

**Attachment One
Colgan Air's Maintenance Program**

**2.1.0 INTRODUCTION**

The 1900 Continuous Airworthiness program was developed by Colgan Air, Inc. using guidance from the Beechcraft 1900 C&D Airliner Maintenance Manual and Colgan Air's previous operating experience. Revisions will be made to this manual in accordance with Colgan Air, Inc. General Maintenance Manual Volume X.

2.1.1 APPLICABLE MANUALS

The following manuals, at the latest available revision status, will be utilized by Colgan Air, Inc. in the Continuous Airworthiness Maintenance Program for the Beechcraft 1900 aircraft:

1. Beechcraft 1900 C & D Airliner Maintenance Manual.
2. Beechcraft 1900 C & D Airliner Parts Catalog.
3. Beechcraft 1900 Airliner Structural Repair Manual.
4. Beechcraft 1900 C & D Wiring Manual.
5. Beechcraft 1900 Airliner Series Component Maintenance Manual.
6. Beechcraft 1900 Airliner Communiques, Safety Communiques and Service Bulletins.
7. Beechcraft 1900 C & D Structural Inspection Manual
8. Pratt & Whitney Canada PT6A-65B & -67D Maintenance Manual.
9. Pratt & Whitney Canada PT6A-65B & -67D Illustrated Parts Catalog.
10. Pratt & Whitney Canada PT6A-65B & -67D Service Information.
11. Hartzell Propeller Maintenance Manual.
12. Other publications as required as listed in the Beechcraft 1900 C & D Maintenance Manual.

These manuals will be revised as revisions are received from the manufacturers and vendors.

2.2.0 CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM**A. GENERAL**

The inspection program for the Beechcraft 1900 C & D Airliner consists of Preflight, Routine and Detail Inspections. Each of the Detailed inspections are accomplished consecutively.

B. PREFLIGHT INSPECTION

A Preflight inspection shall be completed on Colgan Air aircraft every four (4) flight days. Complete instructions for conducting a Preflight inspection are contained in Preflight inspection work card 05-20-07 located in Vol. XIV.

C. ROUTINE INSPECTIONS

A routine inspection of the aircraft shall be conducted every eight (8) flight days. This inspection consists mainly of a visual inspection of the of the major components of the aircraft. Complete instructions for conducting a routine inspection are contained in Routine Inspection Workcard 05-20-00 located in Vol. XIV.

2.2.0 CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (cont'd)

D. DETAILED INSPECTIONS

Six separate and individual detailed inspections of the aircraft are required to accomplish one complete cycle. Only a portion of the aircraft's components or systems are inspected at each 220 hour interval, thus accomplishing a complete inspection of the aircraft once every 1320 hours. Each detail inspection focuses on one particular area of the aircraft as follows in Chart 1.1:

Inspection	Workcard Tally	Focus
First	05-20-01	Wings
Second	05-20-02	Powerplant and Nacelles
Third	05-20-03	Flight Compartment and Cabin Section
Fourth	05-20-04	Environmental Systems and Nose Section
Fifth	05-20-05	Landing Gear
Sixth	05-20-06	Aft Fuselage and Empennage

Chart 1.1

In addition to the focus area, each inspection contains General Service Items and Operational Inspections Procedures that direct the maintenance personnel to perform functions necessary for the continued airworthiness of the aircraft. All inspection forms and detailed instructions to perform each task are outlined in the specific workcard for that task. These workcards are found in Vol. VII of the GMM.

E. INSPECTION TIME INTERVALS EXTENSIONS

1. The Preflight inspection can be extended on a one flight day basis. If it is determined that the Preflight requires extension the maintenance representative will complete the Preflight Extension Authorization form and fax to Records and to System Control as soon as possible. Maintenance Control is authorized to extend preflight inspections.
2. Routine Inspections can be extended a maximum of two (2) flight days. If it is determined that the Routine requires extension the Director of Quality Control or his/her designee will complete the Authorization form and fax to Records and to System Control as soon as possible.
3. Detail inspections may be exceeded by 10% of the interval if it becomes necessary because of maintenance planning or operational delays. This extension may only be approved by the Director of Quality Control or his/her designee. Once the Detail Inspection is extended, the time used for extension must be subtracted from the next time due. Example: If a Detail was extended 10 hours then the next due time shall be 210 hours.
4. Structural Inspection can not be extended unless approved by the manufacture or local FSDO. If the aircraft is overdue for an Structural inspection, the only way it may be dispatched is by Special Flight Permit.

2.2.0 CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (cont'd)**F. 1900 AIRLINER STRUCTURAL INSPECTION PROCEDURES**

All structural inspections for the 1900 C & D airliner will be carried out at the time intervals set fourth in this manual. All procedures for accomplishing these inspections can be found in the Beechcraft Structural Inspection Manual for the specific aircraft. As the 1900D fleet ages, Beechcraft will initiate different inspection procedures in order to properly inspect the aircraft for structural integrity. As this process progresses, Colgan Air, Inc. will institute the inspection procedures as set fourth by the manufacturer.

G. SPECIAL INSPECTIONS

The Beechcraft 1900 C&D Airliner Maintenance Manual contains inspections that may be performed as they become necessary. These inspections include lightning strike, hard landing, inspection after deployment of flaps or landing gear above critical speed condition and operation in pollution, dusty, and high humidity conditions.

H. COMPUTERIZED TASK TRACKING

All scheduled inspections and tasks will be tracked by Colgan Air's computerized database called the CAM. This database prints reports to show the task, interval of task, last inspection done, next inspection due, and time to next inspection. This report is used by Maintenance Control to coordinate maintenance.

2.3.0 GLOSSARY OF DEFINITIONS AND ABBREVIATIONS

Abbreviations and definitions used in the 1900 Airliner Continuous Airworthiness Program may be found in Chapter 2 of the GMM.

2.4.0 CONTINUING ANALYSIS AND SURVEILLANCE PROGRAM

Colgan Air, Inc.'s Beechcraft 1900 C&D aircraft will be included in the Colgan Air, Inc's Continuing Analysis and Surveillance Program. For information regarding this program see the CASP Manual Vol. XV.

2.5.0 SCHEDULED AND UNSCHEDULED MAINTENANCE

All procedures for scheduled and unscheduled can be found in the GMM chapter 3.