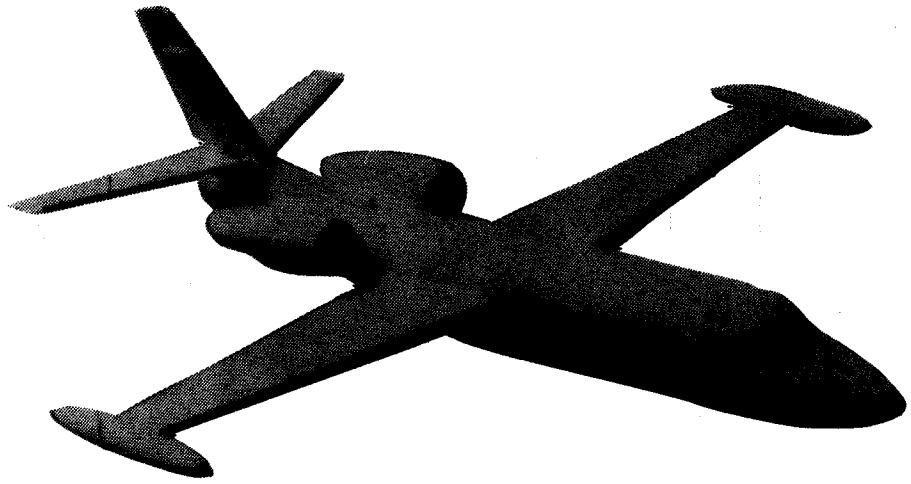
1124 WESTWIND



WORK COMPLIANCE FORMS

CAMP systems incorporated

NOTES TO USERS OF THE COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

CAMP IN OPERATION:

At a scheduled time each month, the operator receives an updated Aircraft Status Report, Maintenance Due List, Aircraft History Report and Aircraft Updates Report. These reports are placed in the CAMP report binder and the previous months reports discarded. The Yearly Budget Report and Annual History Report would remain in the report binder, being replaced annually.

For each maintenance requirement appearing on the Maintenance Due List, except those prefixed by the letter "R", the operator receives a Work Compliance Form to record compliance of the work due, (the letter "R" preceding a maintenance requirement code no. indicates that the requirement appears on a previous Maintenance Due List and as of the present report has not been reported as complied with).

To facilitate the flow of maintenance, the Work Compliance Form should then be compared against the new Maintenance Due List and assembled into the order of how they will be accomplished based on the aircraft's availability and the remaining uncompleted previous months Work Compliance Forms. The Maintenance Due List for the aircraft may be extracted from the report binder and openly displayed in the maintenance shop to be used as a working "how goes it" checklist of what has been accomplished. By lining out each task as it is accomplished, it provides a running summary of upcoming maintenance at a glance.

As the mechanic performs the work (scheduled or unscheduled), he records information pertinent to the task in the sign off area of the form. To preclude erroneous information from getting into the computer file, the mechanic filling out the form or the person designated to review the form should check the following for completeness:

1. Overall legibility and firmness of written characters (ensure characters transfer to second side of two part carbon paper)
2. Correct aircraft number (production and registration) form used
3. Date task complied with
4. Hours (aircraft or APU), landings and/or cycles task complied with
5. COMPONENT SIGN OFF:
   a. Correct part number removed
   b. Serial number removed - does it match serial number listed on current Aircraft Status Report?

      NOTE: If the serial number coming off does not match the current serial number listed on the Aircraft Status Report, an Inconsistent Information Report will be generated along with the next months reports. The situation is usually caused by an unreported removal of the same component. To correct the situation, two cards must be filled out; one for the component previously unreported and one for the component currently being removed.

   c. Proper remarks code for reason removed

COMPONENT SIGN OFF (Cont'd)

d. Correct part number being installed

e. Correct serial number being installed

f. Price (if required) of component being installed

g. TSN (time since new) of component being installed if unknown, write in "unknown"

h. TSO (time since overhaul) of component being installed

NOTE: - Component time is zero (0) new or zero (0) overhauled. Since a component cannot be both new and overhauled at the same time, only one zero (0) will be accepted.

- TSN or TSO information must be supplied for components having overhaul or scrap requirements. If information is missing, an Insufficient Information Report will be generated along with the next months report.

6. Man-hours required to complete the job are recorded

7. Mechanic's initials in space provided

8. Presence of inspection stamp or initials in space provided

9. Signature, date and certificate number and kind of certificate of authorized person to satisfy permanent maintenance record requirements.

NOTE: - Each task on the Work Compliance Form has its own ATA Code assigned. Sign off of one particular code will not automatically update related task codes which have been accomplished in the overall completion of the task. Each code must be signed-off in order to update.

When the Work Compliance Form is completely filled out, the two part sign off page is separated. The top copy is retained as a permanent maintenance record satisfying FAR 91.173 while the bottom copy is sent in for computer processing. It is recommended that the completed forms be mailed daily or minimum of twice a week (Example: Each Tuesday and Friday).

The information provided by the mechanic is the information fed into the computer. If there are blank areas or inaccurate bits of operator-supplied information, there can be inaccurate information in the following months report. On component entries, blank or inaccurate information can cause the particular item to appear on the Insufficient Report or appear with an arrow on the Aircraft Status Report and the Maintenance Due List. The arrow (>) is merely a symbol used to indicate to the operator that possible erroneous information exists on the Aircraft Status Report.

For the purpose of performing unscheduled maintenance, the operator is supplied with one set of spare Work Compliance Forms. If unscheduled maintenance is necessary, quick referral to the Alphabetical Index or Aircraft Status Report will guide the operator to the appropriate Work Compliance Form required to perform the work. When the unscheduled maintenance is completed the carbon copy is returned to CAMP Systems, Inc. in the same manner as a scheduled form. A new form is sent to the operator with the next months reports in order to replenish his spare set.

If an operator wants a continuous inspection program, he would be supplied with the Operations Inspection List as they fall due on the Maintenance Due List.

For example, if the operator selects a Twelve Operation Inspection Program the operations are designed so that at the completion of the twelve operations the aircraft, which is divided into twelve areas, will have received (depending on the frequency of the inspections) one detailed inspection and four routine inspections. For instance, in Operation 1, the Left Wing is receiving a routine and detailed inspection while the Fuselage and Tail, the Cabin Compartment and the Right Nacelle are receiving routine inspections. In Operation 2, the Right Wing is receiving a routine and detailed inspection while the Cockpit, Left Nacelle and Right Engine are receiving routine inspections. In Operation 3 through 12, the same pattern is followed. One area of the aircraft receives a routine and a detailed inspection while three other areas of the aircraft receive a routine inspection.

At the discretion of the operator, the operations are controlled on a calendar or hourly basis and are so listed on the Aircraft Status Report. As the aircraft accumulates calendar age or hours, the operations will then appear on the Maintenance Due List. As they do, the operator will receive the appropriate Operation Inspection List and performs the service and inspections contained therein.

Component time change and high time services and inspections that are not included in the continuous inspection operations are individually controlled in the Aircraft Status Report and as the aircraft accumulates calendar age or hours they will appear on the Maintenance Due List. At that time the operator will be supplied with a Work Compliance Form that can be fitted into one of the twelve operations.

The operator will receive the following reports for each aircraft participating in the CAMP Program.

THE BASIC MONTHLY REPORTS

- Aircraft Status Report
- Maintenance Due List With Work Compliance Forms Due
- Aircraft History Report
- Aircraft Updates Report

ADDITIONAL MONTHLY EXCEPTION REPORTS (AS REQUIRED)

- Insufficient Information Report
- Inconsistency Report
- Warranty Report
- Revisions To FAR91.169 (e), (f) (5) Inspection Manual (Optional)

THE SPECIAL REPORTS

- Performance And Reliability Trend Report
- Composite Aircraft History Report (To Aircraft Manufacturer Only)

THE ANNUAL REPORTS

- Yearly Budget Report
- Cumulative Aircratt History Report (Each December)

REPORTS AND FORMS TO KEEP YOUR PROGRAM UP TO DATE

- Manufacturers Requirement Frequency Change Notice
- New Requirements Form
- FAR91.169 (e), (f) (5) Inspection Manual Change Form (Optional)

During the course of operating the CAMP Program, if any questions or problems arise contact your Aircraft Maintenance Analyst at CAMP Systems, Inc. for clarification.

SYSTEM/CHAPTER	TITLE
05	TIME LIMITS/MAINTENANCE CHECKS
06	DIMENSIONS & AREAS
07	LIFTING & SHORING
08	LEVELING & WEIGHING
09	TOWING & TAXIING
10	PARKING, MOORING, STORAGE & RETURN TO SERVICE
11	PLACARDS & MARKINGS
12	SERVICING
18	VIBRATION AND NOISE ANALYSIS (HELICOPTER ONLY)
20	STANDARD PRACTICES - AIRFRAME
21	AIR CONDITIONING
22	AUTO FLIGHT
23	COMMUNICATIONS
24	ELECTRICAL POWER
25	EQUIPMENT/FURNISHINGS
26	FIRE PROTECTION
27	FLIGHT CONTROLS
28	FUEL
29	HYDRAULIC POWER
30	ICE AND RAIN PROTECTION
31	INDICATING/RECORDING SYSTEMS
32	LANDING GEAR
33	LIGHTS
34	NAVIGATION
35	OXYGEN
36	PNEUMATIC
37	VACUUM
38	WATER/WASTE
41	WATER BALLAST
45	CENTRAL MAINT SYSTEM
49	AIRBORNE AUXILIARY POWER
51	STANDARD PRACTICES & STRUCTURES - GENERAL
52	DOORS
53	FUSELAGE
54	NACELLES/PYLONS
55	STABILIZERS
56	WINDOWS
57	WINGS
60	STANDARD PRACTICES - PROPELLER/ROTOR
61	PROPELLERS/PROPULSORS
62	ROTOR(S)
63	ROTOR DRIVE(S)
64	TAIL ROTOR
65	TAIL ROTOR DRIVE
66	FOLDING BLADES/PYLON
67	ROTORS FLIGHT CONTROL
70	STANDARD PRACTICES - ENGINE
71	POWER PLANT
72	ENGINE
73	ENGINE FUEL AND CONTROL
74	IGNITION
75	AIR
76	ENGINE CONTROLS
77	ENGINE INDICATING
78	EXHAUST
79	OIL
80	STARTING
81	TURBINES
82	WATER INJECTION
83	ACCESSORY GEAR-BOXES
84	PROPULSION AUGMENTATION
91	CHARTS

CAMP SYSTEMS INCORPORATED

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

LOG OF REVISIONS

Rev. No.	Insertion Date	By	Rev. No.	Insertion Date	By	Rev. No.	Insertion Date	By
1	~~12/68~~ 1/89	JSO						
6	4/20/90	JSO						
4	4/22/90	JSO						
5	4/22/90	JSO						
7	5/21/90	JSO						
8	10/23/90	JSO						
9	10/23/90	JSO						
10	8/2/91	JSO						
11	10/22/91	JSO						
12	11/27/92	JSO						
13	2/92	JSO						

UPON RECEIPT OF REVISIONS, INSERT REVISED PAGES AND ENTER REVISION NUMBER, DATE INSERTED AND INITIALS.