remove rudder (refer to 55-40).
- (4) Remove elevator (refer to 55-20).
- (5) Remove ailerons (refer to 57-50).
- (6) Remove flaps (refer to 57-50).
- (7) Remove cowling (refer to 71-10).

E. 6000-Hour Inspection Checklist

Aircraft S/N		Operating Hours TTSN		Registration Number	
Engine S/N		Operating Hours TTSN / TTSO		Date	
Propeller S/N		Operating Hours TTSN / TTSO		Date	

No.	Inspection Items Left Wing	Inspection Method	Finding / Condition	Initials
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Root Ribs (in front of and behind wing spar)

1.	Bonding area of ribs to the wing shell - delamination, cracks.	V, T		
2.	Condition of rib laminate, delamination, cracks.	V, T		
3.	Bonding area at the main wing spar web.	V		
4.	Wing attachment bolt bushing - bonding in the rib.	V		
5.	Condition of bushing, wear of bearing area, corrosion.	V		

Inner Flap Hinge Support Rib

6.	Bonding area of rib to the wing shell - delamination, cracks.	V, T		
7.	Condition of rib laminate, delamination, cracks.	V, T		
8.	Bonding area at the main wing spar web.	V		
9.	Areas around bushing - delamination, cracks.	V		
10.	Condition of ball bearing, wear, corrosion.	V		

Wing Main Spar

11.	Spar cap between root ribs - bonding to shear web, cracks.	V		
12.	Shear web between root ribs - condition, cracks, delamination.	V		
13.	Spar cap - inspection through openings in root rib and inspection opening in lower wing shell. Bonding to the wing shell (cracks), condition of the main shear web (delamination).	V		

Upper and Lower Wing Shell

14.	Wing shell - delamination, cracks, scratches in shell surfaces, chipping of paint, UV damage.	V, T		
15.	Wing shell - core damage and dents in sandwich, disbond of shell laminate from core material.	V, T		

No.	Inspection Items Left Wing (Cont.)	Inspection Method	Finding / Condition	Initials
16.	Areas around inspection openings - delamination, cracks.	V		
17.	Wing leading edge bonding area - disbonds, cracks.	V, T		
18.	Area around pitot-static tube opening - delamination, cracks.	V, T		
19.	Area around tie-down fixation point - delamination, cracks.	V, T		
20.	Area around NAV-light opening - delamination, cracks.	V		
21.	Area around winglet root upper wing shell - cracks.	V, T		
22.	Area around ring insert of the tank filler - cracks, disbonding.	V, T		
Trailing Edge Shear Web				
23.	Wing trailing edge, flap area - bonding lower to upper shell, disbond, cracks.	V, T		
24.	Wing trailing edge, flap area - laminate condition, cracks.	V		
25.	Wing trailing edge, aileron area - bonding area shear web to wing shell, disbonds, cracks.	V, T		
26.	Wing trailing edge, aileron area - laminate condition, cracks.	V		
27.	Bonding left and right of hinge levers for flap and aileron.	V, T		
28.	Aileron hinge levers - delamination at bolt area, bolt corrosion.	V		
29.	Flap hinge levers - delamination at bolt area, bolt corrosion.	V		
Tank Rib				
30.	Bonding area of rib to the wing shell - delamination, cracks.	V, T		
31.	Condition of rib laminate, delamination, cracks.	V, T		
32.	Bonding area at the main wing spar web.	V		

No.	Inspection Items Right Wing	Inspection Method	Finding / Condition	Initials
Root Ribs (in front of and behind wing spar)				
1.	Bonding area of ribs to the wing shell - delamination, cracks.	V, T		
2.	Condition of rib laminate, delamination, cracks.	V, T		
3.	Bonding area at the main wing spar web.	V		
4.	Wing attachment bolt bushing - bonding in the rib.	V		
5.	Condition of bushing, wear of bearing area, corrosion.	V		

No.	Inspection Items Right Wing (Cont.)	Inspection Method	Finding / Condition	Initials
Inner Flap Hinge Support Rib				
6.	Bonding area of rib to the wing shell - delamination, cracks.	V, T		
7.	Condition of rib laminate, delamination, cracks.	V, T		
8.	Bonding area at the main wing spar web.	V		
9.	Areas around bushing - delamination, cracks.	V		
10.	Condition of ball bearing, wear, corrosion.	V		
Wing Main Spar				
11.	Spar cap between root ribs - bonding to shear web, cracks.	V		
12.	Shear web between root ribs - condition, cracks, delamination.	V		
13.	Spar cap - inspection through openings in root rib and inspection opening in lower wing shell. Bonding to the wing shell (cracks), condition of the main shear web (delamination).	V		
Upper and Lower Wing Shell				
14.	Wing shell - delamination, cracks, scratches in shell surfaces, chipping of paint, UV damage.	V, T		
15.	Wing shell - core damage and dents in sandwich, disbond of shell laminate from core material.	V, T		
16.	Areas around inspection openings - delamination, cracks.	V		
17.	Wing leading edge bonding area - disbonds, cracks.	V, T		
18.	Area around tie-down fixation point - delamination, cracks.	V, T		
19.	Area around NAV-light opening - delamination, cracks.	V		
20.	Area around winglet root upper wing shell - cracks.	V, T		
21.	Area around ring insert of the tank filler - cracks, disbonding.	V, T		
Trailing Edge Shear Web				
22.	Wing trailing edge, flap area - bonding lower to upper shell, disbond, cracks.	V, T		
23.	Wing trailing edge, flap area - laminate condition, cracks.	V		
24.	Wing trailing edge, aileron area - bonding area shear web to wing shell, disbonds, cracks.	V, T		
25.	Wing trailing edge, aileron area - laminate condition, cracks.	V		
26.	Bonding left an right of hinge levers for flap and aileron.	V, T		
27.	Aileron hinge levers - delamination at bolt area, bolt corrosion.	V		

No.	Inspection Items Right Wing (Cont.)	Inspection Method	Finding / Condition	Initials
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28.	Flap hinge levers - delamination at bolt area, bolt corrosion.	V		
Tank Rib				
29.	Bonding area of rib to the wing shell - delamination, cracks.	V, T		
30.	Condition of rib laminate - delamination, cracks.	V, T		
31.	Bonding area at the main wing spar web.	V		

No.	Inspection Items Control Surfaces	Inspection Method	Finding / Condition	Initials
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Ailerons				
1.	Aileron surfaces - Check for delamination of shells, scratches.	V, T		
2.	Paint surfaces - Check for condition, scratches, UV damage, chipping of paint.	V		
3.	Damage of core, dents to core, disbond between core and skin.	V, T		
4.	Aileron trailing and leading edges - bonding delamination.	V, T		
5.	Inner and outer aileron ribs - bonding delamination with skin.	V, T		
6.	Check condition of drain holes in inner and outer ribs.	V		
7.	Areas around hinges and aileron control horn fasteners - delamination from skin, cracks.	V		
8.	Condition of control horn bearing, corrosion, play.	V		
9.	Condition of hinges (bushings), corrosion, play.	V		
10.	Inspect for previously performed repairs and repaintings. If so, check aileron mass and static moment to be within specified limits (refer to 57-50).	V		
Flaps				
11.	Flap surfaces - Check for delamination of shells, scratches.	V, T		
12.	Paint surfaces - Check for condition, scratches, UV damage, chipping of paint.	V		
13.	Damage of core, dents to core, disbond between core and skin.	V, T		
14.	Flap trailing and leading edges - bonding delamination.	V, T		
15.	Inner and outer flap ribs - bonding delamination with skin.	V, T		
16.	Check condition of drain holes in inner and outer ribs.	V		

No.	Inspection Items Control Surfaces (Cont.)	Inspection Method	Finding / Condition	Initials
17.	Areas around hinge fasteners - delamination from skin, cracks.	V		
18.	Condition of control horn bearing, corrosion, play.	V		
19.	Condition of hinges (bushings), corrosion, play.	V		
20.	Inspect for previously performed repairs and repainting. If so, check flap mass and static moment to be within specified limits (refer to 57-50).	V		
Rudder				
21.	Rudder surfaces - Check for delamination of shells, scratches.	V, T		
22.	Paint surfaces - Check for condition, scratches, UV damage, chipping of paint.	V		
23.	Damage of core, dents to core, disbond between core and skin.	V, T		
24.	Rudder trailing and leading edges - bonding delamination.	V, T		
25.	Lower rudder hinge rib - bonding delamination with skin.	V, T		
26.	Check condition of drain hole in lower hinge rib.	V		
27.	Area around upper hinge - delamination from skin, cracks.	V		
28.	Mass balance horn - Check for cracks and delamination.	V, T		
29.	Condition of hinge (bushing), corrosion, play.	V		
30.	Inspect for previously performed repairs and repainting. If so, check rudder mass and static moment to be within specified limits (refer to 55-40).	V		
31.	Bolts at lower hinge - Check for condition, cracks, corrosion, thread.	V		
Elevator				
32.	Elevator surfaces - Check for delamination of shells, scratches.	V, T		
33.	Paint surfaces - Check for condition, scratches, UV damage, chipping of paint.	V		
34.	Damage of core, dents in core, disbond between core and skin.	V, T		
35.	Elevator trailing and leading edges - bonding delamination.	V, T		
36.	Inner elevator ribs - bonding delamination with skin.	V, T		
37.	Check condition of drain holes in inner ribs.	V		
38.	Areas around hinges - delamination from skin, cracks.	V		
39.	Mass balance horn - Check for cracks and delamination.	V, T		

No.	Inspection Items Control Surfaces (Cont.)	Inspection Method	Finding / Condition	Initials
40.	Condition of hinges (bushings), corrosion, play.	V		
41.	Inspect for previously performed repairs and repainting. If so, check elevator mass and static moment to be within specified limits (refer to 55-20).	V		
42.	Bolts at inner hinge - Check for condition, cracks, corrosion, thread.	V		

No.	Inspection Items Horizontal Stabilizer	Inspection Method	Finding / Condition	Initials
1.	Stabilizer surfaces - Check for delamination of shells, scratches.	V, T		
2.	Paint surfaces - Check for condition, scratches, UV damage, chipping of paint.	V		
3.	Damage of core, dents in core, disbond between core and skin.	V, T		
4.	Stabilizer leading edges - Check for bonding delamination.	V, T		
5.	Trailing edge spar - Check for cracks and bonding delamination with skin.	V, T		
6.	Areas around hinge supports in trailing edge spar - Check for cracks and delamination.	V		
7.	Condition of hinges (bushings), corrosion, play.	V		

No.	Inspection Items Fuselage	Inspection Method	Finding / Condition	Initials
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Fuselage Skin Structure and Vertical Stabilizer Skin				
1.	Skin surfaces - Check for delamination of shells, scratches.	V, T		
2.	Paint surfaces - Check for condition, scratches, UV damage, chipping of paint.	V		
3.	Damage of core, dents in core, disbond between core and skin.	V, T		
4.	Areas near bonding seam at centerline on upper and lower fuselage surfaces - Inspect for cracks in paint.	V, T		
5.	Check condition of drain holes in lower fuselage.	V		
6.	Inspect for previously performed repairs and repainting.	V		
7.	Areas near bonding seam at connection between horizontal and vertical stabilizer on upper and lower horizontal surfaces - Inspect for cracks in paint.	V		

No.	Inspection Items Fuselage (Cont.)	Inspection Method	Finding / Condition	Initials
Fuselage / Wing Interconnection				
8.	Root ribs and intersection to fuselage - Check for cracks in paint and structure.	V		
9.	Area around wing attachment bolt bushings - Check for cracks and disbonding.	V		
10.	Wing attachment bolt bushings - Check for wear, scratches, corrosion and tightness of fit with the bolt.	V		
11.	Seat bulkhead and forward landing gear bulkhead in spar bridge - Check condition of laminate and bonding areas with the fuselage shell.	V, T		
12.	Forward landing gear bulkhead - Check laminate around fasteners of landing gear supports for cracks and delamination.	V, T		
Bulkheads, Ribs and Hinges in Vertical Stabilizer				
13.	Upper and lower shear web in vertical stabilizer - Check for delamination and cracks.	V		
14.	Upper and lower shear web in vertical stabilizer - Check bonding to the stabilizer shell.	V, T		
15.	Upper hinge plate - check for delamination and cracks.	V		
16.	Bushing in upper hinge plate - wear, corrosion, fit/play.	V		
17.	Lower shear web around fasteners for lower hinge bracket - Check laminate.	V		
18.	Bushing in lower hinge bracket - wear, corrosion, fit/play.	V		
19.	Lower end of the stabilizer (bumper) - delamination, cracks.	V		
20.	Bumper plate at lower end of the stabilizer - Check fixation and condition.	V		
Firewall				
21.	Check firewall bulkhead (from cockpit side) for cracks in the laminate (around cut outs).	V		
22.	Firewall bulkhead - Check bonding to the fuselage skin.	V, T		
23.	Areas around engine brackets - delamination, cracks.	V, T		
24.	Firewall metal shield - condition, wear, corrosion.	V		
25.	Fire resistant firewall sealer around the fire shield - condition, corrosion.	V		
26.	Areas around Camloc fasteners at fuselage cowling support - Check laminate for cracks and delamination.	V		

No.	Inspection Items Fuselage (Cont.)	Inspection Method	Finding / Condition	Initials
27.	Area around pedal control brackets - delamination, cracks.	V		
Cockpit Area and Baggage Compartment				
28.	Front cockpit floor - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V, T		
29.	Front shear bulkhead - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V, T		
30.	Front seat bulkhead - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V, T		
31.	Seat elements and attachments - delamination, cracks.	V, T		
32.	Rear seat bulkhead - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V, T		
33.	Front landing gear bulkhead - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V, T		
34.	Rear landing gear bulkhead - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V, T		
35.	Baggage bulkhead - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V, T		
36.	Lower lap belt attachments - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V		
37.	Lower lap belt fitting - Check for wear and corrosion.	V		
38.	Upper lap belt attachments - Check for delamination and cracks at the baggage bulkhead.	V, T		
39.	Baggage compartment floor supports - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V		
40.	Gas spring supports - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V		
41.	Composite tube stiffener and attachments - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V		
42.	Baggage compartment door, doorframe and supports - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V		
43.	Tailboom bulkheads - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V		

No.	Inspection Items Fuselage (Cont.)	Inspection Method	Finding / Condition	Initials
44.	Elevator control lever mounting supports on baggage bulkhead - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V		
45.	Flap actuator mounting supports in middle tunnel - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V		
46.	Canopy frame (at the fuselage) - Check for delamination and cracks.	V, T		
47.	Step supports - Check for delamination and cracks. Check bonding area to the fuselage structure for disbonding.	V		
48.	Check step component for wear and corrosion.	V		
Canopy				
49.	Canopy frame - Check for delamination and cracks. Check bonding area of Plexiglas to the canopy frame structure for disbonding.	V		
50.	Canopy latching components - corrosion, wear, damage.	V		
51.	Canopy pin and bushing components - Check for corrosion, wear and fit/play.	V		
52.	Canopy Plexiglas including side windows - cracks, damage.	V		

No.	Inspection Items Landing Gear	Inspection Method	Finding / Condition	Initials
Main Landing Gear				
1.	Main landing gear struts - Check condition (distortion, corrosion, wear and paint damages).	V		
2.	Remove main wheels from axles and check axles for distortion, corrosion, wear and damages.	V		
3.	Check inner and outer main brackets for fit of shims, cracks and wear.	V		
Nose Landing Gear and Engine Mount				
4.	Nose landing gear main strut and wheel fork - Check condition (cracks, distortion, corrosion, wear and paint damages).	V		
5.	Nose wheel steering tubes - Check condition (cracks and distortion).	V		
6.	Engine mount - Check the entire tube frame and all welded joints, in particular at the firewall and nose gear suspension, for distortion, wear and cracks.	V		



AQUILA AT01-100/200/300 MAINTENANCE MANUAL

Maintenance Checks

No.	Inspection Items Landing Gear (Cont.)	Inspection Method	Finding / Condition	Initials
7.	Engine mount attachment bolts - Check for cracks and wear.	V		
8.	Nose wheel axle - Check for cracks and distortion.	V		

The aircraft is airworthy and meets the condition specified in the aircraft data sheet.
All prescribed 6000-hour inspection items and maintenance actions resulting thereof have been carried out.

Service Station:

Place, Date

Name, Signature of Mechanic

Name, Signature of Inspector

Stamp

DAILY INSPECTIONS

1. General

- A. Pre-flight and post-flight checks must be carried out daily when the aircraft is in operation.

2. Pre-Flight Check

- A. This check must be carried out before the first flight of the day. In this way, the general condition of the aircraft and its engine can be ascertained. Pre-flight checks are essential for flight safety as numerous accidents can be traced back to inadequate pre-flight checks.

The scope of the pre-flight check is listed in the AQUILA AT01-100/200/300 Airplane Flight Manual, section 4.

3. Post-Flight Check

- A. This check should be carried out after the final flight of the day. For the most part, it is a visual inspection.
- B. The check should contain all points of the pre-flight check.
- (1) Supplementary measures:
- (a) Re-fuel.
 - (b) Check that the aircraft is properly parked (refer to 10-10).
 - (c) Check the logbook entries for remarks about faults or defects, and for correct number of landings and flight hours.
 - (d) If necessary, moor the aircraft (refer to 10-20).

UNSCHEDULED MAINTENANCE CHECKS

1. General

- A. Special checks are to be carried out when an incident has occurred that may have caused damage to the aircraft or impaired airworthiness.

In addition, a 25-hour inspection must be carried out on new aircraft and its engine, on overhauled engines and after extensive airframe repairs.

2. Special Checks

A. 25-Hour Inspection

After the first 25 hours of operation of a new aircraft and its engine or an overhauled engine or after extensive airframe repairs, an inspection of the extent of a 100-hour inspection must be carried out (refer to 05-20).

After the first 25 hours of operation of a new or overhauled engine, the engine and the propeller must be inspected. Refer to ROTAX Aircraft Engines Maintenance Manual for ROTAX Engines Type 912 Series, Type 912 i Series respectively Type 914 Series for detailed information on this inspection.

B. Hard Landing

After an excessively hard landing or other unusual loading of the landing gear a thorough inspection of the affected components and their attachments is required. Even if no obvious defects are detectable, a visual inspection must be carried out. Perform the following:

- (1) Prepare aircraft for visual checks as follows:
 - (a) Remove engine cowling (refer to 71-10).
 - (b) Remove landing gear fairings.
 - (c) Inside the cabin and baggage compartment - remove carpets and floorboards as required to gain access to the landing gear mounting brackets (refer to 25-12).
- (2) Inspect main landing gear.
 - (a) Check wheel fairings for cracks, dents and delamination.
 - (b) Check fairing mounts for cracks, distortion and other damage.
 - (c) Check fuselage structure visually at such points and areas where the main landing gear is attached. Check for stress marks, distortion, disbonding, and delamination. Check main landing gear strut brackets for distortion, cracks and security of attachment. Check condition of the polyamide inserts. Check bolts for correct torque.
 - (d) Check main gear struts for deformation and cracks. Examine wheel axles for security of attachment to struts and for any damage.
 - (e) Inspect tires for integrity and proper location of the red slide marks.
 - (f) Inspect brake fluid carrying lines at the main landing gear for condition, leakage, and security of attachment.

- (3) Inspect nose landing gear.
 - (a) Check wheel fairing for cracks, dents and delamination.
 - (b) Inspect fairing mounts for cracks, distortion and other damage.
 - (c) Check nose gear strut mount for deformation and cracks. Check nose gear strut journal bearing for proper operation and play.
 - (d) Check strut for deformation, stress marks, and cracks. Check elastomer package for deterioration, cracks, correct fit and security. Check journal bearings of the elastomer package for play and condition.
 - (e) Inspect nose wheel steering tubes for condition and excessive play.
 - (f) Inspect tire for integrity and proper location of the red slide marks.
- (4) Re-mount all items removed during the inspection.
- (5) Perform a brake and steering system operational test (refer to 32-40).

C. Engine Fire

After an engine fire, carry out the following:

WARNING: IF IT IS SUSPECTED THAT PARTS OF THE STRUCTURE OR COWLING COULD HAVE BEEN DAMAGED BY HIGH TEMPERATURES (INDICATED BY BLISTERING ON THE PROTECTIVE COATING), THE MANUFACTURER MUST BE CONTACTED FOR DEFECT APPRAISAL BEFORE THE AIRCRAFT IS FLOWN AGAIN.

- (1) Remove engine cowlings (refer to 71-10).
- (2) Examine engine cowlings. Check for signs of fire damage.
- (3) Disconnect battery (refer to 24-30).
- (4) Examine electrical cables for damaged insulation.
- (5) Examine fuel lines for damage of the fire-protection sleeves.
- (6) Check oil lines for damage of the fire-protection sleeves.
- (7) Check air filter element for fire damage.
- (8) Examine engine mount and shock mounts for any fire damage.
- (9) Check all other hoses and pipes, as well as all gaskets and seals for fire damage.
- (10) Replace damaged items.
- (11) Re-mount engine cowlings (refer to 71-10).
- (12) Perform an engine test run (refer to 05-20).

D. Violent Stop of the Engine

In event that the propeller has touched the ground or the engine has been inadvertently stopped violently (shock loading), the propeller gear box must be disassembled and inspected by an authorized workshop. For further information on engine inspections necessary after a propeller ground strike and for more general information, refer to the relevant technical documents and the ROTAX Maintenance Manual.

CAUTION: ONLY QUALIFIED TECHNICIANS (AUTHORIZED BY THE NATIONAL AVIATION AUTHORITY AND AFTER SUCCESSFULLY COMPLETING THE RELEVANT ROTAX TRAINING COURSE) ARE AUTHORIZED TO PERFORM THIS WORK.

Check additional equipment (external alternator, hydraulic governor, ignition unit, coolant and oil hoses) for damage.