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Transport Canada / Transports Canada
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INSPECTION PROGRAM APPROVAL

APPROBATION DU PROGRAMME D'INSPECTIONS

OPERATOR – EXPLOITANT	AIRCRAFT – TYPE – D'AÉRONEF
LANGLEY FLYING SCHOOL, INC.	PA-34-200

Canada

JUN 1 6 1997

Transport Canada

SMALL AIRCRAFT MAINTENANCE SCHEDULE APPROVAL

24-0055A

OPERATOR: **LANGLEY FLYING SCHOOL, INC.**

AIRCRAFT TYPE/MODEL(s): **PIPER PA34-200 (Seneca)**

TYPE OF OPERATION:
Flight training operations pursuant to CAR IV ☒
Commercial operations pursuant to CAR VII ☐
Private operation pursuant to CAR VI ☐

AIRCRAFT ROLE:
Passenger ☐ Aerial Work ☐
Cargo ☐ Commuter ☐
Air Taxi ☐
Other ☒: **FLIGHT TRAINING**

ANNUAL UTILIZATION:[1]
Min: **600 HOURS** Cycles: **N/A**
Max: **1200 HOURS** Cycles: **N/A**

This approval is conditional upon the information specified above. In the event an aircraft's actual annual utilization is outside the range specified, or the type of operation or aircraft role differs from that stated, the operator must undertake a review of this schedule, identify any amendments necessary to cater for the change in circumstances, and obtain Transport Canada approval to incorporate those amendments.

Signature of Operator — April 09, 2013 (Date)

Transport Canada Approval No.: **P1239**

For Minister of Transport — TCR-111 Canada — APR 1 1 2013 (Date)

Revision status (Transport Canada use only)[2]				
Pages 1 - 27	Pages	Pages	Pages	Pages .....
Rev. # 2	Rev.	Rev.	Rev.	Rev. .....
Date APR 1 1 2013	Date	Date	Date	Date .....
Pages	Pages	Pages	Pages	Pages .....
Rev.	Rev.	Rev.	Rev.	Rev. .....
Date	Date	Date	Date	Date .....

[1] Complete this section only where the maintenance schedule approval is predicated upon an anticipated level of utilization.

[2] Revision section refers to all pages in the approved schedule, including this approval document. Where the same page is referenced in more than one block, the most recent revision indicated supersedes all earlier references.

GENERAL CONDITIONS

- This document, together with any additional pages referenced herein, constitutes the minimum scheduled maintenance to be performed. Nothing contained in, or omitted from the maintenance schedule absolves the operator from the responsibility for ensuring aircraft are maintained in an airworthy condition.
- Nothing in this document shall be construed as exempting the operator from responsibility for compliance with all applicable component life limits, Airworthiness Limitations, or other mandatory requirements.
- The operator shall ensure that all tasks listed in the currently approved revision of this schedule are completed within the intervals specified.
- The operator shall amend the schedule as and when directed by the Minister, and shall evaluate all recommendations made by the manufacturers of the aircraft and its installed engines, propellers and appliances, as published in maintenance manuals, recommended schedules, service bulletins, service difficulty data and other technical documents, for applicability. Where appropriate, the operator shall initiate amendment action.
- Amendments to this schedule must be approved for any change in type of operation or operating role identified overleaf and, where maximum and minimum utilization data are specified, for any variation outside the limits indicated. Approval is also required for any task deletions, increases in intervals, or other significant changes. Transport Canada approval is not required for amendments that involve only the addition of tasks or a reduction of intervals; however the operator shall notify Transport Canada of these changes within 30 days.
- The operator shall ensure that maintenance personnel are provided with such records and other documents as are necessary to enable them to determine to their satisfaction, that the aircraft is in compliance with the airworthiness requirements applicable to the work undertaken. All work required by this schedule shall be released in accordance with CAR 571.10.
- The tolerances specified in this schedule shall not apply to any Airworthiness Limitations or Airworthiness Directives.
- Exceptions or deviations from this maintenance schedule must be submitted to Transport Canada for approval, together with substantiating data.

SCHEDULED CHECK CYCLE

The aircraft will be inspected in accordance with the check cycle specified in table 1 below. Check intervals may be varied within the tolerances specified. Detailed instructions and procedures for scheduled maintenance are contained in the attached check list.

Table 1—Check Cycle

Check	Scheduled Inspection Interval	Tolerance
50-Hour	50 hours	5 hours
100-Hour	100 hours	10 hours
500-Hour	500 hours	10 hours
1000-Hour	1000 hours	10 hours

Notes:

Inspection intervals can be exceeded as indicated above, but only in accordance with Langley Flying School's *Maintenance Control Manual*.

All maintenance will be conducted in accordance with the applicable Piper Service Manual (Part Number 753-586), most current revision status.

Service Bulletins are not mandatory, but will be assessed by the Approved Maintenance Operator and acted upon as deemed necessary.

Unless otherwise indicated on this Approval, related engine and propeller parts or sub-components listed in the most current Piper Service Manual, that requires overhaul, will be overhauled at the same aircraft time limitations specified for the aircraft engine and propeller.

OUT OF PHASE TASKS & EQUIPMENT MAINTENANCE REQUIREMENTS

Engine & propeller overhauls and other maintenance tasks scheduled to occur out of phase with the inspection check cycle, shall be performed as indicated in Table 3 below. Where applicable, the tasks may be identified by reference to separate documents, provided the documents are listed in table 2. Any out of phase tasks not listed shall be performed at the intervals specified in *CAR* 625, *Appendix C*.

Note: Reference to other documents or to *CAR* 625, *Appendix C*, does not relieve the owner/operator from the responsibility for determining the applicability of the tasks and intervals concerned, nor from the responsibility for identifying any other applicable maintenance requirements not listed therein.

Table 2—Reference Documents

Item	Document Name	Document Reference #	Revision No.
1	50-hour, 100-hour, 500-hour, and 1000-hour Inspection Check Sheet for the Piper Seneca PA-34-200	N/A	2

Table 3 -- Out of Phase Tasks

Out of phase tasks & equipment maintenance requirements[3]			
Item	**Task**	**Interval[4]**	**Tolerance**
Engines (Lycoming I0-320-C1E6)	Overhaul as per *Lycoming Service Instruction No. 1009AU*	2000 Hours	50 Hours
Propeller, Governor, and Damper Assembly	Overhaul as per the *Hartzell Service Letter No. 61*	2400 Hours / 6 Years	50 Hours / 30 Days
Magnetos	Overhaul, or replace (in the case of *Slick 4300*) as per the *Piper Seneca Service Manual*	Engine Overhaul	50 Hours
Engine Compartment Flexible Hoses	Replace as per the *Piper Seneca Service Manual*	1000 Hours / Engine Overhaul	50 Hours
Flexible Fuel Hoses	Replace as per the *Piper Seneca Service Manual*	1000 Hours / Engine Overhaul	50 Hours
Mechanical and Electrical Fuel Pumps	Overhaul or replace	Engine Overhaul / 5 Years	50 Hours / 30 Days

[3] Include additional pages where required.
[4] Insert interval, specifying whether in hours, cycles or calendar time.
* Completion of engine and propeller details is mandatory. If applicable, indicate, "On-condition."

Out of phase tasks & equipment maintenance requirements[3]			
Item	**Task**	**Interval[4]**	**Tolerance**
Vacuum Pumps	Overhaul or replace	Engine Overhaul	50 Hours
Rocker Box Inspection	Inspection as per the *Piper Seneca Service Manual*	400 Hours	10 Hours
Nose Gear Upper Drag Link Bolt	Replace as per the *Piper Seneca Service Manual*	500 Hours	10 Hours
Aircraft Structure	Inspection as per the *Piper Seneca Service Manual*	2000 Hours / 7 Years	50 Hours / 30 Days
ELT	Performance Test as per *CAS 625, Appendix C, 12*	12 Months	5 Days
ELT Battery	Replace as per *CAS 625, Appendix C, 12*	As per Manufacturer	5 Days
Fire Extinguisher	Bottle Inspection/Weight Check	12 Months	5 Days
Magnetic Compass	Calibrate as per *CAS 625, Appendix C, 10*	12 Months	5 Days
Survival Equipment	Recertify as per *CAS 625, Appendix C, 11*	12 Months	5 Days
First Aid Kit	Recertify as per *CAS 625, Appendix C, 11*	12 Months	5 Days
Tachometer	Check for Accuracy as per *CAS 625, Appendix C, 8*	12 Months	5 Days
Transponder	Performance Check and Test as per *CAS 625, Appendix C, 14*	24 Months	5 Days
Encoder	Performance Check and Calibrate as per *CAS 625, Appendix C, 13*	24 Months	5 Days
Altimeter & Pitot/Static System(s)	Performance Test and Calibrate as per *CAS 625, Appendix C, 13*	24 Months	5 Days
Life Limited parts not referred to above	Remove From Service	As per Manufacturer	Nil

APPLICATION AND MAINTENANCE SCHEDULE DESCRIPTION[5]

Check one of the following:

As a new operator of this aircraft type, the out of phase maintenance intervals specified in CAR 625 Appendix C will be used. ..... ☐

As an experienced operator of this aircraft type, or similar types, the out of phase intervals specified in CAR 625 Appendix C have been revised as indicated in table 3 or in the documents referenced in table 2 ..... ☒

Check one of the following:

The maintenance schedules & interim schedules are based upon:

(a) CAR 625 Appendix B Part 1 ..... ☒

(b) The following manufacturer's recommendations ..... ☐

(c) Another operator's maintenance schedule: ..... ☐

Other operator: ..... ☐

Approval no.: ..... (attach program).

(d) Other data (described below): ..... ☐

[5] The data on this page is provided for information purposes only, to facilitate Transport Canada evaluation of the schedule.

50-Hour, 100-Hour, 500-Hour, and 1000-Hour Inspection Sheet for Piper Seneca
Langley Flying School, Inc.

Date	Aircraft **GURW**

	NATURE OF INSPECTION	Inspection Time (hrs) 50	100	500	1000	AMO Initials
	A. Propeller Group WARNING: USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED). IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE. NOTE: Each inspection item applies to both left and right propellers.					
1.	Inspect spinner and back plate for crack, dents, missing screws, and security.	O	O	O	O	
2.	Inspect blades for nicks and cracks.	O	O	O	O	
3.	Inspect for grease and oil leaks.	O	O	O	O	
4.	Lubricate propeller per Lubrication Chart, Section II. See *LFS Footnote #*[6].		O	O	O	
5.	Inspect spinner mounting brackets for cracks and security.	O	O	O	O	
6.	Inspect propeller mounting bolts for security and safety. Recheck torque if safety is broken.		O	O	O	
7.	Inspect hub parts for cracks and corrosion.		O	O	O	
8.	Rotate blades and check for tightness in hub pilot tube.	O				
9.	Remove propeller; remove sludge from propeller and crankshaft.			O	O	

[6] The *Piper Seneca Service Manual* (PSSM) calls for additional lubrications at 6 months and 12 months in the case of low yearly unitization rates (less than 100 hours); the wording here is *(See Six (6) Month and One (1) Year special Inspections, paragraph 9.)*. Based on LFS normal utilization rates, these additional checks are not applied.

	NATURE OF INSPECTION	Inspection Time (hrs) 50	100	500	1000	AMO Initials
10.	Inspect complete propeller and spinner assembly for security, chafing, cracks, deterioration, wear and correct installation.		O	O	O	
11 - 14	LFS NOTE: These check items appear in the PSSM for aircraft equipped with de-ice equipment for the propellers, and are therefore not applicable to GURW.					
15.	Inspect propeller air pressure. *See LFS Footnote #[7].*	O	O	O	O	
16-18	LFS NOTE: These items in the PSSM refer to the ***propeller, governor, and damper assembly overhaul***, which according to CAS 625, Appendix C, and the Hartzell Service Letter HC-SL-61-61Y, is 2400 hours or Six (6) Years. These are tracked by LFS as out-of-phase items. See *LFS Footnote #[8].*					

	NATURE OF INSPECTION	Inspection Time (hrs) 50	100	500	1000	AMO Initials
	B. Engine Group WARNING: IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE. USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED). NOTE: Read Note 5 prior to completing this group. NOTE: Each inspection item applies to both left and right engines.					
1.	Remove engine cowling.	O	O	O	O	
2.	Clean and inspect cowling for damage, cracks, distortion, and loose or missing fasteners.	O	O	O	O	
3.	Drain oil sump.	O	O	O	O	
4.	Clean suction oil strainer at oil change; inspect strainer for foreign particles.	O	O	O	O	
5.	Change full flow, cartridge type, oil filter element; or, if installed, clean pressure oil strainer: in either case, inspect element/strainer for foreign particles. (See Note 7.)	O	O	O	O	

[7] The PSSM has a notation calling for the inspection of the propeller air pressure at least every 30 days. Because of the LFS utilization rate, because of an operational history indicating no service difficulties with propeller dome pressure, and because dome is tested as part of the pre-takeoff checks (see *Pretake-off Checks*, Item *d*), non-compliance with the 30-day provision is not deemed necessary for safe operations. The dome pressure check, however, is added to the 50 hour inspection sequence.

[8] The overhaul sequence is determined by the hub. GURW has lightweight aluminum hubs with a "B" suffix, indicting manufacture dates after 1997 (improved "*fillet radius*")—see P. 12 and P. 17 of the SL.

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
6.	Inspect oil temperature sender unit for leaks and security.		O	O	O	
7.	Inspect oil lines and fittings for leaks, security chafing, dents, and cracks. LFS NOTE: For 1000 Hour inspection replace engine compartment flexible fuel and oil hoses as required by the *Piper Seneca Service Manual (Inspection).* See *LFS Footnote #*[9].	O	O	O	O	
8.	Clean and inspect oil radiator cooling fins.	O	O	O	O	
9.	Remove and flush oil radiator.			O	O	
10.	Fill engine with oil per information on cowl or in Lubrication Chart, Section II.	O	O	O	O	
	CAUTION: USE CAUTION NOT TO CONTAMINATE VACUUM PUMP WITH CLEANING FLUID. (REFER TO LATEST REVISION TEXRON LYCOMING SERVICE INSTRUCTION NO. 1221.)					
11.	Clean engine with approved solvents	O	O	O	O	
12.	Inspect condition of spark plugs. Clean and adjust gap as required; adjust per latest revision Textron Lycoming Service Instruction No. 1042. NOTE: If fouling of spark plugs is apparent, rotate bottom plugs to upper plugs.		O	O	O	
13.	Inspect spark plug cable leads.	O	O	O	O	
14.	Check cylinder compression. (Refer to AC 43.13-1, latest revision.)		O	O	O	
15.	Inspect cylinders for cracked or broken fins. (See Note 8.)		O	O	O	
16.	Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 inch-pounds. (See 400 Hour special inspection, paragraph 9.)	O	O	O	O	
17.	Inspect ignition harness and insulators for high tension leakage and continuity.		O	O	O	
18.	Check magneto points for proper clearance.		O	O	O	
19.	Inspect magneto for oil seal leakage.		O	O	O	

[9] The PSSM refers here to Eight (8) Years and 1000 Hour requirement to *". . replace engine compartment flexible hoses (fuel, oil, etc.) as required; but not to exceed 1000 hours time-in-service, eight (8) years, or engine overhaul, whichever comes first."* This task, and requirements, is carried as an LFS Out-of-phase item.

NATURE OF INSPECTION		Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
20.	Inspect breaker felts for proper lubrication. (Bendix magnetos only.)		O	O	O	
21.	Inspect distributor block for cracks, burned areas, or corrosion, and, (in Bendix magnetos only) height of contact springs.			O	O	
22.	Check magnetos to engine timing.		O	O	O	
23.	The PSSM states here: *"Overhaul or replace magnetos. (See Note 6.)"* LFS NOTE: Note 6 requires overhaul as required and at engine overhaul and the magnetos are therefore tracked as an LFS Out-of-phase task. (See also special reference to Slick 4300 series.)					
24.	Remove air filters and clean per Induction Air Filter, Section II. (Replace as required). (See Note 9.) See also *LFS Footnote #*[10].	O	O	O	O	
25.	Inspect condition of alternate air doors and boxes. (See Note 10).—*Note 10 not applicable*) See *LFS Footnote #*[11]	O	O	O	O	
26.	Inspect intake seals for leaks and clamps for tightness.		O	O	O	
27.	Inspect all air inlet duct hoses. (Replace as required).		O	O	O	
28.	Inspect fuel injector inlet line strainer. (Clean injector nozzles as required with acetone only).	O	O	O	O	
29.	Inspect fuel injector attachments for loose hardware. (See Note 11.)		O	O	O	
30.	Inspect condition of flexible fuel lines. LFS NOTE: For 1000 Hour inspection replace engine compartment flexible fuel and oil hoses as required by the *Piper Seneca Service Manual (Inspection).* See *LFS Footnote #*[12].		O	O	O	
31.	Inspect system for fuel leaks. (See Note 62.)		O	O	O	
32.	Inspect engine driven and electric fuel pumps for operation. (See Note 32.) LFS NOTE: Not applicable to Seneca GURW—Serial Number.		O	O	O	

[10] This reference states: "*Verify compliance with Piper Service Bulletin No. 1041*—(Airborne [Parker Hannifin] Service Letter No. 56).

[11] Note 10 not applicable to Seneca GURW owing to Serial Number (34-7450156).

[12] The PSSM refers here to Eight (8) Years and 1000 Hour requirement to *". . . replace engine compartment flexible hoses (fuel, oil, etc.) as required; but not to exceed 1000 hours time-in-service, eight (8) years, or engine overhaul, whichever comes first."* This task, and requirements, is carried as an LFS Out-of-phase item.

	NATURE OF INSPECTION	Inspection Time (hrs) 50	100	500	1000	AMO Initials
33.	LFS NOTE: This PSSM task refers to engine driven and electric fuel pumps, requiring overhaul or replacement at Five (5) Years service or engine overhaul whichever comes first. This is track by LFS as an Out-of-phase item.					
34.	Inspect vacuum pumps and lines. (See Note 50 and 500 hour special inspection, paragraph 9.) See *LFS Footnote #*[13] CAUTION: The only dry air pump mounting gasket authorized and approved for use with the original equipment airborne dry air pump is the airborne gasket B3-1-2, Piper P/N 751-859. Use of any other gasket may result in oil seepage or leakage at the mounting surface.		O	O	O	
35.	This item in the PSSM refers to vacuum pump overhaul or replacement, which occurs at engine overhaul and is tracked by LFS as an Out-of-phase task.					
36.	Inspect throttle, alternate air, mixture and propeller governor controls for security, travel and operating condition. (See Notes 12 and 43.)		O	O	O	
37.	Inspect exhaust stacks, connectors, and gaskets. Replace as required. See 25 hour inspection paragraph 9.		O	O	O	
38.	Inspect muffler, heat exchanger, baffles and "augmenter" tube. Replace as required. See 100 hour special inspection paragraph 9.		O	O	O	
T1	Check integrity of turbocharger turbine housing hot section for cracks and deformity.		O	O	O	
T2	Remove turbocharger cold air intake and inspect turbine wheel and shaft for looseness.		O	O	O	
T3	Inspect turbocharger oil pressure supply lines and scavenge lines.		O	O	O	
T4	Check all turbocharger mounts from turbocharger to engine for security.		O	O	O	
T5	Check the operation of the turbocharger waste gate for freedom of movement, and lubricate as required with mouse milk.		O	O	O	
39.	Inspect breather tubes for obstructions and security.		O	O	O	
40.	Inspect crankcase for cracks, leaks, and security of seam bolts.		O	O	O	

[13] For Tempest (Aero Accessories) Dry Air Pumps, after the first 500 hours time-in-service, inspect each 100 hours the vacuum pump vane for wear as per Vacuum Pump, Inspection, in Section X of the PSSM.

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
41.	Inspect engine mounts for cracks and lose mountings.		O	O	O	
42.	Inspect engine baffles for cracks and lose mountings.		O	O	O	
43.	Inspect rubber engine mount bushings for deterioration. Replace as required		O	O	O	
44.	Inspect fire wall seals.		O	O	O	
45.	Inspect condition and tension of alternator drive belt.		O	O	O	
46.	Inspect condition of alternator and starter. See Note 47.		O	O	O	
47.	Inspect all lines, air ducts, electrical leads and engine attachments for security, proper routing, chafing, cracks, deterioration and correct installation. See Notes 30, 38, 39, and 47.	O	O	O	O	
48.	Lubricate all controls per Lubrication Chart, Section II.	O	O	O	O	
49.	This item in the PSSM refers to engine overhaul, which is tracked by LFS as an Out-of-phase task.					
50.	Install engine cowling.	O	O	O	O	
	C. Cabin and Cockpit Group					
1.	Inspect cockpit and cabin doors; cargo and baggage doors; and locks, latches and hinges for damage, operation, and security.		O	O	O	
2.	Inspect windows for condition and security.		O	O	O	
3.	Check window and door seals for deterioration, cracks, and voids.		O	O	O	
4.	Inspect upholstery for tears. LFS NOTE: The PSSM states here: "See 2000 hour and 7 year special inspections, paragraph 9." The special inspection referred to is described in Note 65; this Detailed Structure Inspection is tracked as an Out-of-phase task.		O	O	O	
5.	Inspect seats, seat belts, shoulder harnesses, security brackets and bolts. See Notes 14 and 61.		O	O	O	
O1	Check oxygen tank for security and bracketry for cracking and security.		O	O	O	
O2	Inspect oxygen lines from tank to regulator for chafing and security		O	O	O	

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
O3	Check oxygen outlets for leaks and/or proper sealing.		O	O	O	
O4	Inspect oxygen mask bayonets for damage and correctness.		O	O	O	
O5	Inspect oxygen masks and mask hoses for correctness.		O	O	O	
6.	Inspect trim operation.		O	O	O	
7.	Inspect operation and condition of rudder bar and pedals.		O	O	O	
8.	Inspect parking brake valve, handle, and toe breaks for operation and cylinder leaks.		O	O	O	
9.	Inspect control wheels, column, pulleys, cables, turnbuckles, and fittings. See Note 15.		O	O	O	
10.	Inspect flap lever to control cable attachment bolt and flap control cable for condition and security. See Notes 15-16.		O	O	O	
11.	Check landing, navigation, strobe, cabin and instrument lights. See Note 17.	O	O	O	O	
12.	Inspect instruments, lines and attachments. See 2 year special inspection, paragraph 9. See Notes 29, 31, 44, and 60.		O	O	O	
13.	Inspect gyro operated instruments and electric turn and bank. Overhaul or replace as required.		O	O	O	
14.	Replace filters on gyro horizon and directional gyro or replace central air filter.		O	O	O	
15.	Clean or replace vacuum regulator filter.		O	O	O	
16.	This PSSM reference is to altimeter and transponder certification. These tasks are tracked by LFS as Out-of-phase items. LFS Footnote #[14]					
17.	This PSSM reference is to ELT inspection and certification. This task is tracked by LFS as Out-of-phase items. LFS Footnote #[15]					
18.	Inspect operation of fuel selector valves.		O	O	O	
19.	Inspect operation of fuel drains. See Draining Moisture from Fuel System, 100 Hour Inspection, Section II).		O	O	O	

[14] CAS 625, Appendix C—Out-of-phase Tasks, Items 13 and 14.
[15] CAS 625, Appendix C—Out-of-phase Tasks, Item 12, requiring an inspection every 12 months, and battery replacement as per the manufacturer.

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
20.	Inspect condition and operation of heater controls and ducts. LFS NOTE: This PSSM item also refers to Note 55 (*combustion heaters*), not applicable to GURW.		O	O	O	
21.	Inspect condition and operation of air vents.		O	O	O	
22.	This PSSM item refers to overhaul of combustion heaters, not applicable to GURW.					
23.	Inspect crew/passenger headset jack receptacles for looseness; tighten as required. LFS Footnote #[16]		O	O	O	
	D. Fuselage and Empennage Group					
1.	Remove inspection plates and panels.		O	O	O	
2.	Inspect aft wing attach bolts and fittings for corrosion. See Note 18.		O	O	O	
3.	Inspect forward baggage door, lock, latch and hinge for damage, operation, and security. See Note 13		O	O	O	
4.	Inspect battery, box, and cables (at least every 30 days). Flush box as required and fill battery per instructions on box. See Note 47.	O	O	O	O	
5.	Check fluid in brake reservoir. Fill as required.	O	O	O	O	
6.	Inspect electronic installations.		O	O	O	
7.	Inspect skins, bulkheads, and stringers for damage. See Note 42.		O	O	O	
8.	Inspect antenna mounts and electrical wiring. See Note 34.		O	O	O	
9.	Inspect hydraulic pump motor brushes. See Note 19.		O	O	O	
10.	Check hydraulic pump fluid level. Fill as required.	O	O	O	O	
11.	Inspect hydraulic lines for damage and leaks.		O	O	O	
12.	LFS NOTE: These check items appear in the PSSM for aircraft equipped with deice equipment for the propellers, and are therefore not applicable to GURW.					
13.	Inspect fuel lines, valves and gauges for damage and operation. LFS NOTE: This PSSM item carries the notation *"See 10 and 20 year special inspections, paragraph 9."* These special inspections are transcribed as Note 64.		O	O	O	
14.	Inspect security of all lines.		O	O	O	

[16] This is an LFS-specific task reflecting operational problems with loosening communication jackpoints.

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
15.	Inspect vertical fin, rudder, and tab for surface damage or irregularities (i.e. – skin cracks, distortion, dents, corrosion, and excessive paint build up); Structural defects (i.e. – loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware. See Note 63.		O	O	O	
16.	Inspect rudder sector and attachments for damage, security, and operation. See Note 46.		O	O	O	
17.	Inspect rudder control stops to insure stops have not loosened and locknuts are tight.		O	O	O	
18.	Inspect vertical fin attachments.		O	O	O	
19.	Inspect rudder and rudder tab hinge bolts for excess wear. Replace as required.		O	O	O	
20.	Inspect rudder trim mechanism. See Note 21. See also *LFS Footnote #*[17]		O	O	O	
21.	Inspect stabilator for surface damage or irregularities (i.e. – skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e.- lose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware. See Notes 28, 33, 45, 56, and 57. See also *LFS Footnote #*[18]		O	O	O	
22.	Inspect stabilator tab hinges, horn and attachments for damage, security, and operation.		O	O	O	
23.	Inspect stabilator control stops to insure stops have not loosened and locknuts are tight.		O	O	O	
24.	Inspect stabilator attachments and attach brackets for corrosion and security. Repair as required. See Note 20.		O	O	O	
25.	Inspect stabilator and tab hinge bolts and bearings for excess wear. Replace as required.		O	O	O	

[17] Note 21 refers to verification of verify installation of Kit No. 760-800v per Piper Service Letter No. 714; this not applicable to Seneca GURW owing to Serial Number.

[18] Notes 28, 33, as well as 56 and 57 are not applicable to Seneca GURW owing to Serial Number; ***Note 45 is applicable*** to GURW by Serial Number.

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
26.	Inspect stabilator trim mechanism. See Note 51.	O	O	O	O	
27.	Clean and lubricate stabilator trim drum screw.			O	O	
28.	Clean and lubricate all exterior needle bearings.				O	
29.	Inspect aileron, rudder, rudder trim, stabilator, and stabilator trim cables, turnbuckles, fittings, guides and pulleys for safety, damage, and operation. See Note 15.		O	O	O	
30.	Inspect all cable tensions (use tensiometer). See Note 22.		O	O	O	
31.	Inspect all control cables, airducts, electrical leads and attaching parts for security, routing, chafing, deterioration, wear, and correct installation. See Note 15.		O	O	O	
32.	Lubricate per Lubrication Chart, Section II.	O	O	O	O	
33.	Inspect rotating beacon for security and operation.		O	O	O	
34.	Inspect security of Autopilot bridle cable clamps. See Note 15.		O	O	O	
35.	This PSSM item refers to the ELT battery condition and date—this is tracked in LFS Out-of-phase items.					
36.	Inspect ELT installation and antenna for condition and security.		O	O	O	
37.	Reinstall inspection plates and panels.		O	O	O	
	E. Wing Group CAUTION: SEVERE BURNS CAN RESULT FROM COMING IN CONTACT WITH A HEATED PITOT TUBE.					
1.	Remove inspection plates and fairings.		O	O	O	
2.	Inspect wing surfaces and tips for damage, loose rivets and condition of walkway. See Notes 25 and 35. *LFS Footnote #*[19].		O	O	O	
3.	LFS NOTE: These check items appear in the PSSM for aircraft equipped with deice equipment for the propellers, and are therefore not applicable to GURW.					
4.	Inspect ailerons for surface damage or irregularities (i.e. – skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e.- loose or missing rivets); misrigging or structural		O	O	O	

[19]PSSM Notes 25 and 35 verify AD compliance, but are not applicable to Seneca GURW owing to serial number.

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
	imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication ; and attachment points for missing or worn hardware.					
5.	Inspect aileron hinges and attachments.		O	O	O	
6.	Inspect aileron control stops to insure stop has not loosened and locknut is tight.		O	O	O	
7.	Inspect aileron cables, turnbuckles, fittings, guides, pulleys and bellcranks for safety, damage and operation. See Note 15.		O	O	O	
8.	Inspect pitot tube for damage and condition. Caution: Severe burns can result from coming in contact with a heated pitot tube.		O	O	O	
9.	Check pitot heat.		O	O	O	
10.	Inspect flaps for surface damage or irregularities (ie – skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (ie – loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware.		O	O	O	
11.	Inspect condition of bolts used with hinges. Replace as required				O	
12.	Lubricate per Lubrication Chart, Section II.	O	O	O	O	
13.	Inspect wing attachment bolts and brackets.		O	O	O	
14.	Inspect fuel tanks and lines for leaks and water. See Note 23 and 1000 Hour and 7, 10, and 20 year special inspections, paragraph 9. LFS NOTE: Flexible fuel hoses are tracked as out-of-phase task.		O	O	O	
15.	Remove, drain and clean fuel gascolator bowls. (Drain and clean at least every 90 days). See *LFS Footnote #*[20]		O	O	O	
16.	Inspect fuel tanks marked for minimum octane rating and capacity. See Notes 40 and 41.		O	O	O	
17.	Check fuel tank vents are free and clear of		O	O	O	

[20] The PSSM has a notation calling for draining and cleaning of the gascolator bowls every 30 days. Because of the LFS utilization rate, because of an operational history indicating no service difficulties with gascolator contamination, and because gascolators are sampled for each flight as part of the pre-flight inspection compliance with this 90-day provision is not deemed necessary to ensure safe operations.

	NATURE OF INSPECTION	Inspection Time (hrs) 50	100	500	1000	AMO Initials
	obstructions. See Note 24.					
18.	Inspect all control cables, turnbuckles, and fittings; air ducts; electrical leads; lines and attaching parts for security, routing, chafing, deterioration, wear and correct installation. See Note 15.		O	O	O	
18.	Reinstall inspection plates and fairings.		O	O	O	
	F. Landing Gear Group LFS NOTE: The PSSM states as follows: *"Verify compliance with all later revisions of Piper Service Bulletin No. 1123. This 10/30/03 revision of this manual incorporates and supersedes the original 5/7/03 issue of Piper Service Bulletin No. 1123. Also see AD 93-24-14."* Note that AD 93-24-14 is superseded by AD 2005-13-16. The "S" tasks below are derived from *Piper Service Bulletin No. 1123B* (April 20, 2006), which supercedes SB 1123 and SB 1123A. The S-tasks have replaced original PSSM Items 17 through 25.					
1.	Inspect oleo struts for proper extension. Check for proper fluid level as required.	O	O	O	O	
2.	LFS NOTE: This PSSM task, now superseded by *Service Bulletin 1123B*, read as follows: *"Inspect nose gear steering control and travel. See alignment of nose gear, Section VII and Note 48."*					
3.	Inspect wheel alignment.		O	O	O	
4.	Put airplane on jacks.		O	O	O	
5.	Inspect tires for cuts, uneven or excessive wear and slippage.		O	O	O	
6.	Remove wheels, clean, inspect, and repack bearings.		O	O	O	
7.	Inspect wheels for cracks, corrosion, and broken bolts. See Note 54.		O	O	O	
8.	Check tire pressure (N-31 psi/M-50 psi).	O	O	O	O	
9.	Inspect brake lining and disc for wear.		O	O	O	
10	Inspect brake backing plates for cracks.		O	O	O	
11.	Inspect brake and hydraulic lines for condition and security.		O	O	O	
12.	Inspect condition of centering spring.		O	O	O	
13.	Inspect gear forks for damage.		O	O	O	
14.	Inspect oleo struts for fluid leaks and scoring. See Note 36.		O	O	O	
15.	Inspect main gear struts, attachments, torque links, retraction links and bolts for condition and security. See cleaning, inspection, and repair, main landing		O	O	O	

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
	gear; Section VII. See also 100 hour special inspections, paragraph 9. (LFS NOTE: reference in this item to nose gear removed.)					
16.	Inspect main gear trunnion for cracks. See 10 and 100 hour special inspections, paragraph 9 and main gear trunnion inspection, Section VII.		O	O	O	
S1	Inspect nose gear steering control and travel. (Refer to the "*Alignment of Nose Gear*" section of the applicable Maintenance Manual.		O	O	O	
S2	Inspect gear struts, attachments, torque links, retraction links, bolts and bushings for condition and security. (Refer to the "Cleaning, Inspection, and Repair" section of the applicable Maintenance Manual). See section 3 of *Service Bulletin 1123B* for wear limits.		O	O	O	
S3	Visually inspect (2000 hrs. initial) the nose gear trunnion (P/N 95723-00, -05, -06) for cracks in the area of attachment to the nose gear mount assembly (See Figure 1 in *Service Bulletin 1123B*) using supplemental lighting and a 10X magnifier.		O	O	O	
S4	Inspect nose gear upper drag link AN7-35 attach bolt or the alternate NAS6207-50D bolt (Ref. Instruction Step 2. a. in Service Bulletin 1123B). Replace the drag link bolt AN7-35 or NAS6207-50D every 500 hours. LFS NOTE: Drag link bolt is tracked by LFS as an Out-of-phase item.		O	O	O	
S5	Inspect the nose gear retraction link retention spring (P/N 96178-0) for damage, distortion, or corrosion.		O	O	O	
S6	Remove triangular shaped, nose gear strut servicing access panel located in the forward baggage compartment. a. Inspect nose tiller roller, steering arm channel and tiller track for condition. b. Examine the tiller, tiller roller, and steering arm channel, turn-stop bosses for damage caused by exceeding nose wheel turn limits when towing with power equipment. c. Inspect the AN4-10A bolts attaching the P/N 95393-00 arm to the steering channel for proper torque (50-70 in. lbs). If found loose, replace		O	O	O	

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
	bolts and re-torque.					
S7	Inspect the nose gear drag link center pivot and attachment bolts for condition and security. (Replace as required.)		O	O	O	
S8	Inspect the nose gear down lock link assembly for binding, worn spring retention pin, and any noticeable elongation of the hole associated with the spring retention pin. Inspect the down lock link spring for damage, distortion, or corrosion. Clean and lubricate the link using MIL-L-7870 oil.		O	O	O	
S9	Inspect the actuator mounting bracket for cracks, elongation of the .250 dia. holes where the retraction link attaches, and for loose mounting rivets. Reference Figure 1A for rivet inspection details) See paragraph 2. c. for aluminum, versus steel, mounting bracket inspections. See section 3 of this service bulletin for wear limits. See applicable S/N below. S9.a. 34-7250001 through 34-7570050 S9.b. 34-7570051 and Up For aircraft in category S9.a. that have had the steel mount bracket installed (95724-004 thru –007, as applicable), inspection requirements shall be per category S9.b.	O	O	O	O	
S10	Inspect the bolt and bushing associated with the attachment of the P/N 95712-00 or –04 retraction link to the actuator mounting bracket. Replace if "wear grooves" are noted in either the bolt or bushing.		O	O	O	
S11	Inspect the AN23-25 stop bolt that is installed in the actuator mounting bracket for condition and security.		O	O	O	
S12	Lubricate the nose landing gear per the lubrication chart located in the applicable aircraft Maintenance Manual.	O	O	O	O	
S13	Verify proper adjustment of the nose gear down lock link by performing the rigging procedure per the "*Installation and Rigging of the Nose Gear*" section of the applicable Maintenance Manual, as modified by section 4, Rigging Instructions, of this service bulletin.		O	O	O	
S14	Inspect the Tunnel Bracket 95554-000 installation for					

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
	loose attachment rivets to the tunnel and nose gear mount fitting 95555-000 and visually inspect for cracks in the bracket attachment flange adjacent to the fitting. This inspection can be accomplished through an access opening located in the bottom skin at B.L. 00.00, just aft of Sta. 49.5 bulkhead. Inspect for loose rivets by observing the area during the landing gear cycle test performed per Inspection No. 9. (Ref Figure 1A) and looking for any relative motion between riveted components.					
17-25	LFS NOTE: PSSM Items 17 through 25 removed and replaced by *Service Bulletin 1123B tasks*, indicated by "S" tasks above.					
26.	Inspect downlocks for operation and adjustment.		O	O	O	
27.	Inspect torque link bolts and bushings. Rebush as required.		O	O	O	
28.	Inspect upper and lower drag link assembly over centre dimension.		O	O	O	
29.	Inspect main gear side brace link attaching and pivot bolts. Replace as required.			O	O	
30.	Inspect gear doors and attachments.		O	O	O	
31.	Check gear warning horn and light for operation.		O	O	O	
32.	Retract gear – check operation. See Notes 49 and 52.		O	O	O	
33.	Retract gear – inspect doors for clearance and operation.		O	O	O	
34.	With the gear retracted – pull emergency gear release knob and check operation of freefall valve.		O	O	O	
35.	Check operation of squat switch.		O	O	O	
36.	Inspect downlock switches, up switches, electrical leads and attaching parks for security, routing, chafing, deterioration, wear and correct installation.		O	O	O	
37.	Lubricate per *Lubrication Chart*, Section II.	O	O	O	O	
38.	The original PSSM Item 38 was removed; it stated: *Verify proper adjustment of nose gear down lock link by rigging per installation and rigging of nose landing gear Section VII.* This task is completed under S13, above.					
39.	Remove airplane from jacks.		O	O	O	

	NATURE OF INSPECTION	Inspection Time (hrs)				AMO Initials
		50	100	500	1000	
	G. Special Inspections See paragraph 9.	O	O	O	O	
	H. Operational Inspection Note: Refer to Note 26 prior to starting engine or taxiing airplane.					
1.	Check fuel pump and fuel tank selector and crossfeed operation.	O	O	O	O	
2.	Check fuel quantity and pressure or flow gauges.	O	O	O	O	
3.	Check oil pressure and temperatures.	O	O	O	O	
4.	Check alternator output.	O	O	O	O	
5.	Check manifold pressure.	O	O	O	O	
6.	LFS NOTE: This task—check alternate air—removed as not applicable.					
7.	Check parking brake and toe breaks.	O	O	O	O	
8.	Check vacuum gauge.	O	O	O	O	
9.	Check gyros for noise and roughness.	O	O	O	O	
10.	Check cabin heater operation.	O	O	O	O	
11.	Check magneto switch operation.	O	O	O	O	
12.	Check magneto RPM variation.	O	O	O	O	
13.	Check throttle and mixture operation.	O	O	O	O	
14.	Check propeller smoothness.	O	O	O	O	
15.	Check propeller governor action.	O	O	O	O	
16.	Check engine idle.	O	O	O	O	
17.	Check electronic equipment operation.	O	O	O	O	
18.	Check operation of controls.	O	O	O	O	
19.	Check operation of flaps.	O	O	O	O	
20.	Check operation of Auto pilot including automatic pitch trim and manual electric trim (see Note 27).	O	O	O	O	
	I. General					
1.	Aircraft conforms with Type Certificate.	O	O	O	O	
2.	All Airworthiness Directives complied with.	O	O	O	O	