**CHAPTER - 05 HIGHLIGHTS**
**(Summary of Changes)**

*Revision No. TR05-10 Jun 07/17*

TO: HOLDERS OF THE AIRCRAFT MAINTENANCE MANUAL (06-123838)

Pages that have been added or revised are summarized below. Remove and insert the affected pages as listed, and enter the above revision number with issue date into the Record of Revisions sheet.

**This Temporary Revision incorporates and supersedes previously released temporary revisions for the chapters listed below.**

*Do not remove this page. Keep it in place as a record of previous changes.*

| CH/SE/SU Page Block No. | Description of Change |
|---|---|
| 05-00-00 PgBlk 1 | Remove Life Extension Inspection Requirements from AMM per 06-123838-TR05-10. |
| 05-20-00 PgBlk 1 | Remove Life Extension Inspection Requirements from AMM per 06-123838-TR05-10. |
| 05-20-30 PgBlk 1 | Remove Life Extension Inspection Requirements from AMM per 06-123838-TR05-10. |
| 05-20-50 PgBlk 1 | Add inspection of left side FS 133 at the junction of LH Frame FS 133 and LH Aft Lower Windshield Beam per 06-123838-TR05-10. |

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## TIME LIMITS/MAINTENANCE CHECKS

AMM-05-00-00-081-801

### 1. General

SUBTASK AMM-05-00-00-081-211-001

A. Maintenance requirements:

(1) Time Limits; see AMM-05-10-00-081-801 – Time Limits.

(a) Time Limited Maintenance Requirements

(2) Scheduled Maintenance Checks; see AMM-05-20-00-081-801 – Scheduled Maintenance Checks.

(a) 300 Hour/24 Month Inspection

(b) 1,200 Hour Inspection/48 Month Inspection

(c) — DELETED —

(d) Structural Inspection

(3) Inspection procedures; see AMM-05-30-00-021-801 – Inspection Procedures.

(a) Pre-inspection Operational Checks

(b) Forward Fuselage Zonal Inspection

(c) Wings Zonal Inspection

(d) Cockpit and Cabin Equipment Zonal Inspection

(e) Cabin Zonal Inspection

(f) Cockpit Zonal Inspection

(g) Fuselage Center Section Exterior Zonal Inspection

(h) Aft Fuselage Zonal Inspection

(i) Empennage Zonal Inspection

(j) Engine/Pylon Zonal Inspection

(k) Post Inspection Checks

(4) Unscheduled Maintenance Checks; see AMM-05-50-00-081-801 – Unscheduled Maintenance Checks.

(a) Inspection After Hard Landing/Over Gross Landing

(b) Inspection After Severe Turbulence/Maneuvers

(c) Inspection After Flap Overspeed

(d) Inspection After Gear Overspeed

(e) Inspection After Lightning Strike

(f) Inspection After Lightning Strike

(g) Inspection After Engine Fire

B. Responsibility for airworthiness.

(1) The owner/operator is primarily responsible for maintaining the aircraft in an airworthy condition including:

(a) Compliance with any Federal Aviation Administration (FAA) Airworthiness Directives (ADs).

(b) Compliance with the Airworthiness Limitations found in AMM-04-00-00-081-801 – Airworthiness Limitations.

(c) Compliance with the maintenance requirements found in AMM-05-10-00-081-801 – Time Limits. and AMM-05-20-00-081-801 – Scheduled Maintenance Checks of this manual, or another approved aircraft inspection program in accordance with FAR part 91.409.

(d) Compliance with Mandatory Service Bulletins is the responsibility of the Owner/ Operator as a part of this inspection program.

(e) Compliance with any other requirements imposed by Airworthiness Authorities of the country of registry and/or operation.

## SCHEDULED MAINTENANCE CHECKS

AMM-05-20-00-081-801

### 1. Inspection Requirements

SUBTASK AMM-05-20-00-081-211-001

A. The scheduled inspection intervals are as follows:

(1) 300 flight hours (FH) or 24 calendar months (whichever occurs first)

(2) 1,200 flight hours (FH) or 48 calendar months (whichever occurs first)

(3) — DELETED —

(4) Structural inspection to be accomplished at intervals specified in the Airworthiness Limitations. Refer to AMM-04-00-00-081-801 – Airworthiness Limitations.

(5) Refer to PWC EMM 05–20–00 for engine scheduled maintenance checks.

B. The aircraft is intended to be inspected at multiples of 300 hours. In order to provide scheduling flexibility, the scheduled inspection intervals may be exceeded as shown in Table 1.

NOTE: Inspection intervals and maintenance requirements not listed in Table 1 below must not exceed the inspection intervals plus applicable grace periods identified in Table 1 of AMM-05-10-10-081-801 – Time Limited Maintenance Requirements without approval of the operator's regulatory authority.

**Table 1. Inspection Grace Periods**

| Inspection Interval | Grace Period - Hours | Grace Period - Months |
|---|---|---|
| 300 Hour/24 Month | 30 | 1 |
| 1200 Hour/48 Month | 50 | 2 |

When the grace period is used to exceed the normal inspection interval the next inspection is due at the following multiple of that inspection interval.

When an inspection is accomplished early, the following inspection is due at the normal interval and the grace period may be used to reach the following multiple of that inspection interval. However, the next inspection must be accomplished no later than the normal interval plus the grace period.

NOTE: The 300 Hour/24 Month inspection and the 1200 Hour/48 Month inspection are separate and unique inspections. The grace period for the 1200 Hour/48 month inspection may not be used to exceed the grace period for the coinciding 300 Hour/24 Month inspection.

C. The inspection intervals have been established for normal aircraft operations in average environmental conditions. Aircraft operated in an area of extreme humidity, heat, cold, dust or sand, or in an area nearby to saltwater should implement appropriate maintenance requirements, as determined by owner/operator field experience.

D. Progressive Inspection Programs

(1) If desired, an operator may choose to accomplish the scheduled inspections described above in multiple maintenance visits under the administration of a progressive inspection plan approved in accordance with FAR part 91.409.

E. Hourly intervals are based on flight hours (weight off wheels to weight on wheels) and begin counting at the beginning of the first flight of the aircraft (i.e. EAI Production Flight Test).

Calendar intervals are based on a calendar day, month or year. Calendar intervals on new aircraft begin on the date of issuance of the Standard Certificate of Airworthiness for that specific aircraft.

NOTE: For components tracked from the date of manufacture and that are not manufactured by Eclipse Aerospace (oxygen bottle, fire extinguisher, etc.), time will begin to accrue from the date of manufacture at the supplier.

F. Inspection Terms and Definitions

**Table 2. Inspection Terms and Definitions**

| Term | Definition |
|---|---|
| CHECK | An observation to determine if an item is fulfilling its intended purpose. A check is a failure finding task and does not require quantitative tolerances. |
| CYCLE | A cycle consists of one takeoff and one landing. Also see FLIGHT. |
| DAILY INSPECTION | Extends from the day completed for the duration of the inspection period. Unless a grace period is given. |
| DISCARD | The removal from service of an item at a specified life limit. |
| FILL | Fill to the correct level, pressure or quantity, including (as applicable) the following tasks:<br>• removing caps and/or covers<br>• examining caps, covers, gaskets and seals<br>• installing caps and/or covers<br>• installing appropriate locking devices |
| FILL-TO-SPILL | Fill the fill port until substance begins to run-over or spill. |
| FLIGHT | A flight shall consist of one takeoff and one landing. Also see CYCLE. |
| FUNCTIONAL CHECK | A quantitative check to determine if one or more functions of an item perform within specified limits. |

| Term | Definition |
|---|---|
| HOURLY INSPECTION | Extends from the hour completed for the duration of the inspection period. Unless a grace period is given. |
| INSPECT | May consist of any one of the following:<br>• General Visual Inspection (GVI) – A visual examination of an area, installation or assembly to detect obvious damage, failure or irregularity.<br>• Detailed Inspection (DET) – An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of lighting at an intensity deemed appropriate.<br>• Special Detailed Inspection (SDI) - An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. An SDI is likely to make use of specialized inspection techniques and/or equipment. |
| INSTALL | Connect or attach a component or system in order to secure it in its correct position. |
| LUBRICATE | Apply prescribed lubricant. |
| MONTHLY INSPECTION | Extends from any day of the month to the last day of month for the inspection period. Unless a grace period is given. |
| OPERATIONAL CHECK | A task to determine that an item is fulfilling its intended purpose. The check is a failure finding task and does not require quantitative tolerances. |
| REMOVE | Disconnect and/or detach a component or system in order to remove it from its installed position. |
| REMOVE AND REPLACE | Remove a component or system and install a new or serviceable component or system in its place. |
| YEARS | Extends for any day of the month to the last day of the month for the inspection period. Unless a grace period is given. |

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## LIFE EXTENSION INSPECTION REQUIREMENTS

AMM-05-20-30-081-801

**1. — TASK REMOVED FROM AMM —**

A. Structural inspection to be accomplished at intervals specified in the Airworthiness Limitations. Refer to AMM-04-00-00-081-801 – Airworthiness Limitations.

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# STRUCTURAL INSPECTION

AMM-05-20-50-081-801

## 1. General

NOTE: Requirements to perform this task outlined in AMM-04-00-00-081-801 – Airworthiness Limitations.

A. This task gives the procedures to do the structural inspection. The following areas are to be inspected from the outside of the aircraft.

NOTE: The terms used in this checklist are defined in AMM-05-20-00-081-801 – Scheduled Maintenance Checks.

## 2. Job Setup

SUBTASK AMM-05-20-50-081-921-001

A. Make aircraft safe for maintenance. Refer to AMM-20-00-01-051-801 – Make Safe For Maintenance.

B. Remove the forward combination antenna. Refer to AMM-23-10-11-001-801 – Combination Antenna - Removal.

C. Remove the iridium antenna. Refer to AMM-23-15-10-001-801 – Iridium Antenna - Removal.

D. Remove the Wi-Fi S-band antenna. Refer to AMM-23-20-10-001-801 – Wi-Fi S-Band Antenna - Removal.

E. Remove the upper transponder antenna. Refer to AMM-34-50-22-001-801 – Transponder Antenna - Removal.

F. If installed, remove the skywatch antenna (optional). Refer to AMM-34-40-61-001-801 – Skywatch (Traffic Advisory System) Antenna - Removal.

G. Remove the lower wing to body fairing. Refer to AMM-53-11-11-001-801 – Lower Wing to Body Fairing Assembly - Removal.

H. Remove the forward wing to body fairing. Refer to AMM-53-11-12-001-801 – Forward Wing to Body Fairing Assembly - Removal.

I. If necessary, remove the left and right engine. Refer to AMM-71-03-00-001-801 – Power Plant - Removal.

J. Remove the access panels that follow as necessary:

- 311 CT - Dorsal Fairing. Refer to AMM-53-40-13-001-801 – Dorsal Fairing - Removal.
- 311 FL - NACA. Refer to AMM-06-50-00-051-801 – Aircraft Access Panels.

- 311 GL - Left Aft Upper Pylon Skin. Refer to AMM-54-30-14-001-801 – Aft Upper Pylon Skin - Removal.
- 311 JL - Left Forward Lower Pylon Skin. Refer to AMM-54-30-13-001-801 – Forward Lower Pylon Skin - Removal.
- 312 CR - NACA. Refer to AMM-06-50-00-051-801 – Aircraft Access Panels.
- 312 DR - Right Aft Upper Pylon Skin. Refer to AMM-54-30-14-001-801 – Aft Upper Pylon Skin - Removal.
- 312 FR - Right Forward Lower Pylon Skin. Refer to AMM-54-30-13-001-801 – Forward Lower Pylon Skin - Removal.
- 321 BT - Vertical Leading Edge. Refer to AMM-55-30-12-001-801 – Vertical Stabilizer Leading Edge Fairing - Removal.
- 331 GB - Lower Overfin Fairing. Refer to AMM-55-10-12-001-801 – Overfin Fairing - Removal.

## 3. Procedure

SUBTASK AMM-05-20-50-081-211-001

(Refer to Fig. 1 unless otherwise noted.)

A. Do a Detailed Visual Inspection (DET) of the fuselage and associated structure for general conditions as follows:

(1) Examine the cockpit structure as follows:

(a) Inspect all fasteners that attach the center post *(7)* to the windshield *(8)* .

(b) Inspect for cracks extending from or next to the fastener holes.

(c) Inspect all fasteners that attach the lower sill beam *(6)* to the windshield *(8)* .

(d) Inspect for cracks extending from or next to the fastener holes.

(e) Inspect all fasteners that attach the upper sill beam *(9)* to the windshield *(7)* .

(f) Inspect for cracks extending from or next to the fastener holes.

(g) Inspect all fasteners that attach the side post *(5)* to the windshield *(8)* .

(h) Inspect for cracks extending from or next to the fastener holes.

(i) Inspect all fasteners that attach the cockpit side windows *(4)* to the cockpit structure.

(j) Inspect for cracks extending from or next to the fastener holes.

(k) Inspect left side FS 133 (Fig. 1, Sheet 2) at the junction of LH Frame FS 133 and LH Aft Lower Windshield Beam for cracks, loose fasteners, and evidence of paint or structural cracking.

(2) Examine the upper cabin skin as follows:

(a) Inspect all of the antenna skin cut outs for cracks.

(b) Inspect all of the edges of the window cut outs *(13)* for cracks.

(c) Inspect the edges of the emergency hatch cut out *(15)* for cracks.

(d) Inspect the edges of the passenger door cut out *(3)* for cracks.

(e) Inspect all fasteners from FS 133 to FS 232 that attach the cabin skin splice to stringer S1. Refer to *(10)* and *(11)* .

(f) Inspect for cracks in the skin extending from under or next to the fastener heads.

(g) Inspect all fasteners that attach the skin to the aft pressure bulkhead at stringer S2L and S2R. Refer to *(16)* .

(h) Inspect for cracks in the skin extending from under or next to the fastener heads.

(i) Inspect the wing attach lug *(14)* on the aft pressure bulkhead for cracks.

(3) Examine the lower cabin skin at FS 180 stub frame as follows:

(a) Inspect all fasteners next to the skin cut outs for the lug *(2)* .

(b) Inspect for cracks in the skin extending from or next to the fastener heads.

(c) Inspect the edges of the skin cut outs for cracks.

(4) Examine the lower cabin skin at FS 203 wing carry through joint as follows:

(a) Inspect all fasteners next to the skin cut outs for the upper and lower lugs *(1)* .

(b) Inspect for cracks extending from under or next to the fastener heads.

(c) Inspect the edges of the skin cut outs for cracks.

SUBTASK AMM-05-20-50-081-211-002

(Refer to Fig. 2 unless otherwise noted.)

A. Do a DET of the empennage structure for general conditions as follows:

(1) Examine the aft fuselage structure as follows:

(a) Inspect all fasteners on the clips that attach the pylon engine beam *(1)* to the aft fuselage.

(b) Inspect for cracks extending from under or next to the fastener heads and at the clip radius.

(c) Inspect all fasteners that attach the engine yoke *(2)* to the engine and pylon engine beam.

(d) Inspect for cracks extending from under or next to the fastener heads.

(2) Examine the vertical stabilizer structure as follows:

(a) Inspect all fasteners that attach the vertical stabilizer front spar splice to the dorsal longeron. Refer to *(3)* .

NOTE: Inspect the area 4 in. below the dorsal longeron and 4 in. forward of the front spar.

(b) Inspect for cracks extending from under or next to the fastener heads.

(c) Inspect the forward lugs (fitting and spar) *(4)* and aft lugs (drag strap and spar) *(6)* that attach the horizontal stabilizer to the vertical stabilizer.

(d) Inspect for cracks next to the bushings.

(e) Inspect all fasteners that attach the drag fitting *(5)* to the skin.

(f) Inspect for cracks next to the fastener heads.

(g) Inspect all fasteners that attach the drag strap *(6)* to the skin.

(h) Inspect for cracks extending from under or next to the fastener heads.

SUBTASK AMM-05-20-50-081-211-003

(Refer to Fig. 3 unless otherwise noted.)

A. Do a DET of the wing structure for general conditions as follows:

(1) Examine the wing box structure as follows:

(a) Inspect all skin fasteners that attach the leading edge skin to the WS 60 rib *(6)* .

(b) Inspect for cracks extending from under or next to the fastener heads.

(c) Inspect all skin fasteners that attach the lift fitting *(13)* to the wing root rib.

(d) Inspect for cracks extending from under or next to the fastener heads.

(e) Inspect the lift fitting lug *(12)* on the front spar for cracks extending from under or next to the bushings.

(f) Inspect the upper lug *(8)* on the main spar for cracks extending from under or next to the bushings.

(g) Inspect the lower lug *(9)* on the main spar for cracks extending from under or next to the bushings.

(h) Inspect the aft spar lower lug *(7)* for cracks extending from under or next to the bushings.

(i) Inspect all the fasteners next to the drag clip *(10)* that attach the upper skin to the wing root rib.

(j) Inspect for cracks extending from under or next to the fastener heads.

(k) Inspect the lift link lugs (upper and lower) *(11)* on the drag clip for cracks extending from under or next to the bushings.

(2) Examine the lower wing skin as follows:

(a) Inspect all skin fasteners that attach the lower wing skin to the WS 69 rib *(5)* and main spar *(3)* .

(b) Inspect for cracks extending from under or next to the fastener heads.

(c) Inspect the edges of the main landing gear skin cut out for cracks.

(d) Inspect all skin fasteners that attach the lower wing skin to the main and aft spars next to the landing gear skin cutout. Refer to *(1)* .

(e) Inspect for cracks extending from under or next to the fastener heads.

(f) Inspect all skin fasteners that attach the lower wing skin to the WS 80 rib *(4)* .

(g) Inspect for cracks extending from under or next to the fastener heads.

(h) Inspect the edges of all the access panels *(2)* inboard of WS 80 skin cut outs for cracks.

(i) Inspect for cracks extending from under or next to the fastener holes.

**4. Job Close-Up**

SUBTASK AMM-05-20-50-081-921-002

A. Remove all tools, equipment and unwanted material from work area.

B. Install the forward combination antenna. Refer to AMM-23-10-11-041-801 – Combination Antenna - Installation.

C. Install the iridium antenna. Refer to AMM-23-15-10-041-801 – Iridium Antenna - Installation.

D. Install the Wi-Fi S-band antenna. Refer to AMM-23-20-10-041-801 – Wi-Fi S-Band Antenna - Installation.

E. Install the upper transponder antenna. Refer to AMM-34-50-22-041-801 – Transponder Antenna - Installation.

F. If necessary, install the skywatch antenna. Refer to AMM-34-40-61-041-801 – Skywatch (Traffic Advisory System) Antenna - Installation.

G. Install the lower wing to body fairing. Refer to AMM-53-11-11-041-801 – Lower Wing to Body Fairing Assembly - Installation.

H. Install the forward wing to body fairing. Refer to AMM-53-11-12-041-801 – Forward Wing to Body Fairing Assembly - Installation.

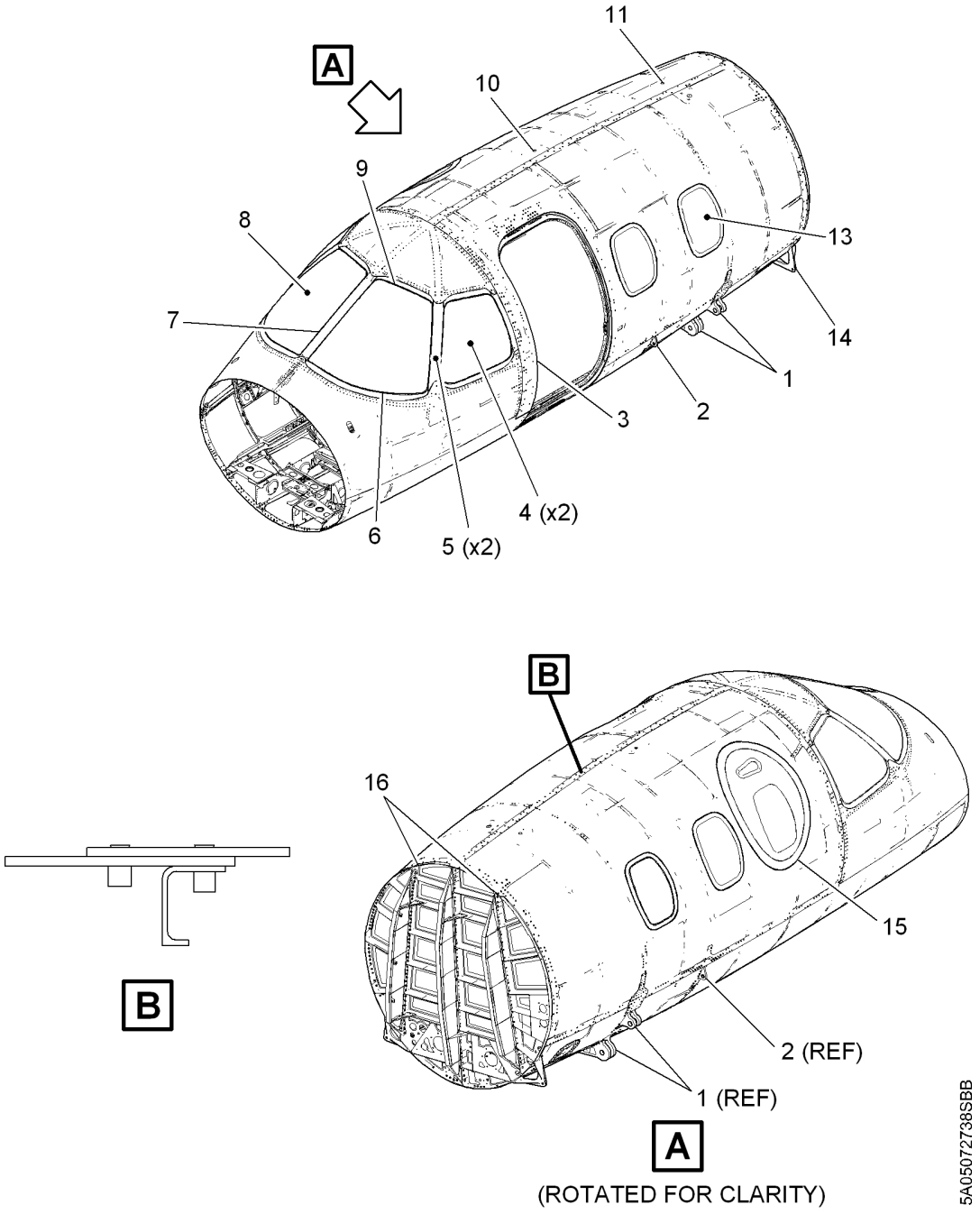
I. If necessary, install the left and right engine. Refer to AMM-71-03-00-041-801 – Power Plant - Installation.

J. Install the access panels that follow as necessary:

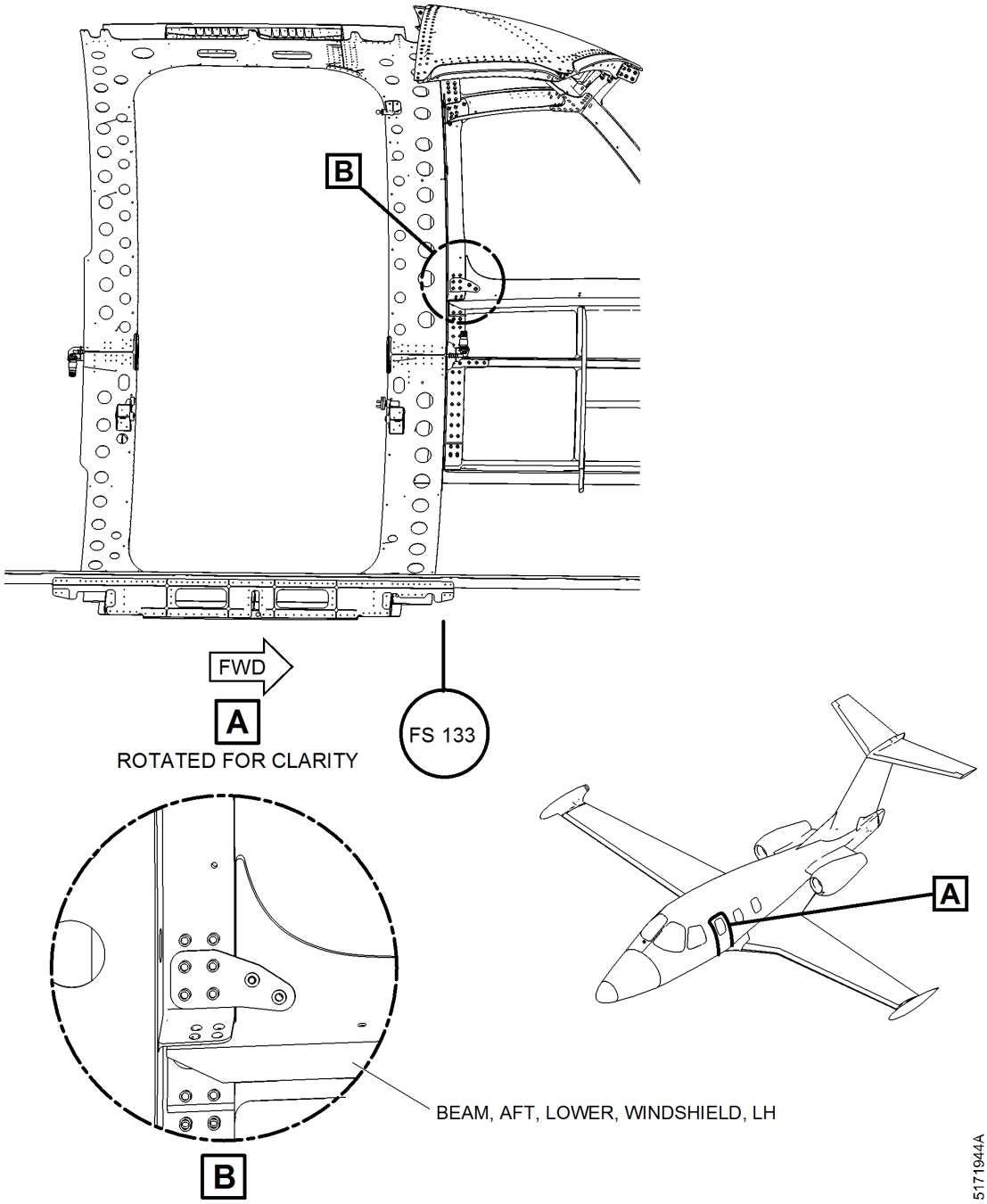
- 311 CT - Dorsal Fairing. Refer to AMM-53-40-13-041-801 – Dorsal Fairing - Installation.
- 311 FL - NACA. Refer to AMM-06-50-00-051-801 – Aircraft Access Panels.
- 311 GL - Left Aft Upper Pylon Skin. Refer to AMM-54-30-14-041-801 – Aft Upper Pylon Skin - Installation.
- 311 JL - Left Forward Lower Pylon Skin. Refer to AMM-54-30-13-041-801 – Forward Lower Pylon Skin - Installation.

- 312 CR - NACA. Refer to AMM-06-50-00-051-801 – Aircraft Access Panels.
- 312 DR - Right Aft Upper Pylon Skin. Refer to AMM-54-30-14-041-801 – Aft Upper Pylon Skin - Installation.
- 312 FR - Right Forward Lower Pylon Skin. Refer to AMM-54-30-13-041-801 – Forward Lower Pylon Skin - Installation.
- 321 BT - Vertical Leading Edge. Refer to AMM-55-30-12-041-801 – Vertical Stabilizer Leading Edge Fairing - Installation.
- 331 GB - Lower Overfin Fairing. Refer to AMM-55-10-12-041-801 – Overfin Fairing - Installation.

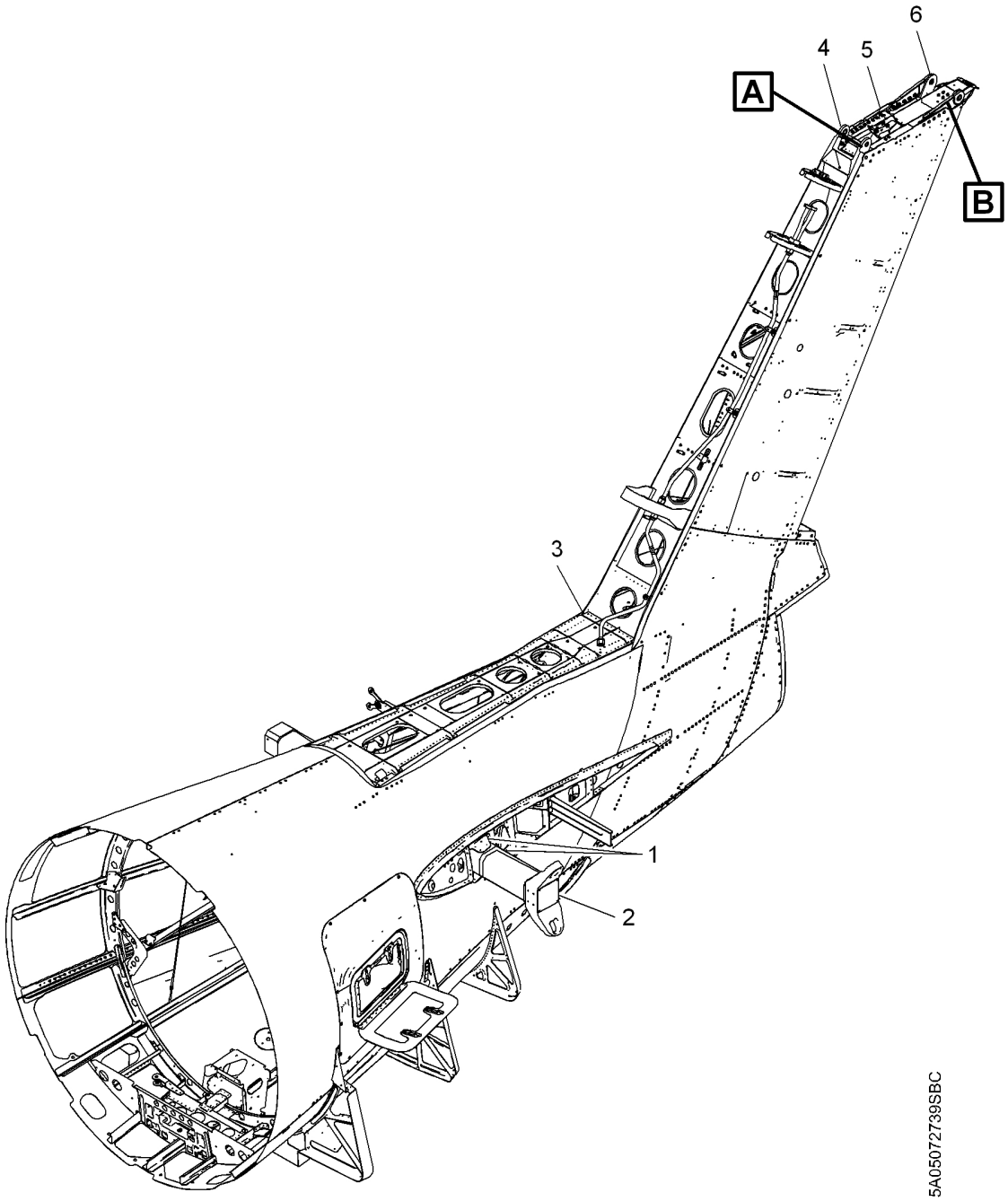
K. If all other maintenance is complete, return aircraft to service. Refer to AMM-20-00-02-051-801 – Return To Service (After Maintenance).



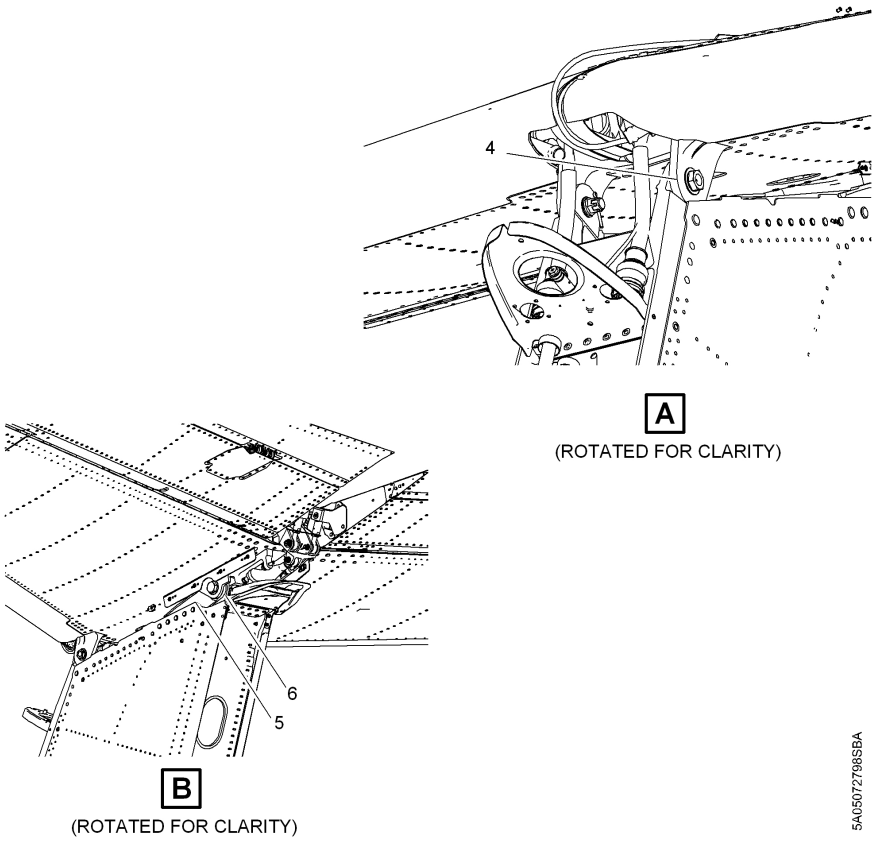

**Fuselage Structural Inspection**
**Figure 1 (Sheet 1 of 2)**



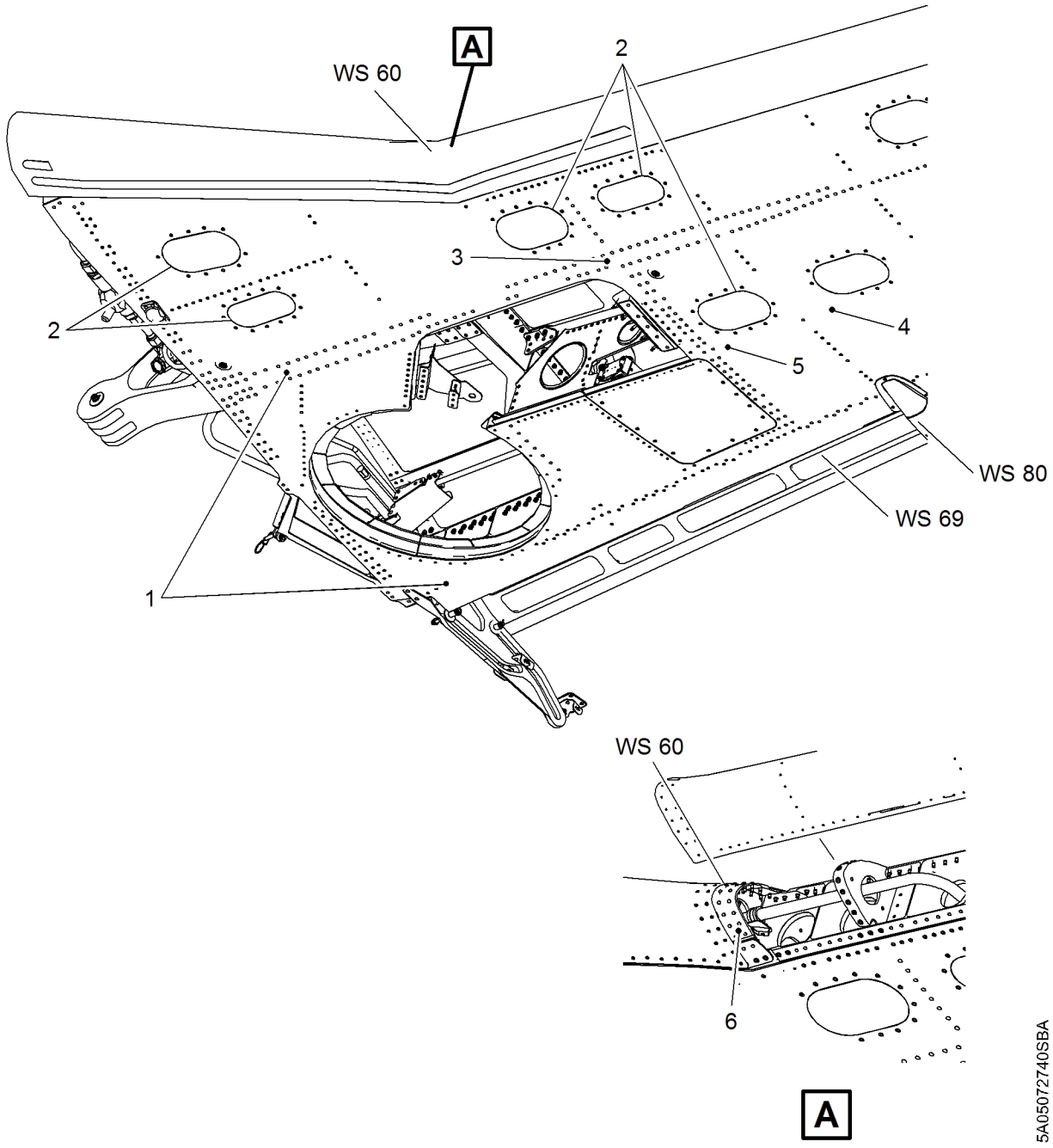

**Fuselage Structural Inspection**
**Figure 1 (Sheet 2 of 2)**



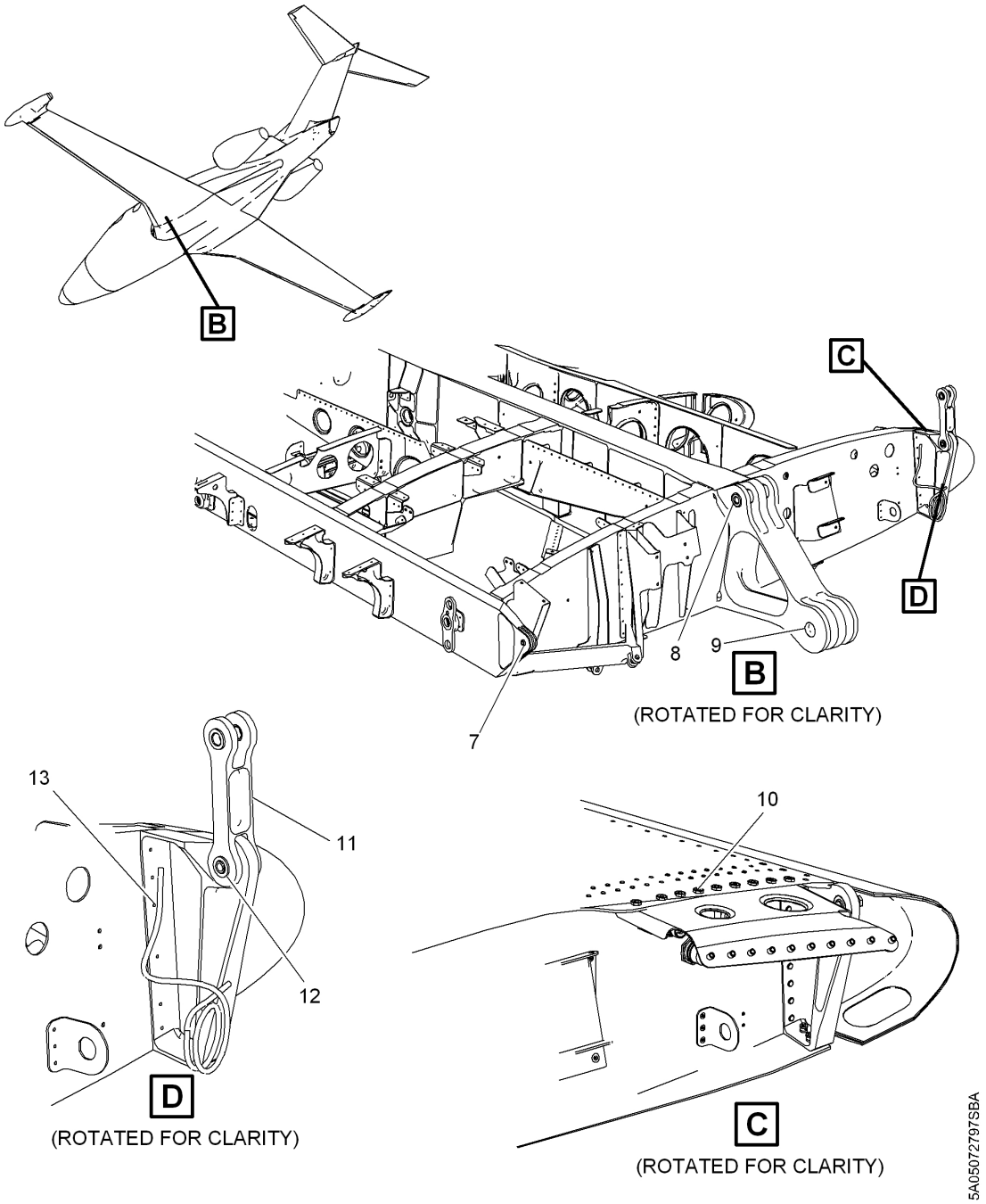

**Empennage Structural Inspection**
**Figure 2 (Sheet 1 of 2)**




**Empennage Structural Inspection**
**Figure 2 (Sheet 2 of 2)**




**Wing Structural Inspection**
**Figure 3 (Sheet 1 of 2)**




**Wing Structural Inspection**
**Figure 3 (Sheet 2 of 2)**