Subj: INTRODUCTION TO THE AIRCRAFT DISCREPANCY BOOK (ADB)

Ref: (a) COMNAVAIRFORINST 4790.2C

1. Purpose. To provide an introduction to the ADB in accordance with reference (a), the Naval Aviation Maintenance Program (NAMP).

2. Cancellation. HT-18INST 4790.2.

3. Scope. This instruction details items and procedures regarding the ADB that are imperative to the safe, legal, and orderly conduct of flight operations. Whereas this instruction is tailored toward maintenance operations at TRAWING FIVE, it serves as an introduction to fleet operation, as such; any paragraph preceded with a paragraph number in parenthesis is derived directly from reference (a), these items are subdued and should be considered background and reference material only.

4. Action. All pilots involved in the flight operations of this squadron shall have a thorough knowledge and comply with this instruction.

5. Review. Review of this instruction shall be completed as necessary based on updates and/or changes to reference (a).

6. Records Management. Records created as a result of this instruction, regardless of media or format, must be managed per Secretary of the Navy Manual 5210.1 of January 2012.

7. Review and Effective Date. Per OPNAVINST 5215.17A, HT-18 will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will automatically expire 5 years after effective date unless reissued or canceled prior to the 5-year anniversary date, or an extension has been granted.

A. J. BRUNK

Releasability and distribution:
This instruction is cleared for public release and is available electronically only via the All Hands Shared Drive, HT_18_Main\HT_18 All Hands\Squadron Documents\Instructions.
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Common ADB Acronyms and Shorthand

ATAF – All Tools Accounted For.

Cannibalize – Maintenance action in which equipment from one aircraft is removed and installed on a second aircraft to facilitate maintenance.

CF / FCF – Check Flight / Functional Check Flight. Maintenance flight after major maintenance is completed to ensure the airworthiness of the A/C.

C/G – Cold Go. Accepting an aircraft as the first crew of the day, or accepting an aircraft from another crew after the aircraft was shutdown.

FOM – Facilitate Other Maintenance.

FWU – Free Wheeling Unit.

HIT – Health Integrity Test (HIT checks). A test in which the pilots will validate engine performance.

H/S – Hot Seat.

POO – Parts On Order.

PTU – Paint Touch Up.

R&R – Remove and Replace.

TTU – Test Turn Up.

WO – Work Order.
NAMP DEFINITIONS

COMNAVAIRFORINST 4790.2C Appendix A

ACC – AIRCRAFT CONTROLLING CUSTODIAN – ACCs administratively control the assignment, employment, and logistic support of certain aircraft and aircraft engine. CNO designated ACCs: COMNAVAIRFOR, CNATRA, COMNAVRESFOR, and COMNAVSYS COM.

ADB – Aircraft Discrepancy Book

BUNO – Bureau Number – An unhyphenated serial number, not exceeding six digits, used to identify individual airframes within the naval aircraft inventory. Each number is unique to a particular airframe.Assignment is controlled by the CNO.

CNO – Chief of Naval Operations.

Daily Inspection – An inspection conducted to inspect for defects to a greater depth than the turnaround inspection.

EOC CODE – EQUIPMENT OPERATIONAL CAPABILITY CODE - EOC codes relate a particular system/subsystem within a T/M/S of equipment to a specific mission. An EOC code is a three-character alphanumeric code that identifies the degree of degradation to mission capability and the system responsible for the degradation.

Hot Seating - An operational evolution where the pilot/crew of an aircraft is changed while the engine is operating and the aircraft is to be immediately relaunched.

JCN – Job Control Number.

MDS – Maintenance Data System.

MESM – Mission Essential Subsystem Matrix.

MOS – Military Occupational Specialty.

NALCOMIS - Naval Aviation Logistics Command Management Information System.

NAMP – Naval Aviation Maintenance Program.

NAVFLIR – Naval Aviation Flight Record.

MAF – Maintenance Action Form.

Reporting Custodian – An organizational unit of the lowest echelon of command accepting
responsibility, involving the accountability to the CNO, for aircraft or engines, as designated either by CNO or by the ACC.

**T/M/S – Type/Model/Series.**

**Turnaround Inspection** – An inspection conducted between flights to ensure the integrity of the aircraft for flight, verify proper servicing, and to detect degradation that may have occurred during the previous flight.

**VIDS/MAF** – Visual Information Display System/Maintenance Action Form. A multi-purpose document used in the MDS and the VIDS.

**W&B – Weight and Balance.**

**QA – Quality Assurance** – A planned and systematic pattern of all the actions necessary to provide adequate confidence that the item or product conforms to established technical requirements.
(15.1.1.2.d) Maintenance Control will maintain an ADB for each aircraft assigned. The ADB is designed to provide maintenance and aircrew personnel with an accurate, comprehensive, and chronological record of flights and maintenance performed on a specific aircraft by BUNO for at least the last 10 flights. All aircrew, ground crew, and fix phase MESM coded discrepancies, as well as all other outstanding fix phase discrepancies, shall be displayed in the ADB so the aircrew is fully aware of potential limitations for a safe and successful mission…. The ADB shall accurately reflect the status of all pending maintenance requirements…. The ADB for each specific BUNO shall be validated for completed and outstanding MAFs or work orders (WO) before certifying the aircraft Safe for Flight.

1. ADBs for TH-57 aircraft will include the below sections/items and will be discussed by section in this instruction:

   a. Aircraft Inspection and Acceptance Record (A-Sheet) for the flight to be flown

   b. Daily/Turnaround/Postflight maintenance record

   c. Engine health data, “HIT Checks”

   d. Engine start log

   e. Record of oil consumption (engine, transmission, and tail rotor gearbox)

   f. History of engine or transmission chip lights, as applicable

   g. A-Sheets, completed and incomplete MAFs for the previous 10 flights

   h. Special Inspections (7 day, 14 day, 56 day, 100 hour)

   i. Technical Directives

   j. A record of unrepaired dents
ADB by Section

1. Aircraft Inspection and Acceptance Record (A-SHEET)

(5.1.1.3.d) The Aircraft Inspection and Acceptance Record (OPNAV 4790/141) provides for:

(1) The pilot's acceptance of the aircraft in its present condition.
(2) Identification of Aircraft by bureau number (BUNO), T/M/S, and reporting custodian.
(3) Fuel, oil, oxygen, expendable ordnance aboard, special equipment, and limitations.
(4) Maintenance Control certification of the aircraft’s readiness for flight.

(5.1.1.3.e) The Aircraft Inspection Record (OPNAV 4790/141) will be filled out as follows:

Block 1 - BU/SERNO. Enter the aircraft BUNO.
Block 2 - T/M/S. Enter the aircraft T/M/S.
Block 3 - RPT. CUST. Enter the aircraft reporting custodian.
Block 4 - OXY. N/A for this A/C.
Block 5 - FUEL. Enter grade and quantity of fuel.
Block 6 - OIL. Enter grade and quantity of oil added to each engine.
Block 7 - DATE. Enter date of pilot-in-command acceptance.
Block 8 - ORDNANCE/SPECIAL EQUIPMENT/LIMITATIONS/REMARKS. … This section informs the pilot of uncorrected discrepancies or unique characteristics of the aircraft…

Block 9 - SIGNATURE OF PLANE CAPTAIN. Signature and rank or rate of the plane captain who inspected the aircraft.

Block 10 - SIGNATURE. Signature and rank or rate of the person certifying the aircraft Safe for Flight. If the aircraft is away from home and qualified releasing
authority is not available, the pilot-in-command must sign the certification in the Safe for Flight block. The debarking pilot of a hot seating crew must sign block 10 to certify the aircraft is safe for flight.

Block 11 - SIGNATURE OF PILOT IN COMMAND. Signature and rank of pilot accepting the aircraft.

5.1.1.3.b The person certifying a Safe for Flight condition has the overall responsibility to provide the aircrew with a partial mission capable (PMC) or full mission capable (FMC) aircraft configured for the scheduled mission. All personnel authorized to release aircraft Safe for Flight... must be designated in writing by the CO. Personnel certifying Safe for Flight must comply with the following requirements at a minimum, prior to releasing the aircraft for flight:

NOTE: For squadron Maintenance Departments that employ contractors, the Contractor Site Manager, when assigned, must designate in writing, the contractor personnel authorized to certify aircraft Safe for Flight.

(1) Review the ADB to verify all discrepancies are accurately EOC coded per the MESM, all downing discrepancies and flight safety QA inspections are signed off, and a valid daily/turnaround inspection is completed.

(2) Verify fuel samples have been taken and inspected... Unless otherwise specified in aircraft MRCs, fuel samples must be taken within 24 hours preceding the aircraft’s initial launch and are valid for no more than 24 hours.

(3) Review Engine/Gearbox Oil Consumption Records and verify each engine or gearbox consumption is within the limit specified in the maintenance technical manuals prior to every flight (as required).

(4) Review BUNO trending and analysis data per paragraph 3.2.3.7 and verify required action was taken per Chapter 3 and T/M/S maintenance technical manuals prior to certifying the aircraft Safe for Flight.

(5) Verify aircraft Weight & Balance (W&B) forms have been updated for each flight.

(6) During hot seating operations, review any new discrepancies with the debarking pilot to verify no flight safety discrepancies were noted, and have the debarking pilot sign block 10 of the Aircraft Inspection and Acceptance Record (OPNAV 4790/141) (Figure 5-1) to certify the aircraft is Safe for Flight.

(5.1.1.3.c) The pilot-in-command must review the ADB for aircraft discrepancies and corrective actions for at least the 10 previous flights and must sign block 11 of the Aircraft Inspection and Acceptance Record (OPNAV 4790/141) assuming full responsibility for the safe operation of the aircraft and the safety of the other aircrew and passengers aboard.
(5.1.1.4.b.2) **For hot seat evolutions**, a new Aircraft Inspection and Acceptance Record (OPNAV 4790/141) will be initiated. At a minimum, "Hot Seat" shall be entered in block 8, and the new pilot-in-command shall review the ADB and sign block 11. Performance of these actions will signify a physical continuation for flight of an inspected, serviced, and certified aircraft with a change in pilot or crew and adherence to hot seat servicing and inspection minimums. The debarking pilot shall sign block 10.

**What to look for:**
1. All necessary signatures are present.
2. Note any trends with the addition of oil in BLOCK 6.
**AIRCRAFT INSPECTION AND ACCEPTANCE SHEET (A-Sheet)**

Solo note: You will fill out the bolded items.
Solo note: Don’t forget to manifest your co-pilot on the back of the A-Sheet.

### Cold Go

<table>
<thead>
<tr>
<th>1. AIRCRAFT NO.</th>
<th>2. T/M</th>
<th>3. RPT. CUST.</th>
<th>4. OXY</th>
<th>5. FUEL</th>
<th>6. OIL</th>
<th>7. DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>163396</td>
<td>160</td>
<td>T-12</td>
<td>N/A</td>
<td>724</td>
<td>65</td>
<td>7145</td>
</tr>
</tbody>
</table>

8. ORDANCE / SPECIAL EQUIPMENT / LIMITATIONS / REMARKS:

- I have personally inspected this aircraft IAW the applicable NRCotheadlists. Any discrepancies noted have been entered on CNAF 4700028.

<table>
<thead>
<tr>
<th>SIGNATURE OF PLANE CAPTAIN</th>
<th>RANK / RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintainer, Joe</td>
<td>E-5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SIGNATURE</th>
<th>RANK / RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance, Control</td>
<td>MMCO</td>
</tr>
</tbody>
</table>

11. I have reviewed the discrepancy reports of the 10 previous flights, insured proper filing of weight and balance data, and accept this aircraft for flight.

<table>
<thead>
<tr>
<th>SIGNATURE OF PILOT IN COMMAND</th>
<th>RANK / RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot, Imma</td>
<td>ENS</td>
</tr>
</tbody>
</table>

### Receiving Hotseat

<table>
<thead>
<tr>
<th>SIGNATURE OF PLANE CAPTAIN</th>
<th>RANK / RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot, Imma</td>
<td>ENS</td>
</tr>
</tbody>
</table>

11. I have reviewed the discrepancy reports of the 10 previous flights, insured proper filing of weight and balance data, and accept this aircraft for flight.

### Hotseating to another crew

<table>
<thead>
<tr>
<th>SIGNATURE OF PILOT IN COMMAND</th>
<th>RANK / RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot, Imma</td>
<td>ENS</td>
</tr>
</tbody>
</table>

11. I have reviewed the discrepancy reports of the 10 previous flights, insured proper filing of weight and balance data, and accept this aircraft for flight.

<table>
<thead>
<tr>
<th>SIGNATURE</th>
<th>RANK / RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot, Imma</td>
<td>ENS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SIGNATURE</th>
<th>RANK / RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Next, Pilot</td>
<td>LT</td>
</tr>
</tbody>
</table>

CNAF 47000141 (5-12)
2. Daily / Turnaround Inspections

(5.1.1.6.d.1) **Daily Inspection.** This inspection is conducted to inspect for defects to a greater depth than the turnaround inspection. The daily inspection is **valid for a period of 72 hours commencing from the date and time the inspection is completed, provided no flight occurs during this period and no maintenance other than servicing has been performed.** Aircraft may be flown for 24 hours without another daily. This 24 hour period begins with the first launch following accomplishment of the daily inspection. The 24 hours cannot exceed the 72 hour expiration of the daily unless the expiration occurs during a mission, in which case the aircraft will require a daily before the next flight. Turnaround requirements are not included in the daily inspection and must be accomplished separately. Accomplishment of a turnaround does not affect the 72 hour validity of the daily inspections.

(5.1.1.6.d.2) **Turnaround Inspection.** This inspection is **conducted between flights** to verify the integrity of the aircraft for flight, verify proper servicing, and to detect degradation that may have occurred during the previous flight. The turnaround inspection is **valid for a period of 24 hours commencing from the date and time the inspection is completed, provided no flight and no maintenance other than servicing occurs during this period.** The accomplishment of the daily inspection does not satisfy the turnaround inspection requirements.
(5.1.1.5.c) Aircraft daily and turnaround inspections are documented on a Preflight/Daily/Turnaround/Postflight Maintenance Record (OPNAV 4790/38). The records may be destroyed on completion of the next like inspection. The Daily/Turnaround is completed by entering the following information:

<table>
<thead>
<tr>
<th>Block</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>PREFLIGHT, DAILY, TURNAROUND, and POSTFLIGHT blocks. Check the type of inspection being performed.</td>
</tr>
<tr>
<td>2</td>
<td>DATE AND TIME. Date and time the inspection is performed.</td>
</tr>
<tr>
<td>3</td>
<td>T/M/S. Aircraft T/M/S being inspected.</td>
</tr>
<tr>
<td>4</td>
<td>BUNO. BUNO of aircraft being inspected.</td>
</tr>
<tr>
<td>5</td>
<td>SIDE NO. Side number of aircraft being inspected.</td>
</tr>
<tr>
<td>6</td>
<td>ACTIVITY. Activity performing inspection.</td>
</tr>
<tr>
<td>7</td>
<td>CARD NUMBER/RTG/MOS. Separate entries are required for each MRC, for example, PC-1, PC-1.1, and PC-1.2 would be three separate line entries. If desired, rating or MOS may be included. When using checklists enter one step number per line for example, steps 1, 2, 3, 4, would be four separate line entries.</td>
</tr>
<tr>
<td>8</td>
<td>TOOL CONTAINER NUMBER. Tool container number, entered once, on the line where the using technician's name first appears.</td>
</tr>
<tr>
<td>9</td>
<td>DISCREPANCY / JCN*. Enter a brief narrative description of each discrepancy. A JCN is required for all discrepancies except those corrected by servicing. (Chapter 15 contains additional guidance.)</td>
</tr>
<tr>
<td>10</td>
<td>CORRECTED. Check in YES column if discrepancy in Block 9 is corrected; check in NO column if discrepancy has not been corrected. If NO is checked, there must be a JCN in Block 9.</td>
</tr>
<tr>
<td>11</td>
<td>SIGNATURE AND RATE / MOS. Signature and rate or MOS of the individual performing the inspection. A signature and rate or MOS must appear for each line entry.</td>
</tr>
<tr>
<td>NOTE:</td>
<td>For inspections requiring only one individual to perform all applicable MRC/checklist numbers, the first and last card number are required to be signed (with an arrow connecting both signatures) by the individual performing the inspection.</td>
</tr>
<tr>
<td>12</td>
<td>MAINTENANCE CONTROL REPRESENTATIVE. Signature and rate or rank indicating maintenance control has reviewed the inspection record, MRCs have been checked for currency, and JCNs have been issued as required.</td>
</tr>
</tbody>
</table>
What to look for:

1. Confirm which inspection(s) was/were completed in block 1. This will generally be both a Daily and Turnaround. If the A/C flew earlier in the day there will be two OPNAV 4790/38 forms in the ADB, one with both the daily and turnaround, and one with just the turnaround items complete.

2. Date and time of completion. Reference Inspection times to confirm the Daily and/or Turnaround are valid.

3. Ensure the BUNO and side number match your A/C.

4. Ensure any line item with a discrepancy in column 9 has a checkmark in column 10 indicating the discrepancy has been corrected, and check column 11 for the Plane Captain’s signature.

5. Confirm the PC has signed the bottom of column 11.

6. Confirm Maintenance Control has signed block 12.

7. Below is reference (a) Figure 5-4: Daily Inspection Requirements, delineating when a Daily Inspection is due.
1. A daily inspection is good for a period of 72 hours, provided that no flight occurs and no maintenance other than servicing has been performed.

2. In no case shall a daily inspection be valid for more than 72 hours unless the 72nd hour occurs during a mission in which case a daily will be required before the next flight.

3. Aircraft may be flown for 24 hours without another daily. This 24 hours begins with the first launch following accomplishment of a daily.

4. Aircraft may be flown for 24 hours without another daily. This 24 hours begins with the first launch following accomplishment of the daily inspection but in no case is a daily inspection valid for more than 72 hours.

**X** Daily Required

---

Mission

Valid Daily

Figure 5-4: Daily Inspection Requirements
3. HIT Checks

What to look for:
1. The HIT Check log will provide a summary of how your engine is performing. HIT checks are completed by following the instructions on a yellow card located in the ADB on the first flight of the day.

2. Engine performance is determined by how “hot” the engine “burns” (TOT) for a given power setting compared against a baseline temperature. This difference is logged as a plus or minus from the baseline TOT. A negative number indicates that your engine is burning cooler than the baseline, thus performing well. A positive number indicates your engine is burning hotter than the baseline and may indicate engine degradation.

3. Maintenance action is required if the HIT check produces a onetime temperature difference of plus 40, or two consecutive HIT Checks producing a temperature difference of plus 25.
4. Engine Start Log

What to look for:
1. Used by Maintenance Control to track engine starts that are not logged on a NAVFLIR.

2. Ensure the Buno number matches your A/C.
5. Record of Oil Consumption

(10.3.3.4.a) Oil consumption will be documented in the Engine/Gearbox Oil Consumption record in the quantity specified in applicable maintenance technical manuals, such as, ounces per flight hour. The quantity and grade of oil added to each engine will also be annotated in block 6 of the Aircraft Inspection and Acceptance Record (OPNAV 4790/141) per Chapter 5 procedures.

(10.3.3.4.b) The current working copy of the Engine/Gearbox Oil Consumption Record will be maintained in the aircraft discrepancy book (ADB). The last two completed oil consumption records will be filed in the applicable logbook/AESR.

What to look for:

1. This sheet will provide a summary of all oil added to your A/C. Note the quantities and dates oil was added and look for trends.

2. Oil usage rate is calculated by maintenance and the consumption limits are printed at the bottom of the page.
6. History of engine or transmission chip lights, as applicable

Note: Engine and transmission chip MAFs will be placed backwards in the ADB immediately following the Oil Consumption log.

What to look for:
1. Note if the chip was engine or transmission related and if there are multiple chip MAF’s. Refer to NATOPS procedures to determine appropriate response should you get another chip light in flight.

2. Maintenance will keep a running log of flight time to let you know when 30 minutes / 50 hours has passed.

7. A-Sheets, completed and incomplete MAFs for the previous 10 flights

This section contains the A-sheets and MAFs for the previous 10 flights and will comprise the majority of the ADB.

What to look for:
1. A-Sheets:
   a. Refer to the “Aircraft Inspection and Acceptance Sheet (A-Sheet)” section for more details.
2. MAFs – Note all corrected and uncorrected MAFs and determine how they will affect your flight.

a. Corrected MAFs

(1) Completed/Corrected MAFs will be printed on white paper on the left side of the ADB and have the CORRECTIVE ACTION block completed.

(2) Look for trends and repeat “gripes”.

(3) Note if the MAF required a CF. If a CF was required, ensure there is an FCF stamp and a completion date on the MAF. Cross check the FCF stamp with the FCF A-sheet.

b. Uncorrected MAFs
(1) Incomplete/Uncorrected MAFs will be on pink paper on the right side of the ADB and the CORRECTIVE ACTION block will be blank.

(2) Note how the discrepancy will affect your flight.

(3) Ensure WO Status Cd block contains a “U” meaning the discrepancy is not a downing discrepancy. If the block has a “D” the A/C is down.
8. Special Inspections (7 day, 14 day, 56 day, 100 hour)

(5.1.1.6.d.4) Special Inspection. Special inspections are scheduled inspections with a prescribed interval other than daily or phase. Special Inspection intervals are based on elapsed calendar time, flight hours, operating hours, or number of cycles or events, as specified in applicable maintenance technical manuals. Examples: 7, 28 days; 50, 100, 200 hours; 10, 100 arrestsments; and 5,000 rounds fired. In some cases, aircraft special inspections also contain engine inspection requirements and are referred to as combined airframe and engine special inspections.

(5.1.1.6.b) Deviations. To meet unusual situations or to ease workload scheduling, reporting custodians may apply plus or minus deviations to inspection intervals, if specified in T/M/S MRCs or commercial aircraft derivative task cards. The next inspection must be scheduled as if no deviation occurred. If deviations are not specified in T/M/S technical manuals or commercial aircraft derivative task cards, the following maximum deviations may be applied:

1. Plus or minus 3 days, or a portion thereof, may be applied to the authorized inspection interval of all inspections, including preservation, which are performed in increments of calendar days. The next inspection is scheduled as if no deviation had occurred. Deviations within the plus or minus 3 day interval do not require logbook entry.

2. Plus or minus 10 percent, or a portion thereof, may be applied to the authorized inspection interval of scheduled maintenance requirements based on flight hours, operating hours, cycles, or events. Intervals that create fractional deviations will be rounded to the lower value. For example, 10 percent of a 125 hour inspection cycle equates to a 12.5 hours fractional deviation that must be rounded down to 12 hours. The next inspection will be scheduled as if no deviation had occurred. To facilitate establishing a concurrent airframe and engine inspection cycle, new engines or engines that have had a major engine inspection are authorized a plus or minus 10 percent deviation in the scheduled inspection interval without requiring the next engine inspection to be scheduled as though no deviation has occurred. Deviations within the plus or minus 10 percent interval do not require a logbook entry.
What to look for:
1. In this section you will find completion MAFs for the 7, 14, and 56 day inspections as well as the 100 hour inspection.

2. Confirm that the inspections are valid by applying the rules found in the NAMP and the Inspections section of this instruction.

3. To check if the inspection is valid refer to the “System Reason” block on the MAF. This will provide the “drop dead” date for the inspection or the last day in which the inspection will be valid. Apply the validity time lines as follows:

   a. For the MAF above the “drop dead” date is 6 OCT. Applying the +/- 3 day rule, the inspection was due on 3 OCT, and referencing the COMPLETED block, we see the inspection was also completed on that day. With this information we can determine the inspection timeline for the 7 day inspection to be:

```
<table>
<thead>
<tr>
<th>Inspection due</th>
<th>Inspection due</th>
<th>Inspection due</th>
<th>Inspection due</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>3</td>
<td>7</td>
<td>14</td>
</tr>
<tr>
<td>Inspection Window</td>
<td>Inspection Window</td>
<td>Inspection Window</td>
<td>Inspection Window</td>
</tr>
<tr>
<td>6</td>
<td>10</td>
<td>13</td>
<td>20</td>
</tr>
<tr>
<td>17</td>
<td>21</td>
<td>24</td>
<td>27</td>
</tr>
</tbody>
</table>
```

Note: In the above example, inspections (denoted by a star) are all valid when applying the +/- 3 day rule.

9. Technical Directives
This section contains any inspection or maintenance actions that concern the Type/Model/Series A/C that is not recurring in nature. These, generally one time inspections, are often a result of a newly discovered hazard or new component to be installed on the A/C.

What to look for:
1. Take note of any MAF located in the section and determine its impact to your flight.
10. Record of unrepaired dents

What to look for:
1. Make a note of all recorded dents. This will ensure if you find a dent on the A/C you will know if a MAF already exists for the dent. If you are unsure, have a troubleshooter inspect the dent to ensure it is within limits.

2. Ensure that all recorded dents are marked as “within limits”, “checks good”, or “within expanded limits”.
1. Upon completion of the flight, the pilot/aircrew will initiate a MAF for each discrepancy/“gripe”, annotating the blocks listed below.

   a. Type of Equipment.  (Code “AHYC” for Bravo A/C.  Code “AHYD” for Charlie A/C)

   b. BUNO.  (Can be found in the ADB or on a chart in A/C issue)

   c. When discovered code.  (Codes can be found next to the example MAF in A/C issue)

   d. T/M code.  (Code “B” used for all pilot initiated MAFs indicating unscheduled maintenance)

   e. Received date and time.  (Julian date/Military time)

   f. Discrepancy.  (Write a detailed description of the issue including any troubleshooting already taken or any information a maintenance troubleshooter provided)
g. Pilot/Initiator. (The name and rank of the originator of the discrepancy, generally the IP)

h. MODEX. (Side number)