

SPECIFICATION FOR CONTINUING AIRWORTHINESS PROGRAM (CAP)

GAMA SPECIFICATION NO. 7



SPECIFICATION FOR CONTINUING AIRWORTHINESS PROGRAM

(A Supplement to the Airplane's Maintenance Manual)

GAMA SPECIFICATION NO. 7

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1st edition

prepared and published by
GENERAL AVIATION MANUFACTURERS ASSOCIATION
Suite 801
1400 K Street, NW
Washington, DC 20005
(202) 393-1500

The primary document containing the procedures for the continued airworthiness of an airplane is the airplane's maintenance manual. A document prepared in accord with this Specification supplements, and is designed for use with, that manual.

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Washington, D.C.

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LIST OF EFFECTIVE PAGES

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PREFACE

This Specification was developed by the General Aviation Manufacturers Association as guidance for airplane, engine and component manufacturers in preparing Continuing Airworthiness Program Inspection Documents (which may also be called Continuing Airworthiness Programs or CAPs). CAPs may be prepared for all types of general aviation airplanes and components certificated under the applicable Federal Aviation Regulations.

A CAP supplements the airplane's maintenance manual (or Instructions for Continuing Airworthiness) which is the primary document containing the procedures for the continuing airworthiness of the airplane. Some airplanes, particularly relatively simple airplanes, may not need CAPs because adequate information to maintain their continuing airworthiness throughout their useful lives is contained in the airplane's maintenance manual. In such cases, a CAP need not be published. If a manufacturer elects to provide comprehensive inspection information to supplement the basic airplane maintenance manual, this Specification is an example of, and establishes a standard for, a Continuing Airworthiness Program Inspection Document. Instead of, or in addition to, this example of style and format for a CAP, a manufacturer may use its publication style manual or another appropriate style manual.

The Specification was developed with the objective of minimizing the cost to, and efforts of, general aviation airplane owners and operators and maintenance personnel by standardizing the format and general content of Continuing Airworthiness Programs. Standardization will enhance safety through uniform interpretation of inspection requirements contained in Continuing Airworthiness Programs prepared in accord with this Specification. For the purposes of this Specification, "airplane" refers to the airframe and all related components specified in the Type Certificate or made available as options by the airplane manufacturer.

This Specification has been developed in response to Federal Aviation Administration (FAA) Advisory Circular AC 91-60, The Continued Airworthiness of Older Airplanes, and Advisory Circular AC 91-56, Supplemental Structural Inspection Program for Large Transport Category Airplanes. These FAA advisory circulars provide specific information regarding continued airworthiness requirements for the manufacturer and owner/operator. Advisory Circular 91-56 provides "Guidelines for Development of Continuing Airworthiness Programs" to which this Specification closely adheres.

In addition to understanding FAA Advisory Circulars AC 91-60 and AC 91-56, familiarity with GAMA Specification No. 2, Manufacturers Maintenance Data and Air Transport Association of America Specification No. 100, Specification for Manufacturers Technical Data, will aid in the preparation of a CAP for a specific airplane.

It is intended that manufacturers retain and exercise reasonable judgement and latitude in the content of their publications with respect to depth and scope of coverage. In order to achieve the objectives of this Specification (enhance safety, reduce efforts, minimize



costs), each manufacturer is expected to reasonably adhere to the Specification content and arrangement in order to provide consistent, industry standardized Continuing Airworthiness Programs. If a company publication style manual is used (so as to maintain continuity of the company "style" for all of its publications), the format and layout should follow this Specification to the extent practicable.

This Specification contains references to the Federal Aviation Administration (FAA) and the Federal Aviation Regulations (FARs). If the Specification is used to prepare a Continuing Airworthiness Program for acceptance by an airworthiness authority other than FAA, the appropriate authority and its regulations may be substituted.

Questions on interpretation and proposed changes to this Specification should be submitted to General Aviation Manufacturers Association, Suite 801, 1400 K Street, N.W., Washington, D.C. 20005.



SECTION I - PHYSICAL REQUIREMENTS

1. Binder Type and Page Size

Documents must be readily revisable. They may be in loose-leaf form with a durable, multi-ring cover, permanently bound, "Fiche", or another appropriate form. If in loose-leaf form, use "standard", or commonly used page sizes.

2. Paper, Printing and Type Size

Use white paper with good strength characteristics and of sufficient weight and substance to eliminate excessive show-through when printed on both sides. In meeting these requirements, consideration may be given to limiting paper bulk. Use a form of printing that results in a black image suitable for reproduction. Copy density must be uniform throughout the page.

Print interim changes (interim to a republication of the document), except fiche or microfilm copy, on colored stock. Weight and substance may be governed by the printing process used.

Prepare basic text in 10- or 12-point type. Use 14-point uppercase bold for the word **WARNING** and 10-point uppercase bold for the **WARNING TEXT**. Use 12-point uppercase bold for the word **CAUTION** and 10-point uppercase for the **CAUTION TEXT**. Use 10-point uppercase bold for the word **NOTE** and 10-point mixed case for the **Note Text**. First, second and third level heads and captions should be distinctive in size or style or both. Type style is determined by the Document producer based on the equipment available and good judgement. See Figure 1-1.

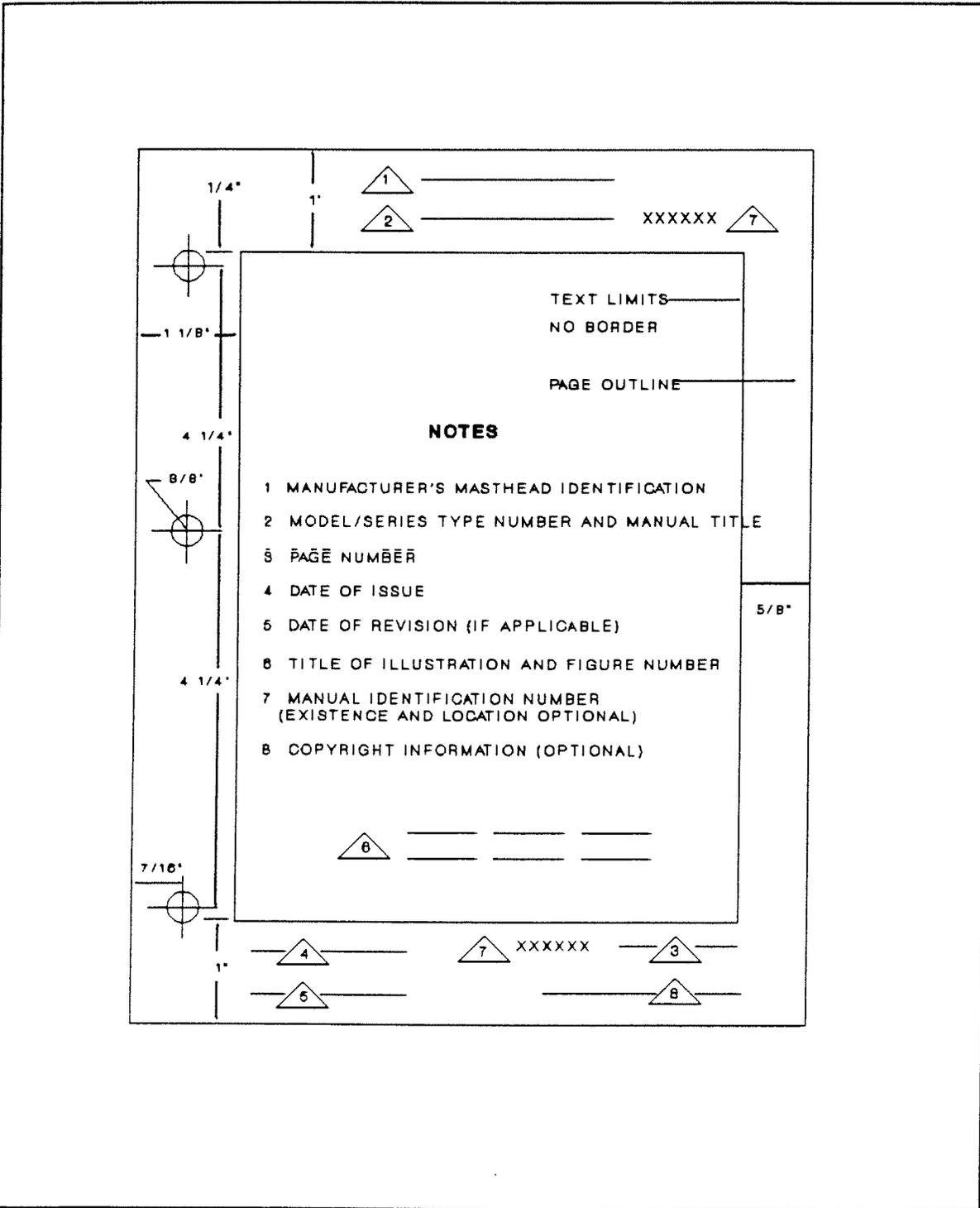
3. Page Identification

Number the pages of CAPs containing only one section in sequence with section identification. Number the pages of multi-section CAPs with section number and a dash (i.e., "1-" for all pages in the "Physical Requirements" section) followed by the serial number of the page beginning with "1" for each section (e.g., Page 1-1, 1-2, etc.)

Number the pages in each appendix with the Appendix letter (or number) and a dash (i.e., "G-" for all pages in the appendix) followed by the serial number of the page beginning with "1" for each appendix (e.g., Page G-1, G-2, etc.)

Print the page number and date of issue or revision at the bottom of each page. Locate the page number in the lower right corner and the date of issue in the lower left corner, for odd pages. Locate the page number in the lower left corner and the date of issue in the lower right corner, for even pages. See Figure 1-1.

Pages of permanently bound or "Fiche" Documents need not be dated. Table of Contents pages must be dated but need not be numbered.



Page Layout (Odd Page, Even Page Opposite)
Figure 1-1



Each page must bear the date of the original issue until revised and, when revised, that of the latest revision. Instead of using the actual date of issue on each page of an original issue of a Document, the words "original issue" may be used. In such a case, the Title Page and the Table of Contents pages preceding each section of the Document must bear the actual date of issue following the words "original issue".

On pages requiring folding, make the fold in a manner that permits the page number to be visible. Except as provided below, identify a normal blank page within a page block (other than the back of a foldout page) with a phrase such as "This page intentionally blank".

Instead of printing "This page intentionally blank" on blank pages, the Document producer may use dual page numbering on pages preceding or following a blank page. For example: 3-9 (3-10 blank) or (3-9 blank/3-10).

In the event a page must be added after the initial printing, use the number of the preceding page with a letter suffix added for the added page(s) (e.g., Page 1-6A, 1-6B, etc.).

4. Copy Standards

Text may be prepared in one or two columns with or without justification. Warnings, cautions and notes may be used to highlight or emphasize important points. Print all pages except wiring diagrams and foldouts on both sides. Start each section on a right-hand page. The manufacturer's masthead, publication title, airplane model, and issue or revision date must appear on all pages of loose-leaf Documents that have text, illustrations, figures or tables .

5. Tab Dividers

Separate each Section and Appendix of a loose-leaf Document with a plasticized tab divider. Stagger the tab dividers and label them with section numbers or titles, or both. Separation of sections in permanently bound CAPs is not required.

6. Identifying Revised Material

Identify revisions, additions and deletions by a vertical black line along the outside of the page (or the column side opposite the gutter on two column pages) opposite only that portion of the printed matter that was changed. Identify a revision to an illustration with a black vertical line in the left margin opposite the revised portion or use a "pointing hand" (✎). Show the date of the revision on each revised page. See Figure 1-1.

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SECTION II - CONTINUING AIRWORTHINESS PROGRAM DOCUMENT PRESENTATION

1. Contents

A Continuing Airworthiness Program Inspection Document contains the following information:

- A. Cover (optional).
- B. Title Page.
- C. Preface (optional if necessary information is covered in the Objectives).
- D. List of Effective Pages.
- E. Record of Revisions. (Optional if information is provided elsewhere.)
- F. Table of Contents.
- G. Applicability.
- H. Objectives (optional if necessary information is covered in the Preface).
- I. Technical Document Reference.
- J. List of Continuing Airworthiness Program Inspections.
- K. Continuing Airworthiness Program Inspections (in Chapter Number order).

2. Explanation of Contents

- A. Cover.
 - (1) The cover title is Continuing Airworthiness Program Inspection Document for (list airplane names or models, or both, or the components).
 - (2) In the alternative, the acronym CAP may be used (with the airplane model or component names).
 - (3) Other information may be displayed on the cover. See Figure 3-1.
- B. Title Page.

The Title Page contains the following information:



- (1) The title, Continuing Airworthiness Program Inspection Document or the acronym CAP.
- (2) The airplane model name or description or the components covered.
- (3) The manufacturer's masthead or logo.
- (4) A statement conveying the intent of the following example:

"The primary document containing the procedures for the continuing airworthiness of an airplane is the airplane's maintenance manual (Instructions for Continuing Airworthiness). A document prepared in accord with this Specification supplements, and is designed for use with, that maintenance manual."

- (5) The effective date and revision number and date if applicable.
- (6) The manufacturer's address.
- (7) The part number, if applicable.

Additional information, such as GAMA membership identification, copyright notice, etc., may be included. Format and layout is to be determined by the CAP producer, recognizing that it is desirable that the format and layout be similar to the producer's existing documents.

NOTE: Back of the Title Page should be left blank except for items such as a Manufacturer's logo.

See Figure 3-2

C. Preface (optional if necessary information is covered in the Objectives).

The Preface contains the following information:

- (1) The reasons for establishing the CAP program (discussion of service history) and the underlying problems to be prevented by compliance with the specific CAP.
- (2) The relationship of the CAP to normal inspection programs for the product.

NOTE: The Preface has been omitted in the sample CAP in Section III and the necessary information has been included in the Objectives.

D. List of Effective Pages.

- (1) The List of Effective Pages is formatted to provide:
 - (a) A Chapter/Section/Subject column.
 - (b) A page number column.
 - (c) A date column.
- (2) Revision instruction information (such as, "Insert Latest Revised Pages; Destroy Superseded or Deleted Pages") or revision history information, or both, may also be included.

See Figure 3-4.



E. Record of Revisions. (Optional if information is provided elsewhere.)

The Record of Revisions is formatted to provide:

- (1) A Revision Number column.
- (2) A Date Inserted column.
- (3) A Date Removed column (optional).
- (4) A Page Number column.

See Figure 3-5.

F. Table of Contents.

The Table of Contents is formatted to provide:

- (1) A Title column.
- (2) A Page Number column.

See Figure 3-6.

G. Applicability.

The Applicability Statement contains the following information, appropriately formatted:

- (1) A list of models or components affected, in a column on the left side of the page, and a list of corresponding serial/unit numbers (or other identifying information), in a corresponding column on the right side of the page.
- (2) Special information, such as exclusions or additions, in note form.

The listed model or components and listed serials/units are to be cumulative for all inspections in the Continuing Airworthiness Program Inspection Document. This will allow the user to identify an affected airplane by examining one list rather than having to check each individual Continuing Airworthiness Program's Inspection for applicability.

See Figure 3-7.

H. Objectives.

The Objectives Statement contains the following information:

- (1) The relationship of the CAP to existing inspection programs and the manufacturer's objectives for the CAP.
- (2) Optional information including (but not limited to) the rationale utilized to select CAPs - how the CAP requirements were determined (discussions of service history, tests and analyses).



The manufacturer may establish procedures to provide feedback (from operators and maintenance facilities who comply with a CAP) on unairworthy conditions (whether covered or not covered by the CAP) that were discovered when complying.

See Figures 3-8, -9, and -10.

I. Technical Document Reference.

The Technical Document Reference contains a listing of necessary service documents (e.g., service bulletins, service letters, service kits, etc.) and related information directly identified in a Continuing Airworthiness Program Inspection. Only service documents directly involved with a CAP need be listed, in order, with document number (if numbered), full title and date. Show a source for all listed documents.

See Figure 3-12.

J. Listing of Continuing Airworthiness Program Inspections.

- (1) The Listing of CAP Inspections contains all Continuing Airworthiness Program Inspections in the CAP, in numerical order by CAP inspection number, with full title, date, effectivity and inspection compliance. See Figure 3-14.
- (2) In the alternative, a block diagram, showing only Continuing Airworthiness Program Inspection numbers and time blocks may be used. See Figure 3-15.

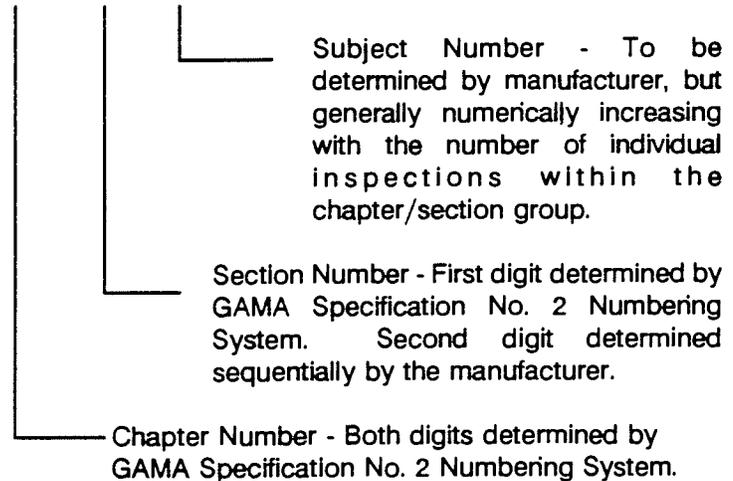
K. Continuing Airworthiness Program Inspections.

- (1) Continuing Airworthiness Program Inspections usually consist of two pages: one text page (see Figure 3-16) and one illustration page (see Figure 3-17).
- (2) The Continuing Airworthiness Program Inspection contains the following sections, in order, from the top of the page to the bottom (except as noted), in bold face type or underscored:
 - (a) **CONTINUING AIRWORTHINESS PROGRAM INSPECTION NUMBER** - in the upper right corner of the image area on the text page(s) and, optionally, on the illustration page(s). The Continuing Airworthiness Program Inspection number is also displayed at the bottom of the page and is the CAP section number (see Note).



NOTE: The Continuing Airworthiness Program Inspection number is determined as follows:

XX XX XX



- (b) **TITLE** - at the top of the text page, at the left margin.

For example: FUSELAGE/WING ATTACHMENT INSPECTION.

- (c) **EFFECTIVITY** - directly below the title; show both model and serial/unit numbers as applicable. Exceptions and additions are also noted here (such as "except airplanes incorporating Service Kit Number 999").
- (d) **INSPECTION COMPLIANCE** - directly to the right of the effectivity and near the right margin. Instructions regarding "when" an inspection is required, and if repetitive, are located here. Also state if additional repetitive inspections are required based upon initial inspection results.
- (e) **PURPOSE** - directly below the Effectivity and Inspection Compliance sections, extending from the left to the right margins. Any service history discussion is also located here.
- (f) **INSPECTION INSTRUCTIONS** - directly below the Purpose section and extending from the left to the right margins.
- (g) **ACCESS/LOCATION** - directly below the Inspection Instructions section, extending from the left to the right margins. Access and location instructions are provided here unless obvious.

For example: Remove wing attach fairings.

- (h) **SIGNIFICANT INSPECTION CONDITION** (detectable crack size, wear limits, corrosion condition, etc.) - directly below the Access/Location section at



- the left margin. Specifies, for a crack inspection, the minimum size crack expected to be discovered or, if no minimum is defined, a statement to this effect. Specifies, for other inspection conditions, the wear limits, corrosion pit depth, etc.
- (i) **INSPECTION PROCEDURE** - located directly below the Significant Inspection Condition section, extending from the left to the right margins. Sets forth the inspection procedure(s) to be utilized, such as; magnetic particle, visual, etc., and may reference another document for the actual procedure, such as a nondestructive testing manual.
 - (j) **REPAIR/MODIFICATION** - located directly below the Inspection Procedure section, extending from the left to the right margins. Sets forth repair or modification instructions and may refer to a standard repair in another document or a special repair or modification defined elsewhere, such as in a service kit, service bulletin, etc.
 - (k) **COMMENTS** - located directly below the Repair/Modification section, extending from the left to the right margins. Additional information or instructions, such as "Report any cracks found to this manufacturer", are contained here.
 - (l) **SECTION NUMBER, PAGE NUMBER AND PAGE DATE** - as indicated in Figure 3-16 or optionally, as shown in Section I - Page Numbers and Dates. The Continuing Airworthiness Program Inspection number becomes the section number and defines its placement within the CAP.
 - (m) **RECOMMENDED OR REQUIRED RETIREMENT TIMES OF LIFE LIMITED PARTS** (if established) - on the right side of the page in an appropriate space. Use of the word **CAUTION**, with appropriate 10-point uppercase for the text, enclosed in a box, is recommended. Sets forth manufacturer recommended retirement times for parts or assemblies (using hours, cycles or another appropriate determinant) and FAA required retirement (removal from service) times for life limited parts or assemblies.



SECTION III - SAMPLE CAP

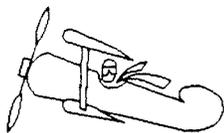
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CONTINUING AIRWORTHINESS PROGRAM INSPECTION DOCUMENT (CAP)

FOR

Light Single Engine Aircraft
Model XXX Series



ABC Aircraft Company

CAP Cover
Figure 3-1

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**CONTINUING AIRWORTHINESS PROGRAM
INSPECTION DOCUMENT (CAP)**

**LIGHT SINGLE ENGINE AIRCRAFT
MODEL XXX SERIES**

issued: June, 1990
1st edition

prepared and published by
ABC AIRCRAFT COMPANY
1234 Anystreet Drive
Anytown, VA 99999
(555) 555-5555

This document provides **supplemental information** to the applicable airplane maintenance manual(s).



Member of GAMA

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ABC Aircraft Company
Anytown, VA

MANUAL IDENTIFICATION NUMBER

CAP Title Page
Figure 3-2



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Figure 3-3



CAP



ABC Model XXX

LIST OF EFFECTIVE PAGES

CHAPTER SECTION <u>SUBJECT</u>	<u>PAGE</u>	<u>DATE</u>
COVER		6/90
TITLE PAGE		6/90
LIST OF EFFECTIVE PAGES	i	6/90
RECORD OF REVISIONS	ii	6/90
CONTENTS	iii	6/90
APPLICABILITY	iv	6/90
OBJECTIVES	v	6/90
	vi	6/90
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SECTION I - TECHNICAL DOCUMENT REFERENCE	1-1	6/90
SECTION II - LISTING OF CONTINUING AIRWORTHINESS PROGRAM INSPECTIONS	2-1 2-2	6/90
SECTION III - CONTINUING AIRWORTHINESS PROGRAM INSPECTION	3-1 3-2	6/90 6/90

Insert Latest Revised Pages
Destroy Superseded or Deleted Pages

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List of Effective Pages
Figure 3-4



<u>SUBJECT</u>	<u>PAGE</u>
LIST OF EFFECTIVE PAGES	i
RECORD OF REVISIONS	ii
APPLICABILITY	iv
OBJECTIVE	v
SECTION I - TECHNICAL DOCUMENT REFERENCE	1-1
Maintenance Manuals	1-1
Service Bulletins	1-1
SECTION II - LISTING OF CONTINUING AIRWORTHINESS PROGRAM INSPECTIONS	2-1
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53-40-03 - Fuselage/Wing Attachment Fitting	3-1
Figure 3-1 - Fuselage/Wing Attachment Fitting	3-2

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Table of Contents
Figure 3-6



ABC Model XXX

CAP

APPLICABILITY

MODEL

XXX
XXX
XXXX
XXXX

XXX
XXXX

SERIAL

XXX-0001 THRU XXX-0577
XXX-0001 THRU XXX-0275
XXXX-0276 THRU XXX-1700
XXXX-0001 THRU XXX-0647
REFER TO NOTE 1
XXX-57841 THRU XXX-58818
XXX-0001 THRU XXX-0197

NOTE 1: XXX-0001 thru -0647 except airplanes incorporating SKXXX-XX

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Applicability Statement
Figure 3-7



CAP



ABC Model XXX

OBJECTIVE

1. Introduction

- A. The Continuing Airworthiness Program Inspection Document (CAP) is inspection data that, when combined with the operator's existing maintenance program, will help maintain the structural integrity and continued airworthiness of the ABC XXX Series airplanes.
- B. Although the airplanes addressed in this document are out of production, ABC continues to support them as outlined in our stated company policies. The factory has maintained technical assistance and parts support within stated policies. Service letters and owner information have been made available as necessary to maintain the airworthiness of the fleet. ABC has utilized condition report inputs to ensure maintenance and inspection guidelines are adequate and current by issuing updated guidelines when appropriate.
- C. The airplanes were delivered with recommended inspection programs to keep them airworthy. Because of the varied missions the airplanes performed, type of care given, and age and utilization rates, ABC has determined, based on inspections, tests, and analyses, that it is necessary to provide additional inspection requirements to further ensure that the airplanes can continue to carry the design loads it was originally certified for.
- D. This CAP has been developed in accordance with guidelines in FAA Advisory Circulars 91-56 and 91-60. The CAP is not intended to change or replace any portion of the applicable airplane Maintenance Manual or Service Letters.
- E. Each Section, such as "Technical Document Reference", "Listing of Continuing Airworthiness Program Inspections", etc., starts a new page numbering sequence.

2. Objective

- A. This CAP has been prepared with the intent to expand present inspection requirements as a further assurance of the ability of the airplane to perform within the limits of the original certification. The CAP will add confidence in using the airplane for its assigned mission.
- B. The CAP will address primary and secondary airframe components, and primary and secondary systems to accomplish the stated objective of continued airworthiness.
- C. To establish the basis for those items to be included, the following assumptions have been made.

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Objectives Statement
Figure 3-8



ABC Model XXX

CAP

- (1) The airplane has been maintained in accordance with ABC recommendations or equivalent.
- (2) Wherever the CAP is directed to a specific part or component, it is implied that the inspection will include observation and evaluation of the surrounding area of parts and equipment. Any maintenance anomaly would subsequently be brought to the attention of both the owner and maintenance personnel. Any anomaly should be reported to ABC, through the Condition Reporting System, so that additions and/or revisions can be made to the CAP where deemed necessary.
- (3) Airplanes modified by STC are not the responsibility of ABC. Any item affected by STCs in ABC Manuals or CAPs must be brought to the attention of the STC holder by the owner or maintenance organization in order to obtain FAA-approved guidelines for the inspection, repair, preservation, etc. of that item.

3. Rationale Utilized to Select Inspection Items

A. Service Experience.

- (1) Customer correspondence and service reports were reviewed during the section process for the critical inspection items. Some reports were used to select items that were similar in application, design and loading even though no failures have occurred.
- (2) High-time airplanes, disassembled for major overhaul, were inspected to assist in selecting inspection items. Other high-time airplanes' special Continuing Airworthiness Program Inspection results supplement these inspections.
- (3) The effects of corrosion have not been considered in the rationale in selecting inspection times or in the effects on the fatigue stresses. It is very difficult to determine the effects of corrosion but, as the reports from the CAP inspections are received, the inspection times will be adjusted for any severe problems.

B. Testing.

- (1) A review of test results applicable to the design was made. The loading conditions together with the resulting margins of safety were evaluated. The resulting data were used to determine if the component should be considered for incorporation into the CAP.

C. Analysis.

- (1) Existing analyses were reviewed to identify components and areas that may have exhibited lower margins of safety.

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Objectives Statement (Continued)
Figure 3-9



CAP



ABC Model XXX

4. Reporting/Compliance

- A. For the CAP to be successful on a continuing basis, it is essential that a free flow of information exist between the operator, FAA and ABC Aircraft Company. The significant details of inspection results, repairs and modifications accomplished must be communicated to ABC Aircraft Company in order to assess the effectiveness of the recommended inspection procedures and time intervals. In some cases, extension of inspection frequencies may be possible if the data suggests that the onset of fatigue problems occurs at a greater number of flight hours than initially predicted.
- B. Additionally, items not previously considered for inclusion in the CAP may be uncovered through operator inspections. These items will be evaluated by ABC and, if applicable to the airplane configurations concerned, will be added to the document for the benefit of all.
- C. A reporting system, consistent with the systems employed by ABC Service Organization, has been established and incorporated into this document. Copies of the appropriate forms and a description of the entries to be completed are available to you from an ABC dealer or Factory Customer Service Representative.

NOTE: This system does not supersede the normal channels of communication for items not covered by the CAP.

The discrepancy report should include the following:

Continuing Airworthiness Program Inspection Number
 Airplane Model and Serial Number
 Airplane Hours
 Title of Continuing Airworthiness Program Inspection
 Location and Description of the Damage
 How Detected

The operator may use standard ABC Condition Report form(s) or an equivalent containing the same information.

Send all available data, including repairs, Polaroid photos, etc., to:

Service Department
 Attn: CAP Program
 ABC Aircraft Company
 1234 Anystreet Drive
 Anytown, VA 99999

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Objectives Statement (Continued)
 Figure 3-10



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Figure 3-11



CAP



ABC Model XXX

SECTION I - TECHNICAL DOCUMENT REFERENCE
MAINTENANCE MANUALS

Number	Title	Date
Model XXX	Maintenance Manual	8/1/85

SERVICE BULLETINS

SBXXX-XX-X	Wings - Main Wing Spar Modification	9/1/89
SBXXX-XX-X	Stabilizers - Vertical Stabilizer Tip Rib Modification	8/1/89

To obtain a Maintenance Manual for the Model XXX Series airplane and the listed Service Bulletins, write to:

Documents Department
 ABC Aircraft Company
 1234 Anystreet Drive
 Anytown, VA 99999

Issued: June, 1990

1-1
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Technical Document Reference
 Figure 3-12



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Figure 3-13



CAP



ABC Model XXX

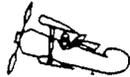
SECTION II - LISTING OF CONTINUING AIRWORTHINESS PROGRAM INSPECTIONS

Continuing Airworthiness Program Inspection Number	Title	Date	Effectivity	Inspection Compliance	
				Initial	Repeat
32-30-01	Main Landing Gear Act Mounting Bolts	7/28/89	1970 Model XXX Series & On	500 Hrs.	500 Hrs.
32-30-02	Main Gear Downlock Actuator	7/28/89	Model XXX, XXXX & XXXX (1970 thru 1986 Models)	1000 Hrs. or Annual	1000 Hrs. or Annual
32-50-01	Nose Gear Turning Stop	6/28/89	Models XXX, XXX and XXX Series	3000 Hrs.	1000 Hrs.
32-50-02	Nose Gear Steering Collar and Upper	7/28/89	All Models XXX's and XXX's, 2157841 & On	3000 Hrs.	1000 Hrs. See 32-50-02
53-10-01	Pressurized Cabin Inspection	7/28/89	XXXXXXXX & On	5000 Hrs.	3000 Hrs.

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Listing of Continuing Airworthiness Program Inspections (List Form)
Figure 3-14



ABC Model XXX

CAP

CONTINUING AIRWORTHINESS PROGRAM INSPECTIONS CHECK LIST

Continuing Airworthiness Program Inspection Number	500 Hrs.	1000 Hrs.	3000 Hrs.	5000 Hrs.
32-30-01	Initial & Repeat			
32-30-02		Initial & Repeat		
32-50-01		Repeat	Initial	
32-50-02		Repeat	Initial	
53-10-01			Repeat	Initial

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Listing of Continuing Airworthiness Program Inspections (Block Form)
Figure 3-15



CAP



**SECTION III - CONTINUING AIRWORTHINESS
PROGRAM INSPECTIONS**

TITLE CONTINUING AIRWORTHINESS INSPECTION NUMBER: **53-40-03**

Fuselage/Wing Attachment Fitting

EFFECTIVITY

All XXX Series Aircraft - 1967 & On

**INSPECTION
COMPLIANCE**

INITIAL XXXX Hrs. or Annual
REPEAT XXXX Hrs. or Annual

PURPOSE

To check Fuselage/Wing Attachment Fitting.

INSPECTION INSTRUCTIONS

1. Reference SEB83-XX and Item 53-40-04 of this CAP.
2. See Figure on page 2.
3. Refer to the appropriate manufacturer's Service Manual.

ACCESS/LOCATION

Main spar wing attach fittings. - Remove wing attach fairings. Do not remove dowel pins unless required in complying with Continuing Airworthiness Inspection Number 53-40-04.

DETECTABLE CRACK SIZE

.060 Inch.

CAUTION:
REPLACE NUTS AND WASHERS
IF REMOVED DURING
INSPECTION. DO NOT REUSE.

INSPECTION PROCEDURE

Visual.

REPAIR/MODIFICATION

Replacement.

COMMENTS

Report any cracks found to this manufacturer.

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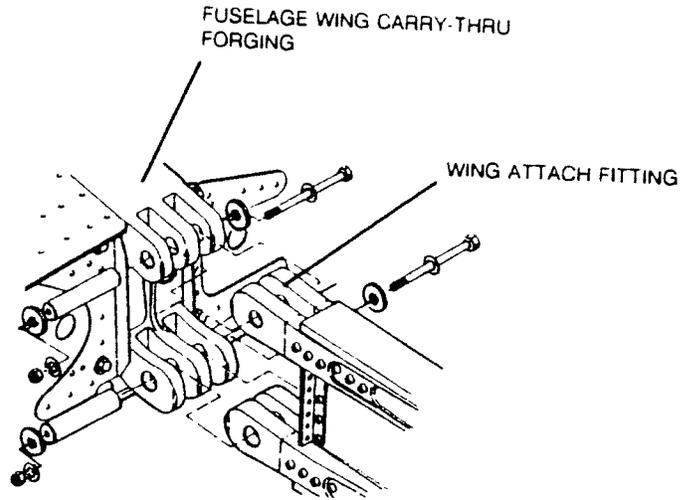
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Continuing Airworthiness Program Inspection
Figure 3-16



ABC Model XXX

CAP



NOTE

REMOVE FILLETS AND INSPECT FUSELAGE-TO-WING ATTACHMENT AT EACH XXX-HOUR INSPECTION. CHECK DOWEL PIN RETAINING HARDWARE, CARRY-THRU SPAR, AND WING FITTINGS THOROUGHLY.

Figure 3-1 - Fuselage/Wing Attachment Fitting

3-2 53-40-03
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Continuing Airworthiness Program Inspection
Figure 3-17

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