

MAINTENANCE INSPECTION AFTER OCCURRENCE OR INCIDENT

At any time that safety of flight or airworthiness is in question; the pilot will discontinue the flight. A log book entry will be made and maintenance will be contacted. The aircraft will not be flown until maintenance has inspected and released the aircraft for flight to include a log book entry. Pilots who make an unscheduled landing for reasons such as securing a door, a seatbelt or to investigate a bird strike to non rotating parts are authorized to resume flight if no damage has occurred.

MAINTENANCE OPERATIONAL CHECK – POST MAINTENANCE

Prior to any maintenance performed on Air Methods' aircraft, the duty pilot must be verbally informed as to the area affected and the maintenance that is to be performed.

Any maintenance performed must be entered in the Air Methods' Record of Maintenance. For all routine maintenance performed in the field by a company mechanic, a "Conform Your Aircraft (CYA)" check will be performed. Whenever possible, a mechanic that did not perform the maintenance action will perform the CYA check. If a second mechanic is not available, a pilot may perform the check.

The CYA check shall consist of a face-to-face briefing with the person conducting the general overview of the work area. The briefing will include the maintenance task that was performed, any cowlings/panels that were opened/removed and any components/lines that were repositioned or removed in order to facilitate maintenance.

The CYA check shall be performed before the aircraft is returned to service and will include at a minimum, a general overview for the following:

- Loose or missing hardware in the area of maintenance.
- Obvious defects in the area of maintenance.
- Tools/tool control, loose hardware, rags, or foreign objects left on the aircraft.
- Proper safeties and cotter pins in the area of maintenance.
- The proper servicing of components that have visual reference.

NOTE; "CYA performed by _____" (the person performing the CYA will enter their initials in the blank provided) will be included in the corrective action entry.

MALFUNCTION/FAILURE OF REQUIRED EQUIPMENT

[135.23]

If any item of equipment required by FARs 91.205 (b) through (e). 135.149, 135.159, 135.161, and/or 135.163 becomes inoperative or unserviceable enroute, the PIC shall comply with the Aircraft Flight Manual procedures and FARs as applicable and discontinue the operation.

All mechanical irregularities discovered during the course of a flight will be brought to the attention of the maintenance department after the flight.

Pilots shall comply with the "Mechanical Interruption Summary Report (MIS)" and "Service Difficulty Reports" procedures listed in the Maintenance Section of this Manual.