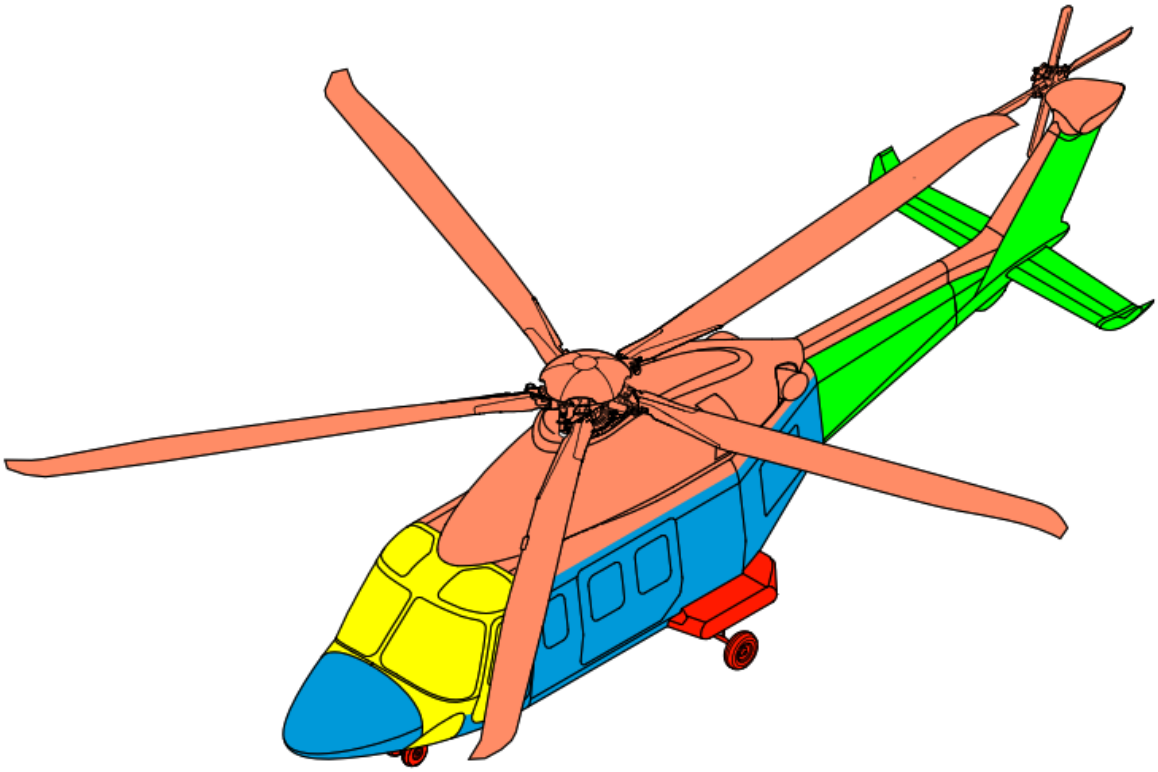
KAAN AIR

KAAN AIR
MAINTENANCE PROGRAMME



AW139

Issue : 2

Revision : 11

Date : 17.03.2025

KAAN AIR

23 / 03 / 2025

SAYI : KAAN-023-SYK-SHGM-25
KONU : AW139 Bakım Programı Iss-2 Rev-11

T.C.
ULAŞTIRMA ve ALT YAPI BAKANLIĞI
Sivil Havacılık Genel Müdürlüğüne
ANKARA

İLGİ : 11.12.2024 tarih ve KAAN-057-SYK-SHGM-24 sayılı yazımız.

Issue 2 Rev-10 nüshası, ilgi yazımız ile dolaylı olarak onaylanmış olan AW139 Bakım Programı;

- Gövde üreticisi LEONARDO tarafından yayınlanan MPM Chapter 04 ve 05; Issue 015; 030-031 revizyon no / tarih değişikliği ve bazı task'lerde küçük revizyonlar,
- SHT-CAM revizyon no / tarih değişikliği yapılmış ve

Issue 2 Rev-11 olarak yeniden hazırlanarak dolaylı onay kapsamında şirket Uyumluluk İzleme Müdürü tarafından kontrol edilerek onaylanmış ve ekte sunulmuştur.

Bilgilerinize arz ederiz. Saygılarımızla,

M.Kemal SÜLER
Genel Müdür, Kpt. Plt
KAAN Hvcl. San. Tic. A.Ş.

E K İ :

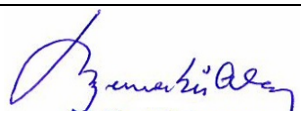
EK-A AW139 Bakım Programı (KAAN) Iss-2 Rev-11 (17.03.2025)

KAAN HAVACILIK SANAYİ ve TİCARET A.Ş.
Ayazağa Mah. 208 sok. No:1 Sarıyer / İSTANBUL (34396)
Tel: +90 532 111 99 93 Fax:+90 216 425 17 03
www.kaanair.com info@kaanair.com

MAINTENANCE PROGRAM MANUAL

ISSUE II

REV. 11

	PREPARED BY	CONTROLED & When Needed; INDIRECT APPROVED BY	FINAL APPROVED BY (On Behalf of Company)
NAME	Ali ÖZUĞUR	Kadir ERDOĞAN	M. Kemal SÜLER
TITLE	Continuing Airworthiness Manager	Compliance Monitoring Manager	Accountable Manager
SIGN			
DATE	17.03.2025	17.03.2025	17.03.2025

INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

INTENTIONALLY LEFT BLANK

MAINTENANCE PROGRAMME

Chapter – 0

System of Amendment and Revision

INTENTIONALLY LEFT BLANK

CHAPTER-0
System of Amendment and Revision

Table of Contents

INTENTIONALLY LEFT BLANK

GENERAL

0.1 INTRODUCTION

General Information

Kaan Air Leonardo S.p.A. AW139 Maintenance Program Manual is prepared in the aim of guidance and transmitting information to DGCA, SHT-145 or EASA PART-145 Maintenance Organization and Kaan Air Technical Department about the maintenance requirements of each rotorcraft, duties and responsibilities of the technical staff, work principles and training principles according to SHT-CAM, SHT-145, EASA PART-145 and Manufacturer's Rotorcraft Maintenance Manual requirements.

Kaan Air Maintenance Program Manual is divided in 5 chapters as mentioned below;

Chapter 0 - System of Amendment and Revision

Chapter 0 contains general information, formatting of the pages, system of amendment and revision, revision history, distribution list, effective pages.

Chapter 1 -Definitions and Abbreviations

Chapter 1 contains definitions and abbreviations.

Chapter 2 - General

Chapter 2 contains Continuing Airworthiness Manager Maintenance Programme Statement and general information regarding to the rotorcraft fleet and the organization.

Chapter 3 - Maintenance Program

Chapter 3 contains Maintenance Procedures and Airworthiness Limitations.

Chapter 4- Scheduled Inspections Tasks

Chapter 4 contains Schedule Unscheduled Checks, Inspections, and Tasks.

0.2 FORMATTING OF THE PAGES

The manual name and chapter number are placed in the middle section of the header.
Revision number and date appear on the top right side of header.
Company Logo with name is on top left side of the page header.
The page number order is in the middle of the footer section is section number, section page number and total pages number.

0.3 SYSTEM OF AMENDMENT AND REVISION

The Continuing Airworthiness Manager is responsible from Kaan Air Maintenance Program, for its contents, amendments, and revisions and for keeping the instructions and information up to date. He/she shall supply the Turkish DGCA with intended amendments and revisions in advance of the effective date.

In principle the amendments are done according to the changes within the company procedures, Manufacturer's AMM and the legislation changes of TR DGCA, EASA and ICAO.

Possible amendment and revision reasons for Aircraft Maintenance Program are:

- Revision of the Manufacturer's Aircraft and Engine Maintenance Manual on which the program is based.
- Temporary Revision of the Manufacturer's Aircraft and Engine Maintenance Manual on which the program is based.
- Change in the aircraft configuration due to modification, etc.
- Changes based on operational experiences.
- Changes based on defect reports from the SHT-145 or Part-145 Maintenance Organization.
- Changes based on the periodic review of the program.

Changes are identified by highlighting the text. If the change is made for adding new pages (pagination), the 'rev no', 'page no' and 'rev date' are highlight in header and footer section of the page to indicate the changes.

The validity of the amendments is maintained when receiving the approval of the revision from DGCA. After this approval the revision is to be entered to the Revision Page of the Maintenance Program.

0.3.1 Maintenance Programme Indirect Approval

Initial Maintenance Programme approval is be done only by TR DGCA.

Kaan Air could approve Maintenence Programme ammendments through indirect approval procedure by **Compliance Monitoring Manager.** Indirect approval procedure could be applied only if maintenence programme for the type of aircraft is already approved. Maintenence programme could be indirectly approved in the following cases, when:

- A new aircraft S/N (registration) is added or removed to approved maintenence programme,
- A change in maintenence instructions is promulgated by the type certificate holder, supplemented type certificate holder or TR DGCA and are directly reflected in Maintenance programme,
- Additional maintenance tasks derivied from modifications and repairs are incorporated into approved maintenance programme,
- When a period frequency is reduced to less than the approved MP allows.

Revised maintenance programme shall be notified to the e-mail address; shy-m@shgm.gov.tr (TR DGCA's SHT-CAM branch) in 10 (ten) days after approval.

0.4 RECORD OF REVISIONS (RoR)

Each revision has to be completed by an authorized person at the date of issue of revision and signed.

ISS. NO.	REV. NO.	REVISION DATE	REASON FOR	THE CHANGE ENTERED BY	INDIRECT APPROVAL
1	0-18	17.08.2021		A. ÖZUĞUR	SHGM
2	00	14.03.2022	Complete reissue due to audit finding and set with SHT-M Ek-2.1	A. ÖZUĞUR	SHGM
2	01	04.08.2022	Engine IETP Change not effected engine MPM. The ITEP/MPM issue no and date updated	A. ÖZUĞUR	(YES √) K. ERDOĞAN Quality Manager
2	02	02.12.2022	Engine and Airframe MPM Change; New helicopter added to the fleet.	A. ÖZUĞUR	SHGM
2	03	15.03.2023	Engine and Airframe MPM Change;	A. ÖZUĞUR	SHGM
2	04	21.04.2023	CAME Rev Nr change, Section 3.6.2 RL023 MGB Case P/N typo correction (Page 3.10), Section 4.4.37 SMC 01-07 Registration correction (Page 4.51)	A. ÖZUĞUR	(YES √) K. ERDOĞAN Quality Manager
2	05	08.05.2023	Helicopter has been removed from the fleet (TC-HVK) and a new helicopter (TC-HZG) has been added to the fleet. Directive publication name change.	A. ÖZUĞUR	SHGM
2	06	05.08.2023	Engine MPM change and KAAN-CAME Revision	A. ÖZUĞUR	(YES √) K. ERDOĞAN Quality Manager
2	07	02.02.2024	Helicopter has been removed from the fleet (TC-HKU); Helicopter AMPI (Chapter 05) revised as Issue 026; Engine MPM change (32.0), SHT CAM reference rev no and date and revised CAME rev no and date.	A. ÖZUĞUR	(YES √) K. ERDOĞAN Quality Manager
2	08	12.05.2024	Helicopter AMPI (Chapter 05) revised as Issue 027; Engine MPM change (33.0)	A. ÖZUĞUR	(YES √) K. ERDOĞAN Quality Manager
2	09	16.08.2024	Helicopter AMPI (Chapter 05) revised as Issue 028.	A. ÖZUĞUR	(YES √) K. ERDOĞAN Compliance Monitoring Manager
2	10	29.11.2024	Helicopter AMPI (Chapter 05) revised as Issue 029. Engine IETP 34	A. ÖZUĞUR	(YES √) K. ERDOĞAN Comp.Mon.Manager
2	11	17.03.2025	Helicopter AMPI (Chapter 04; 05) revised as Issue 015; 030; 031	A. ÖZUĞUR	(YES √) K. ERDOĞAN Comp.Mon.Manager

Keep this page until new issue of the maintenance program is published.

0.5 RECORD OF TEMPORARY REVISIONS (RoTR)

Each revision has to be completed by an authorized person at the date of issue of revision and signed.

ISS. NO.	REV. NO.	REVISION DATE	REASON FOR	THE CHANGE ENTERED BY SIGNATURE

Keep this page until new issue of the maintenance program is published.

0.6 DISTRIBUTION LIST

0.6.1 MP Copy Distribution List

Maintenance Programme (MP) is distributed to the following Organizations, Departments and Personnel as mentioned below table.

JOB TITLE	PUBLICATION CONT. NO
Turkish DGCA	E-COPY
Continuing Airworthiness Manager	COPY NO. 1
Accountable Manager	E-COPY (common)
Compliance Monitoring and Safety Manager	E-COPY (common)

The Continuing Airworthiness Manager is responsible of distributing MPM and keeping the distribution list up to date.

0.7 CONTACT ADDRESSES

Mustafa Kemal SÜLER, Accountable Manager of Kaan Air, during office-hours, to be reached at

Phone: +90 530 403 51 51
Fax : +90 216 425 17 03
Ayazağa Mahallesi 208. Sokak No:1 Sarıyer / İSTANBUL 34396 TURKEY
kemal.suler@kaanair.com

Ali ÖZUĞUR, Continuing Airworthiness Manager of Kaan Air, during office hours, to be reached at.

Phone: +90 532 111 99 93/1505
Mobile: +90 530 540 42 03
Fax: +90 216 425 17 03
Ayazağa Mahallesi 208. Sokak No:1 Sarıyer / İSTANBUL 34396 TURKEY
ali.ozugur@kaanair.com

Kadir ERDOĞAN, Compliance Monitoring and Safety Manager of Kaan Air, during office-hours, to be reach at:

Phone: +90 532 367 25 82
Fax: +90 216 425 17 03
Ayazağa Mahallesi 208. Sokak No:1 Sarıyer / İSTANBUL 34396 TURKEY
kadir.erdogan@kaanair.com

0.8 LIST OF EFFECTIVE PAGES

Page Nr.	Rev. Nr	Date	Page Nr.	Rev. Nr	Date
Cover Page	09	16.08.2024	III	00	14.03.2022
I	00	14.03.2022	IV	00	14.03.2022
II	11	17.03.2025	V	00	14.03.2022

Chapter 0 System of Amendment and Revision

Page Nr.	Rev. Nr	Date	Page Nr.	Rev. Nr	Date
0-1	00	14.03.2022	0-10	09	16.08.2024
0-2	00	14.03.2022	0-11	11	17.03.2025
0-3	00	14.03.2022	0-12	09	16.08.2024
0-4	00	14.03.2022	0-13	11	17.03.2025
0-5	05	08.05.2023	0-14	11	17.03.2025
0-6	09	16.08.2024	0-15	00	14.03.2022
0-7	11	17.03.2025			
0-8	00	14.03.2022			
0-9	09	16.08.2024			

Chapter 1 Definitions & Abbreviations

Page Nr.	Rev. Nr	Date	Page Nr.	Rev. Nr	Date
1-1	00	14.03.2022	1-5	00	14.03.2022
1-2	00	14.03.2022	1-6	00	14.03.2022
1-3	00	14.03.2022	1-7	05	08.05.2023
1-4	00	14.03.2022	1-8	00	14.03.2022

Chapter 2 General

Page Nr.	Rev. Nr	Date	Page Nr.	Rev. Nr	Date
2-1	00	14.03.2022	2-5	08	12.05.2024
2-2	00	14.03.2022	2-6	07	02.02.2024
2-3	00	14.03.2022	2-7	00	14.03.2022
2-4	00	14.03.2022			

Chapter 3 Maintenance Programme

Page Nr.	Rev. Nr	Date	Page Nr.	Rev. Nr	Date
3-1	00	14.03.2022	3-14	07	02.02.2024
3-2	00	14.03.2022	3-15	08	12.05.2024
3-3	00	14.03.2022	3-16	08	12.05.2024
3-4	00	14.03.2022	3-17	07	02.02.2024
3-5	09	16.08.2024	3-18	07	02.02.2024
3-6	05	08.05.2023	3-19	07	02.02.2024
3-7	00	14.03.2022	3-20	05	08.05.2023
3-8	07	02.02.2024	3-21	07	02.02.2024
3-9	07	02.02.2024	3-22	00	14.03.2022
3-10	07	02.02.2024	3-23	00	14.03.2022
3-11	07	02.02.2024	3-24	00	14.03.2022
3-12	00	14.03.2022	3-25	00	14.03.2022
3-13	07	02.02.2024			

Chapter 4 Scheduled Inspection Tasks

Page Nr.	Rev. Nr	Date
4-1	00	14.03.2022
4-2	00	14.03.2022
4-3	00	14.03.2022
4-4	00	14.03.2022
4-5	00	14.03.2022
4-6	02	02.12.2022
4-7	05	08.05.2023
4-8	05	08.05.2023
4-9	07	02.02.2024
4-10	07	02.02.2024
4-11	07	02.02.2024
4-12	07	02.02.2024
4-13	07	02.02.2024
4-14	08	12.05.2024
4-15	07	02.02.2024
4-16	07	02.02.2024
4-17	07	02.02.2024
4-18	07	02.02.2024
4-19	07	02.02.2024
4-20	07	02.02.2024
4-21	07	02.02.2024
4-22	07	02.02.2024
4-23	07	02.02.2024
4-24	07	02.02.2024
4-25	07	02.02.2024
4-26	07	02.02.2024
4-27	07	02.02.2024
4-28	07	02.02.2024
4-29	07	02.02.2024
4-30	07	02.02.2024
4-31	11	17.03.2025
4-32	07	02.02.2024
4-33	07	02.02.2024
4-34	07	02.02.2024
4-35	07	02.02.2024
4-36	07	02.02.2024
4-37	11	17.03.2025
4-38	07	02.02.2024
4-39	07	02.02.2024
4-40	07	02.02.2024
4-41	07	02.02.2024
4-42	11	17.03.2025
4-43	08	12.05.2024
4-44	07	02.02.2024
4-45	07	02.02.2024
4-46	07	02.02.2024
4-47	07	02.02.2024
4-48	07	02.02.2024
4-49	11	17.03.2025
4-50	08	12.05.2024
4-51	07	02.02.2024
4-52	07	02.02.2024
4-53	07	02.02.2024
4-54	07	02.02.2024
4-55	07	02.02.2024
4-56	08	12.05.2024
4-57	07	02.02.2024
4-58	07	02.02.2024
4-59	07	02.02.2024
4-60	07	02.02.2024
4-61	11	17.03.2025
4-62	00	14.03.2022
4-63	00	14.03.2022
4-64	07	02.02.2024
4-65	02	02.12.2022
4-66	02	02.12.2022
4-67	08	12.05.2024

0.9 LIST OF REFERENCE DOCUMENTS

ITEM	DOCUMENT	REV / ISS. NO	REV. DATE	ISSUED BY
1	AW139 Maintenance Planning Manual (MPM) 502500009 Chapters 00/04/05	010; 015; 030-031	2022-09-08 2025-01-07 2024-12-19 2025-01-07	EASA / Leonardo
2	PT6C-67C Engine Maintenance Manual (MM) 3045332	Rev. 34.0	04/NOV/2024	Transport Canada / Pratt & Whitney
3	Sürekli Uçuşa Elverişlilik Yönetimi Talimatı (SHT-CAM)	05	11.12.2024	TR DGCA
4	Continuing Airworthiness Management Exposition (CAME)	26	21.06.2024	KAAN AIR

INTENTIONALLY LEFT BLANK

MAINTENANCE PROGRAMME

Chapter – 1

Definitions and Abbreviations

INTENTIONALLY LEFT BLANK

CHAPTER-1
Definitions and abbreviations

Table of Contents

INTENTIONALLY LEFT BLANK

1. DEFINITIONS AND ABBREVIATIONS

1.1 Terms and Definitions

Aircraft: Every kind of air vehicles that can fly and have cruise capability.

Aircraft component: Any component part of an aircraft up to and including a complete power plant and/or any operational/emergency equipment.

Aircraft Avionics: All electronic devices covering the radio, automatic flight controls and instrument systems.

Airworthiness Data: Any information necessary to ensure that the aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment as appropriate, is assured.

Calendar Times: Day (DY): A period of 24 consecutive hours.

Month(s) (MO): A period of 30 consecutive days.

Year(s) (YR): A period of 12 consecutive months.

Warning: Calls attention to use of materials, processes, methods, procedures, or limits which must be followed precisely to avoid injury or death to persons.

Caution: Calls attention to methods and procedures which must be followed to avoid damage to equipment.

Damage: Physical deterioration of a component

Detailed Inspection (DI) An intensive visual examination of a specific structural area, system, installation, or assembly to detect obvious damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required.

Discard (DS)

Note Unless specifically stated otherwise, the tasks identified in this document can be performed without removing the subject assembly/component.

The removal from service of an item at a specified life limit. Discard tasks are normally applied to parts such as cartridges, canisters, cylinders, engine disks, etc.

Functional Check (FC) A quantitative check to determine if one or more functions of an item perform within specified limits.

Flight Time: The total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Functional Test: A “Functional Check” is a detailed examination in which a complete system, subsystem or component is checked to determine if specific operating parameters are within the limits of movement, rate of flow, temperature, pressure, revolutions per minute, degrees of travel, etc., as prescribed in the manufacturer/vendors Maintenance Manual.

General Visual Inspection (GVI) A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance, unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or droplight and may require removal or opening of access panel or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

Interval: The period expressed in Letter code, cycles, hours and/or calendar time, between successive accomplishments of a specific task.

Landing: An aircraft touching the runway and coming to a complete stop or performing a “touch and go”

Lubrication and Servicing (LU/SV) Any acts of lubricating or servicing for the purpose of maintaining inherent design capabilities.

Maintenance Task: An action or set of actions required to achieve a desired outcome which restores an item (area, component, system, subsystem, structure) or maintains an item in serviceable condition, including inspection and determination of condition.

Modification: The alteration of an aircraft/aircraft component in conformity with an approved standard.

NDT Inspection: Nondestructive inspection procedure, e.g., eddy current, ultrasonic.

Note: Calls attention to methods which will make the job easier.

Operational Check (OC) An operational check is a task to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.

Overhaul (OVHL) Overhaul activities are all the activities specified in the dedicated manuals issued by the manufacturer that involve partial or total disassembly of an equipment/assembly with the purpose of reconditioning, replacing and/or testing the internal components, at the intervals specified by the manufacturer.

Pre-flight inspection: The inspection carried out before flight to ensure that the aircraft is fit for the intended flight. It does not include defect rectification.

Repair: The restoration of an aircraft/aircraft component to a serviceable condition in conformity with an approved standard.

Restoration: That work necessary (ON/OFF aircraft) to return an item to a specific standard.

Restoration may vary from cleaning or replacement of single parts up to a complete overhaul.

Service: The term “Service” implies that a component or system should be checked and serviced with fuel, oil, grease, water, oxygen, etc., to a level or condition specified by the applicable manufacturer, vendor and/or airline. “Service” may also be used to indicate that filter cleaning or replacement is recommended.

Special Detailed Inspection (SDI) An intensive examination of a specific item(s), installation, or assembly to detect damage, failure, or irregularity. The examination is likely to make extensive use of specialized inspection techniques and/or equipment. Intricate cleaning and substantial access or disassembly may be required.

Visual Check (VC) A visual check is an observation to determine that an item is fulfilling its intended purpose. Does not require quantitative tolerances. This is a failure finding task.

1.2 Abbreviations

A/C	Aircraft
AD	Airworthiness Directive
AMPM	Aircraft Maintenance Planning Manual
ASRP	Air Vehicle Structural Repair Publication
CPCP	Corrosion Protection and Control Publication
CMM	Component Maintenance Manual
CMR	Certification Maintenance Requirements
CSRP	Common Structural Repair Publication
CSN	Cycles Since New
DGCA	Directorate General of Civil Aviation
EASA	European Aviation Safety Agency
EMPM	Engine Maintenance Planning Manual
FAA	Federal Aviation Administration
FH	Flight Hours
ICAO	International Civil Aviation Organization
IETP	Interactive Electronic Technical Publications
LH	Leonardo Helicopter
MEC	Mechanical Engine Control
MI	Mandatory Inspection
MEL	Minimum Equipment List
MFR	Manufacturer
MM	Maintenance Manual
MMEL	Master Minimum Equipment List
MOS	Manual Override System
MP	Maintenance Programme
N/A	Not Applicable
NO.	Number
OAT	Outside Air Temperature
P&W	Pratt&Whitney
P/N	Part Number
PAC	power assurance check
RFM	Rotorcraft Flight Manual
RoR	Record of Revisions
RoTR	Record of Temporary Revisions
SB	Service Bulletin
SMC	Scheduled Maintenance Check
SHT-CAM	Civil Aviation Regulation
TSN	Time Since New
TSO	Time Since Overhaul
UMC	Unscheduled Maintenance Check
W&B	Weight & Balance

INTENTIONALLY LEFT BLANK

MAINTENANCE PROGRAMME

Chapter – 2

General

INTENTIONALLY LEFT BLANK

Chapter-2
General

Table of Contents

INTENTIONALLY LEFT BLANK

2.1 STATEMENT BY THE CONTINUING AIRWORTHINESS MANAGER

In the preparation of this Maintenance Programme to meet the requirements of DGCA SHT-CAM, Part-M, the recommendations made by the airframe, engine, and equipment manufacturers have been evaluated and, where appropriate, have been incorporated.

This Maintenance Programme lists the tasks and identifies the practices and procedures, which form the basis for the scheduled maintenance of the helicopter(s). KAAN AIR undertakes to ensure that the helicopter(s) will continue to be maintained in accordance with this programme.

The data contained in this programme **will be reviewed for continued validity at least annually** in the light of operating experience and instructions from the DGCA whilst taking into account new and / or modified maintenance instructions promulgated by the Type Certificate and Supplementary Type Certificate Holders and any other Organisation that publishes such data in accordance with SHT-21.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published from time to time where these new or amended regulations may override elements of this programme.

It is understood that compliance with this programme alone does not discharge KAAN AIR from ensuring that the programme reflects the maintenance needs of the helicopter(s), such that continuing safe operation can be assured. It is further understood that the DGCA reserves the right to suspend, vary or cancel approval of the Maintenance Programme if the DGCA has evidence that the requirements of the Maintenance Programme are not being followed or that the required standards of airworthiness are not being maintained.

For and on behalf of the SHT-CAM CAMO / KAAN AIR:

Ali OZUGUR
Continuing Airworthiness
Manager

2.2 GENERAL INFORMATION

2.2.1 Operator Name And Address

KAAN AIR SANAYİ VE TİCARET A.Ş (KAAN AIR)
Ayazağa Mahallesi 208. Sokak No:1
Sarıyer/İSTANBUL 34396 TURKEY
Phone: +90 532 111 99 93
Fax: +90 216 425 1702

2.2.2 Brief Description of the Organization

Kaan Air detailed organization is explained in Continuing Airworthiness Management Exposition (CAME) Section 0.2.1

2.2.3 Fleet

Kaan Air Leonardo S.p.A / A139 fleet composition is as follows:

A/C. MANUFACTURER	MODEL	REGISTRATION	SERIAL NUMBERS	ENGINE MANUFTURER	ENGINES MODEL	ENGINES S/N
Leonardo	AW139	TC HKT	31070	Pratt & Whitney	PT6C-67C	PCE-KB1083 PCE-KB1199
Leonardo	AW139	TC HKB	41005	Pratt & Whitney	PT6C-67C	PCE-KB0526 PCE-KB0710
Leonardo	AW139	TC HZG	31725	Pratt & Whitney	PT6C-67C	PCE-KB1833 PCE-KB1841

2.2.4 Anticipated Annual Utilization

These helicopters are operated for air taxi operation and no scheduled flight program is available. For this reason, annual utilization may vary, and estimated utilization based on previous experiences. Maintenance tasks and selected program will be reviewed to make necessary adjustments, if annual utilization increases by more than 25% from that anticipated.

Anticipated Annual Utilization is 400 Flight Hours.

2.2.5 Fuel

Kaan Air uses fuel types defined and approved in the relevant sections of EMM 72.00.00 paragraph 2 and AMM Section 12-11-01.

2.2.6 Type of Operation

Kaan Air does Air Taxi accordance with conditions explained in its AOC.

INTENTIONALLY LEFT BLANK

MAINTENANCE PROGRAMME

Chapter – 3

Maintenance Procedures and Airworthiness Limitations

INTENTIONALLY LEFT BLANK

CHAPTER-3
MAINTENANCE PROGRAMME

Table of Contents

INTENTIONALLY LEFT BLANK

3. MAINTENANCE PROCEDURES AND AIRWORTHINESS LIMITATIONS

3.1 Program Basis

This Maintenance Programme meets the requirements of SHT-CAM and the requirement of the Turkish DGCA, EU Continuous Airworthiness regulation Annex-I (Part-M) and includes the evaluation of recommendations made by airframe, engine, and component manufacturers.

Scheduled inspections include airframe, engine, and component inspections. The scheduled airframe inspection intervals are based on the airframe operating time. The scheduled component inspection intervals are based on the component operating time. The basis of Maintenance Program is Leonardo S.p.A A139 Airframe Technical Publications and Pratt & Whitney Engine PT6C-67C Technical Publications.

3.2 Permissible Maintenance Interval Tolerances

To allow an acceptable level of flexibility in the maintenance planning and to compensate for unpredictable situations (e.g., unforeseen increase in the helicopter utilization rate), a set of permitted variations associated to task intervals can be utilized. A variation can be applied only when the minimum inspection interval prescribed by MPM Ch.05 cannot be complied with due to circumstances which could not reasonably have been foreseen by the Operator or by its contracted Maintenance Organization. In any case all permitted variations are not cumulative and cannot be assumed as maintenance planning tool.

Kaan Air may only increase the periods wrote out by the programme with the approval of TR DGCA. The periods wrote out by this specification may be varied subject to conditions and limitations as follows:

Variations shall be permitted only when the periods wrote out by this schedule (or documents in support of this schedule) cannot be complied with, due to circumstances which would not reasonably have been foreseen by Kaan Air.

The decision to extension of the wrote out periods in the MPMs shall be taken only by the Compliance Monitoring Manager and Continuing Airworthiness Manager or Aircraft's Owner, **without exceeding the extension limits specified in the SHT-BPU, according to SHT-BPU**. If Kaan Air have to use exceeding tolerance of maintenance inspection and O/H life of parts, Kaan Air will give information with explanations to the Turkish DGCA within 72 hours.

	Maintenance Interval	**Extended Tolerances**
1	5000 flying hours or less	10% of prescribed period
2	More than 5000 flying hours	500 flying hours
3	1 years or less	10% or 1 month, whichever is the lesser
4	More than 1 year but less than 3	2 months
5	More than 3 years	3 months
6	500 landings / cycles or less	5% or 25 cycles whichever is the lesser
7	More than 500 landings / cycles	5% or 200 cycles whichever is the lesser

For items controlled by more than 1 limit, i.e., items controlled by flying hours and calendar time, all limits shall be considered. The task shall be performed when the most restrictive one is reached. Such as flight hours and calendar time or the parts controlled by the flight hours and cycle.

Unless otherwise specified, permitted variations DO NOT apply to:

— Airworthiness Directive
— National Requirements
— Life limited part (Discard; Retirement and O/H) intervals specified by a manufacturer or identified in aircraft or engine Type Certification Data Sheets,
— Airworthiness Limitations, including CMRs and MIs.
— Those periods included in this maintenance program which have been classified as mandatory by TR DGCA.

3.3 Reliability Program

AW139 Maintenance Program and Leonardo S.p.A AW139 Manufacturer Aircraft Maintenance Planning Manual meet the requirements which are located in SHT-CAM, Appendix I to AMC M.A.302 and AMC M.B.301(b), Section 6, Paragraph 6.1.2. (a) & (c). Therefore, reliability program is not necessary.

3.4 Periodic Review Of Maintenance Program Contents

Maintenance Programme will be reviewed after each revision effective for AW139 configuration issued on Maintenance Manual and other airworthiness documents by aircraft and engine/ aircraft and engine manufacturers/authority and program will be amended accordingly.

No amendment will be issued for one time inspection / modification required by manufacturer recommendation, AD and SB applications; program will be revised if recurring application is required.

Maintenance Programme will be reviewed and if requires revised without obligation for following reasons,

– any change on Aircraft / Aircraft Component Manufacturer recommendations
– any change on Engine / Engine Component Manufacturer recommendations
– request by Authority (Turkish DGCA, EASA, FAA and TC)
– addition or deletion on Fleet composition
– anticipated utilization varies more than 25%
– after Major modification or alteration on aircraft/aircraft components.

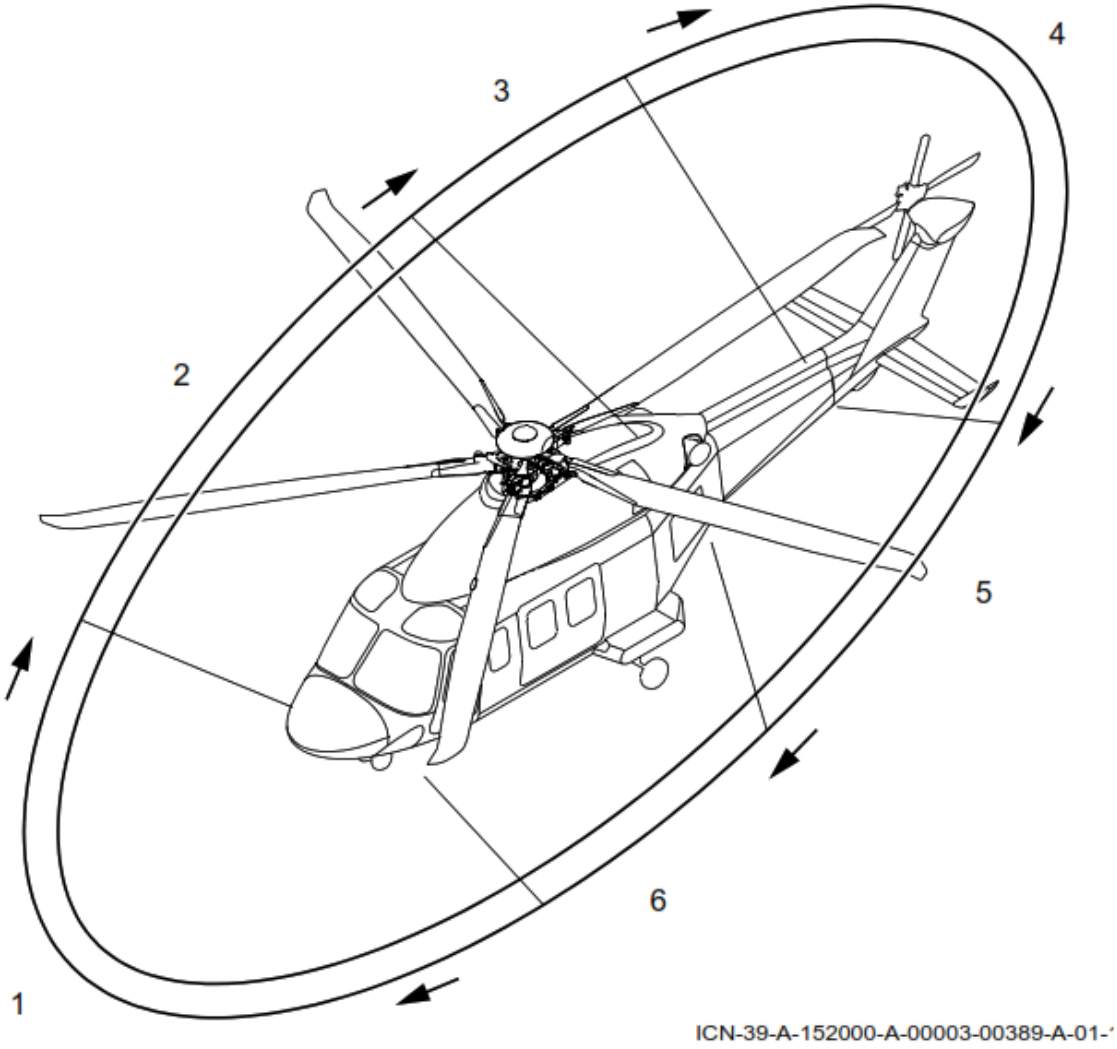
3.5 Preflight Checks

3.5.1 Pilot's Preflight Check

Preflight checks are intended as those checks to be performed by the pilot in order to ascertain that the helicopter is flightworthy and adequately equipped.

They are therefore not meant as detailed mechanical inspections, but as a guide to check the condition of the helicopter.

Check¨ is intended as observing the helicopter to find any obvious damage. ¨Damage¨ is intended as any abnormal or out of limits condition. If during preflight check these conditions are found, inspections shall be carried out before the flight, in order to ascertain the helicopter airworthiness. Passengers should be briefed on relevant operational procedures and associated hazards. (Refer to the latest issue of the AW139 RFM Section 2 Normal Procedures)



Pre-flight Check Sequence

AREA N°1: Helicopter nose
AREA N°2: Fuselage - RH side
AREA N°3: Tail boom - RH side
AREA N°4: Fin, intermediate/tail gearbox, tail rotor
AREA N°5: Tail boom LH side
AREA N°6: Fuselage - LH side
AREA N°7: Cabin and Cockpit interior

3.6. Airworthiness Limitations, Life Limited Schedule

3 6.1 AW139 Airworthiness Limitations

The parts listed in the following table must be mandatorily retired from service when the indicated retirement life is reached. This also applies to all those non-serialized standard parts which connect the identified assembly / component.
All retirement lives are expressed in Flying Hours (FH), unless otherwise specified. Flying hours are defined as those hours accumulated from take-off to landing.
The retirement lives of some parts are expressed in “landings” because their life is dependent upon the rotor start-stop cycles and the helicopter ground-air-ground cycles.

Notes

2. For the following Tail Fin Assemblies, the life limit is aligned with the life limit applicable to the corresponding Tail Assembly (refer to the related Log Card):

- Tail Fin Assembly, P/N 3G5351A00134 part of the Tail Assembly P/N 3G5350A00133 or 3G5350A00134
- Tail Fin Assembly, P/N 3G5351A00135 part of the Tail Assembly P/N 3G5350A00135

3.6.2 AW139 Retirement lives - List of affected parts

Retirement lives - List of affected parts						
Ref	**Part**	**Part number**	**Retirement life**	**TC HKT**	**TC HZG**	**TC HKB**
RL001	Left Main Landing Gear Assembly (Liebherr landing gear installation)	3G3210V00135	50000 landings	X	N/A	X
	Right Main Landing Gear Assembly (Liebherr landing gear installation)	3G3210V00235	50000 landings	X	N/A	X
RL001A	Left Main Landing Gear Assembly (Liebherr landing gear installation).	3G3210V00831	25000 landings	N/A	X	N/A
RL001B	Right Main Landing Gear Assembly (Liebherr landing gear installation).	3G3210V00931	25000 landings	N/A	X	N/A
RL002	Nose Landing Gear Assembly (Liebherr landing gear installation)	3G3220V00133	50000 landings	X	X	X
RL003	Main Retracting Actuator Assembly (Liebherr landing gear installation)	3G3230V00332	50000 landings	X	X	X
RL004	Nose Retracting Actuator Assembly (Liebherr landing gear installation)	3G3230V00132	50000 landings	X	X	X

Ref	Part	Part number	Retirement life	TC HKT	TC HZG	TC HKB
RL005	TGB Fitting	3G5351A01151	7200	X	X	X
RL006	Tail Assembly	3G5350A00132	19600 FH or 32000 landings (Note 8) (Note 12)	X	N/A	X
RL006A	Tail Assembly	3G5350A00136	40000 landings	N/A	X	N/A
RL007	Main Landing Gear LH Segment Main Landing Gear RH Segment	3P5339A00332 3P5339A00432	80000 landings 80000 landings	X	X	X
RL007A	Rear Fuselage Assembly	3P5340A00132	32000 landings (Note 10) (Note 11) 40000 landings TC-HZG	X	X	X
RL008	Tailplane Attachment Fitting on Fin Upper LH Tailplane Attachment Fitting on Fin Upper RH	3G5351A01432 3G5351A01532	7600 7600	X X	N/A N/A	X X
RL009	Tailplane Attachment Fitting on Fin Lower	3G5351A07531	10600	X	N/A	X
RL009B	Tailplane upper LH fitting.	3G5351A08931	7600	N/A	X	N/A
RL009D	Tailplane upper RH fitting.	3G5351A09031	7600	N/A	X	N/A
RL009E	Tailplane lower fitting.	3G5351A09131	10600	N/A	X	N/A
RL010A	Rod End (Fin End)	3G5510A03931	4600 (See Para 6. Operation above 6400 kg(MTOW)	X	N/A	X
RL010B	Rod Sleeve	3G5510A04152	10000	X	N/A	X
RL010C	Rod End (Tailplane End)	3G5510A04052	10000 (See Para 6. Operation above 6400 kg (MTOW)	X	N/A	X
RL010D	Tailplane Assembly	3G5510A00133	65000 (Para 6. Operation above 6400 kg (MTOW)	X	N/A	X
RL010E	Rod assembly (Tailplane).	3G5510A08931	4600 (See Para 6. Operation above 6400 kg MTOW)	N/A	X	N/A
RL011	Main Landing Gear Actuator Bolt on Sponson Bracket	3G3210L00151	160000 landings	X	X	X
RL012	Main Rotor Blade Assembly	3G6210A00131	20000 FH or 50200 landings whichever comes first (Table 4) (Note 4)	X	X	X

Ref	Part	Part number	Retirement life	TC HKT	TC HZG	TC HKB
RL013	Main Rotor Hub Assembly	3G6220A00332	46000	X	X	X
RL015	Main Rotor Rotating Swashplate	3G6230A00332	4800	X	N/A	X
RL015A	Main Rotor Rotating Swashplate Assy reworked.	3G6206P01331	4800	N/A	X	N/A
RL015C	Locking Ring Outer.	3G6230A03153	7700	N/A	X	N/A
RL016	Main Rotor Scissors Attachment Flange Assembly	3G6220A00632	41700	X	X	X
RL016A	Main Rotor Scissors Attachment Flange Assembly.	3G6220A00633	UNLIMITED	N/A	X	N/A
RL017	Main Rotor Damper Bolt	3G6220A01251	51700	X	X	X
RL018	Main Rotor Elastomeric Bearing	3G6220V00153	100000 landings	X	N/A	X
	Main Rotor Elastomeric Bearing	3G6220V00153	100000 landings	N/A	X	N/A
RL019	Upper Scissor Lever Assembly	3G6230A00832	14280	X	X	X
RL019C	Upper Scissor Lever Assembly.	3G6230A00834	UNLIMITED	N/A	X	N/A
RL019D	Lower Scissor Lever Assembly.	3G6230A00934	UNLIMITED	N/A	X	N/A
RL021	MGB Case, Top Assembly	3G6320A01035	120.000 landings	X	N/A	X
RL021B	MGB case, Top Assembly.	3G6320A16231	120.000 landings	N/A	X	N/A
RL022	MGB Shaft, Main Rotor	3G6320A01852	15300 FH or 54000 landings (Table 3)	X	X	X
RL023	MGB Case, Main Assembly	3G6320A02736	12500 FH or 61800 landings	X	N/A	X
RL023A	MGB Case, Main Assembly.	3G6320A16331	12.500 Hr / 61800 landings	N/A	X	N/A
RL024	MGB Upper Fitting	3G6330A00232	133240 landings	X	X	X
RL025	MGB Antitorque Beam	3G6330A00532	20000 FH or 63000 landings	X	X	X
RL033D	Tail Rotor Blade Assembly	3G6410A00133	40000 landings	X	X	X
RL033G	Tail Rotor Blade Damper bracket.	3G6410A03631	27600	N/A	X	N/A
RL033B	Tail Rotor Blade Bolt	3G6420A00252	19100 (Note 2)	X	X	X

Ref	Part	Part number	Retirement life	TC HKT	TC HZG	TC HKB
RL034	Tail Rotor Hub Assembly	3G6420A00332	34500 FH or 207000 landings	X	X	X
RL035	Tail Rotor Elastomeric Spherical Bearing	3G6420V00153	5000	X	N/A	X
	Tail Rotor Elastomeric Spherical Bearing	3G6420V00154	5000	N/A	X	N/A
RL036	Tail Rotor Elastomeric Damper.	3G6420V00455	20000	X	N/A	X
RL036A	Tail Rotor Elastomeric Damper	3G6420V00851	12600	N/A	X	N/A
RL037	Tail Rotor Shaft Drive Assembly, Number 1	3T6510A00141	100000 landings	X	X	X
	Tail Rotor Shaft Drive Assembly, Number 2	3T6510A00238	16000 FH or 44800 landings (See Para 6. Operation above 6400 kg (MTOW)	X	X	X
	Tail Rotor Shaft Drive Assembly, Number 3	3T6510A00337		X	X	X
RL038	Tail Rotor Drive Coupling	3T6510V00152	60000 landings	X	N/A	X
RL040	TGB Input Flange Coupling	3T6521A07353	100000 landings	X	X	X
RL041	IGB Output Flange Coupling	3T6521A07353	100000 landings	X	X	X
RL042	TGB Output Housing	3T6522A05338	48000 landings	X	X	X
RL042A	TGB Output Housing	3T6522A05341	100000 landings	X	N/A	X
RL043	TGB Centre Housing	3T6522A05144	10000 FH or 72200 landings	N/A	N/A	N/A
RL043A	TGB Centre Housing	3T6522A05147	23000 FH or 94200 landings	X	X	X
RL044	IGB Input Flange Coupling	3T6521A05657	100000 landings	X	X	X
RL045	IGB Housing assy centre	3T6521A05134	100000 landings	X	X	X
RL048	Antitorque Beam Bolts	3G6330L00351	56000	X	X	X
RL052	Tail Rotor Servo actuator	3G6730V00731	44000 (Note 6)	X	X	X
RL053	Main rotor damper body end assembly	M006-01H046-041	2400 (Note 13)	X	X	X
RL055	MGB bearing locknut.	3G6320A09152	6.000 Hr / 28.000 Lnd	X	X	X

Notes
1) The specified limit is intended since first opening of the sealed bag.
2) Record the effective accumulated life of the Tail Rotor Blade Bolt P/N 3G6420A00252 on applicable Log Card at receiving date of Chapter 4 Issue 3. Otherwise, if the effective accumulated life is unknown record a forfeit accumulated life of 9000 FH. This is applicable to all bolts including those in stock.
4) If the number of landings is not known throughout the entire service life of the Main Rotor Blade Assembly P/N 3G6210A00131, the number of landings shall be calculated multiplying the blade flight hours by a factor of 4.
5) If the number of landings is not known throughout the entire service life of the Main Rotor Blade Assembly P/N 4G6210A00132, refer to the note reported at Para 1 of AMPI CHAPTER 04 AIRWORTHINESS LIMITATIONS- Retirement lives- General 39-A-04-10-00-00A-028E-P.
6) Record the effective accumulated life of the Tail Rotor Actuator P/N 3G6730V00731 on applicable Log Card at receiving date of Chapter 4 Issue 3 Change 5. Otherwise, if the effective accumulated life is unknown record a forfeit accumulated life of 11000 FH. This is applicable to all Tail Rotor Actuator including those in stock.
7) If the part is once installed on an AW139 helicopter equipped with the Circular Force Active Vibration Control System, the applicable life limit is restricted permanently to 7600 FH or 20000 landings.
8) When retromod P/N 3G5309P02711 and P/N 3G5309P01812 are applied to the Tail Assembly P/N 3G5350A00132, 3G5350A00133 or 3G5350A00134, the retirement life is extended to 19600 FH or 78600 landings, whichever comes first. The External Load Operation penalty factor is retained.
9) When retromod 3G5309P02711 is applied to the Tail Assembly P/N 3G5350A00135, the life limit is not applicable, but the Operator shall maintain the relevant log card and contact the Manufacturer prior to approaching the 40000 FH for confirmation of the applicability of the airworthiness instructions provided in this chapter.
10) When retromod 3G5306P38811 is applied to Rear Fuselage 3P5340A00132 or 3P5340A00133, the life limit of 32000 landings is superseded. The Operator shall maintain the relevant log card and contact the Manufacturer prior to approaching the 40000 FH for confirmation of the applicability of the airworthiness instructions provided in this chapter.
11) If Rear Fuselage 3P5340A00134 or 3G5340A11131 is installed, the life limit of 32000 landings is superseded. The Operator shall maintain the relevant log card and contact the Manufacturer prior to approaching the 40000 FH for confirmation of the applicability of the airworthiness instructions provided in this chapter.
12) When retromod P/N 3G5309P01511 is applied before having accumulated 12500 FH or 50000 landings, whichever comes first, to the Tail Assembly P/N 3G5350A00132, 3G5350A00133 or 3G5350A00134, equipped with retromod P/N 3G5309P02711 and 3G5309P01812, the retirement life is extended to 33700 FH. The External Load Operation penalty factor is retained
13) For main rotor damper body end assembly replacement, send P/N 3G6220V01353 to the Manufacturer.
14) The retirement life is intended since the installation date.
15) Calendar interval is intended from first use.
16) If the number of lifts is not known throughout the entire service life of the hoist mount, the accrued number of lifts shall be calculated multiplying the hoist mount flight hours by a factor of 1.65.
17) If both the number of lifts and the service life are not known, the Hoist Mount retirement life shall be reduced by 10000 lifts.

3.6.3 AW139 Operation above 6400 kg (MTOW)- Life penalty factor

Operation above 6400 kg (MTOW)& CAT. A Training Operations & 33 kts<wind speed<45 kts & 45 kts<wind speed<60 kts Life penalty factor						
For the following parts in Table 7 kg at least one time.						
In this case, Multiply the Flying Hours and/or Landings by the specified value, as applicable.						
Ref	**Part**	**Part number**	**Life penalty factor**	**TC HKT**	**TC HZG**	**TC HKB**
RL010A	Rod End (Fin End)	3G5510A03931	4.5 FH	X	X	X
RL010C	Rod End (Tailplane End)	3G5510A04052	4 FH	X	X	X
RL010D	Tailplane Assembly	3G5510A00133	4 FH	X	N/A	X
RL010E	Rod assembly (Tailplane).	3G5510A08931	4,5 FH	N/A	X	N/A
RL022	MGB Shaft, Main Rotor.	3G6320A01852	1,7 FH	X	X	X
RL012	Main Rotor Blade Assembly.	3G6210A00131	3 landings; 14 landings	X	X	X
Note						
1) Life penalty factor is not applicable to P/N 3G6320A01035 and subsequent.						
Guidelines						
Daily recording of the following parameters is recommended, refer to Figure 1:						
Flight Hours						
Landings (coincides with the number of flights)						
Flight Hours performed during Cat. A training as per Note (ref. Table 3)						
Rotor starts above 33 kts wind speed as per Note (ref. Table 4)						
Rotor stops above 33 kts wind speed as per Note (ref Table 4)						
External hoist lifts as per Para 4. External Hoist Operation)						
External load cycles as per Para 5. External Load Operation)						
Landings related to operations above 6400 kg as per Para 6. Operation above 6400 kg (MTOW))						
Flight Hours related to operations above 6400 kg as per Para 6. Operation above 6400 kg (MTOW)).						

3.6.4 AW139 Discard time schedule

This sub-section gives the indication of the number of hours/months/years at which point the component must be discarded.
The discard time of some parts are expressed in “landings” because their usage is dependent upon the rotor start-stop cycles and the helicopter ground-air-ground cycles.

Note
The discard times specified for the Manufacturer part numbers (e.g.: 3G3350A01811) written in following table apply also to all successive part numbers with the same first ten digits and different last two digits, unless specified differently.

Refer to the proper airworthiness documentation provided with the components for any applicable shelf-life limit.
This column gives the number of hours / months / years or the conditions at which point the component must be discarded.
Where not differently specified, the discard time is intended from the date of installation.
No tolerance above the limit is permitted on the discard time.

Discard time schedule List of components						
Ref	**Component**	**Part number**	**Discard time**	**TC HKT**	**TC HZG**	**TC HKB**
DT11-01	Decal (phosphorescent) (Note 22)	A180A	5 years	X	X	X
		A181A		X	X	X
		AW001DE		X	X	X
DT18-01	MVA rod assembly	3G1860A03534	1000 FH	N/A	N/A	N/A
	MVA rod assembly	3G1860A03535	4500 FH	X	X	N/A
DT21-01	Compressor pack drive belt (ECS)	1768-60	600 FH / 2 years (Note 13)	N/A	N/A	N/A
DT21-02	Compressor pack drive belt (ECS).	1133739-1	3.000 Hr / 2 Years (Note 13), (Note 14)	N/A	X	N/A
DT25-02	Cabin fire extinguisher	A072A02	10 years (Note 3) (Note 10)	X	N/A	X
DT25-03	System interface unit battery (deployable ELT system)	A01011	1 year (Note 23)	X	N/A	X
DT25-10	Cargo net assembly	3G2550A00131 3G2550A00231	12 years (Note 3) (Note 10)	X	X	X
DT25-12	Life raft Inflation System Cylinder (Aerosekur)	L62M	15 years (Note 3) (Note 11)	X	N/A	X

Ref	Component	Part number	Discard time	TC HKT	TC HZG	TC HKB	
DT25-13	Liferaft Inflation System Cylinder (Aerosekur)	L62M	15 years (Note 3) (Note 12)	X	N/A	X	
DT25-15	Portable fire extinguisher	AW003ZE02	10 years (Note 3)	X	X	X	
DT25-19	Battery pack (Portable Locator Beacon)	A0696Y 305579A	5 years (Note 10)	X	N/A	X	
DT25-20	Beacon battery pack (deployable ELT system)	LiS02 Lithium-Sulphur dioxide “D” cells	Expire date of the battery pack (Note 1) (Note 17)	X	N/A	X	
DT26-01	Pyrotechnic squib (fire extinguishing installation)	30903914-1 / 30903915-1	10 years 15 years (Note 3)	X	X	X	
DT28-01	LH/RH tanks foam installation	3G2810A00413 (Note 4)	12 years	X	X	X	
DT29-01	Power control module	3G2900V00651	40000 FH	X	X	X	
DT31-01	Digital clock battery	“AAA” SIZE alkaline battery	2 years	X	X	X	

Ref	Component	Part number	Discard time	TC HKT	TC HZG	TC HKB	
DT31-02	ELT battery pack	452-0133	5 years (Note 10)	N/A	X	N/A	
DT31-03	ELT battery pack	452-0133	The battery must be replaced after use in an emergency, or inadvertent activation of unknown duration, or when the total of all known transmission exceeds 1 hour	N/A	X	N/A	
DT31-04	Underwater locator beacon (ULB) battery kit (Note 4)	810-2008/K 810-2042 (Note 4) 810-2050K 810-2042/K	Replacement time identified on underwater beacon label	X	X	X	
DT31-06	QAR battery	D51640-0001 (Note 17)	10 years (Note 25)	X	N/A	X	
DT33-01	Emergency exit lighting battery pack	3G3350A01811	3 years (Note 10)	X	N/A	X	
DT34-01	TCAS blind mate antenna system	OE5669-139	4 years	X	N/A	X	
DT56-01	Seal rubber and filler cockpit emergency exit	999-1700-48-101G 999-1700-49-101G 999-1700-48-101W 999-1700-49-101W	4 years (Note 20)	X	X	X	
DT56-02	Seal rubber and filler cabin emergency exit	A417AF001WB A417AG002WB A417AG002TB	4 years (Note 20)	X	N/A	X	
DT56-06	Cabin emergency exit window gasket, retainers, and filler wedges with double layer windows	3G5630A04551 3G5630A05051 3G5630A04651 3G5630A05151 3G5630A04851 3G5630A04751 3G5630A04951 3G5630A05251	4 years (Note 20)	N/A	X	N/A	
DT63-02	Rotor brake disk	3G6351V00551	Task to be performed every two pads replacements or after the emergency braking activation	X	X	X	
DT63-03	MGB gimbal support assembly	3K6320A01131	46000 FH	X	X	X	

Ref	Component	Part number	Discard time	TC HKT	TC HZG	TC HKB	
DT63-04	MGB input shaft and coupling	3G6310V00151	23500 landings (Para 4. External Load Operation))	X	X	X	
DT64-03	Tail rotor duplex bearing	3G6430V00151	2400 FH	X	X	X	
DT71-01	Bellows (engine breather air tube)	3G7130V00152	40000 FH	X	X	X	
DT95-01	Forward left float bag	3G9560V00651	15 years (Note 3)	X	N/A	X	
DT95-02	Forward right float bag	3G9560V00751	15 years (Note 3)	X	N/A	X	
DT95-03	Aft left float bag	3G9560V00851	15 years (Note 3)	X	N/A	X	
DT95-04	Aft right float bag	3G9560V00951	15 years (Note 3)	X	N/A	X	
DT95-05	Pressure vessel (Note 5) (Aerosekur)	C17864-001	15 years (Note 3)	X	N/A	X	
DT95-08	Pressure vessel (Note 8) (Aerosekur)	P-F20006	15 years (Note 3)	X	N/A	X	
DT95-09	Forward left float assembly (Aérazur).	3G9560V02131	15 Years (Note 3)	N/A	X	N/A	
DT95-10	Forward right float assembly (Aérazur).	3G9560V02231	15 Years (Note 3)	N/A	X	N/A	
DT95-11	Aft left float assembly (Aérazur).	3G9560V02331	15 Years (Note 3)	N/A	X	N/A	
DT95-12	Aft right float assembly (Aérazur).	3G9560V02431	15 Years (Note 3)	N/A	X	N/A	
DT95-13	Forward left rigid cover (Aérazur).	3G9560V03751	15 Years (Note 3)	N/A	X	N/A	
DT95-14	Forward right rigid cover (Aérazur).	3G9560V03851	15 Years (Note 3)	N/A	X	N/A	
DT95-15	Aft left rigid cover (Aérazur).	3G9560V03951	15 Years (Note 3)	N/A	X	N/A	
DT95-16	Aft right rigid cover (Aérazur).	3G9560V04051	15 Years (Note 3)	N/A	X	N/A	
DT95-17	Inflation system (cylinder) (Aérazur).	3G9560V02051	15 Years (Note 3)	N/A	X	N/A	

Note **The discard times specified for the Manufacturer part numbers (e.g.: 3G3350A01811) written in Table 2 , apply also to all successive part numbers with the same first ten digits and different last two digits, unless specified differently.**
This sub-section gives the indication of the number of hours/months/years at which point the component must be discarded. **The discard time of some parts are expressed in "landings" because their usage is dependent upon the rotor start-stop cycles and the helicopter ground-air-ground cycles.**
Notes
1) This component is a part of the crash position indicator beacon. Refer to this next higher assy for scheduled replacement of battery. At each battery replacement, reinstall the beacon with a new beacon fixing bolt.
3) The discard time is from the date of manufacture.
4) This part number is a non-procurable item. Refer to the IPD for the detailed breakdown of the parts.
5) This component is a part of bottle assembly part number 3G9560V01051 (Aerosekur).
8) This component is a part of the bottle assembly part number 3G9560V01052 and part number 3G9560V01053 (Aerosekur).
10) The components might have a tag/sticker with reported expiration date or the manufacturing date. Refer to this information as applicable.
11) This component is a part of the left life raft assembly part number 3G2560V00331 (Aerosekur). The cylinder is part of the pressure vessel P/N 45521002. At the specified limit the assembly part number 45521002 must be replaced, and the removed item shall be sent to the Vendor Supplier or authorized Service Station for the cylinder replacement.
12) This component is a part of the right life raft assembly part number 3G2560V00431 (Aerosekur). The cylinder is part of the pressure vessel P/N 45521003. At the specified limit the assembly part number 45521003 must be replaced, and the removed item shall be sent to the Vendor Supplier or authorized Service Station for the cylinder replacement.
13) Use the limit that occurs first.
14) This component is applicable to the helicopters AW139 that have the kit Air Conditioning P/N 3G2150F00511 and P/N 4G2150F00611 kit A/C Enviro dual zone.
15) This component is applicable to the helicopters AW139 that have the kit life raft 14 pax (Aerosekur) P/N 4G2560F01011 and 4G2560F01012 only.
17) At the specified limit the component must be replaced, and the removed item shall be sent to the Vendor Supplier or authorized Service Station for refurbishment.
20) The discard time is intended from the latest installation.
21) The discard time is intended from first use.
22) The discard time is intended as applicable only to the following decals (and equivalent in other languages):- 3G1130A07951 EXIT 6 3G1130A07968 EMERGENCY PUSH HERE 2 (cockpit) 3G1130A07954 EMERGENCY PUSH HERE 24 (cabin) 3G1130A07957 EMERGENCY EXIT PUSH WIN DOW AT LOWER CORNER 2 3G1120A09456 EMERGENCY EXIT PUSH WINDOW AT ANY CORNER 6 3G1130A07952 EMERGENCY EXIT PULL RED STRAP TO REMOVE CORD 2 3G1130A07953 1 PULL RED STRAP TO REMOVE CORD 2 PUSH OUT WINDOW 6
23) The discard time is intended from the installation or according to the expiration date reported on the sticker of the battery itself, whichever comes first.
24) The discard time is intended from the manufacturing date or according to the expiration date reported on the sticker of the item itself, whichever comes first.
25) The discard time is intended from the manufacturing date or according to the expiration date reported on the Log Card of the component, whichever comes first.

3.6.5 AW139 Components Overhaul Schedule

Overhaul interval
No tolerance above the limit is permitted on the overhaul intervals.
This column gives the overhaul interval for the component. Unless specified differently, the overhaul interval is in flight hours.
Note
The overhaul intervals, specified for the Manufacturer part numbers (e.g.: 3G6310A00531) written in the following table, apply also to all successive part numbers with the same first ten digits and different last two digits, unless specified differently.

Component overhaul schedule of components							
Ref	**Component**	**Part number**	**Overhaul interval**	**TC HKT**	**TC HZG**	**TC HKB**	
CO24-01	Starter generator	~~1152546-1 /~~ 1152546-2	1000	X	X	X	
CO25-01	Left life raft assembly (Liebherr landing gear installation)	3G2560V00331	4 years (Note 15) 5 years (Note 14) (Note 2)	X	N/A	X	
	Right life raft assembly (Liebherr landing gear installation)	3G2560V00431	4 years (Note 15) 5 years (Note 14) (Note 2)	X	N/A	X	
CO25-02	System interface unit (deployable ELT system)	503-24-6A	10 years (Note 10)	X	N/A	X	
CO25-03	Beacon release unit (deployable ELT system)	503-21	10 years or one deployment firing (Note 14)(Note 25)	X	N/A	X	
CO25-10	Pressure vessel (Aerosekur) (Note 11)	45521002	5 years (hydrostatic check) (Note 8)	X	N/A	X	
CO25-11	Pressure vessel (Aerosekur) (Note 12)	45521003	5 years (hydrostatic check) (Note 8)	X	N/A	X	
CO62-01	Main rotor damper	3G6220V01351	2400	X	X	X	
CO63-01	Main gearbox assembly	3G6320A00132	5000 (Note 17)	X	X	X	
CO63-04	Drive shaft	3G6310V00151	6000	X	X	X	
CO63-05	Lubricating pump	3G6320V04252	5000	X	N/A	X	
CO63-06	Main gearbox oil cooling fan	3G6320V03853	1200	X	X	X	

Ref	Component	Part number	Overhaul interval	TC HKT	TC HZG	TC HKB	
CO63-09	Lubricating pump assembly.	3G6320A18731	6000	N/A	X	N/A	
CO63-10	Rotor brake actuator	3G6352V02452	33000 landings	X	X	X	
CO65-01	Bearing support assembly	3T6510A00442	5000	X	N/A	X	
CO65-02	Intermediate gearbox	3T6521A00146	7500	X	N/A	X	
	Intermediate gearbox	3T6521A00231	7500	N/A	X	N/A	
CO65-03	Tail gearbox	3T6522A00239	7500	X	X	X	
CO65-04	Flexible coupling	3T6510V00152	7500	X	N/A	X	
CO65-05	Flexible coupling.	4G6510V00151	7500	N/A	X	N/A	
CO67-01	Main rotor actuator	3G6730V00531	3000	X	X	X	
CO67-02	Tail rotor actuator	3G6730V00731	3000	X	X	X	
CO95-04	SMA Inflation System (Aerosekur)	3G9560V01051 (201663A) 3G9560V01052 (302444A)	5 years (Note 24)	N/A	N/A	X	
		3G9560V01053 (317974A)		X	N/A	N/A	

Note
The overhaul intervals, specified for the Manufacturer part numbers (e.g.: 3G6310A00531) written in Table apply also to all successive part numbers with the same first ten digits and different last two digits, unless specified differently.
Operators desiring overhaul interval extensions should submit a formal request, including details of part number, total time since new and the total time since overhaul to: Leonardo S.p.A. - Helicopters
Notes
2) Use the limit that occurs first.
8) The hydrostatic check schedule requirement is from the date of manufacture or from the date of the last hydrostatic test.
10) The specified limit is intended from the date of installation of the component on the helicopter.
11) This component is a part of the left life raft assembly part number 3G2560V00331 (Aerosekur).
12) This component is a part of the right life raft assembly part number 3G2560V00431 (Aerosekur).
14) The specified limit is intended from the date of manufacturing or from the date of last overhaul.
15) The specified limit is intended from the date of installation of the component on the helicopter. “Installation date” is intended the date the assembly is installed on the aircraft either from new or from the last Overhaul.
17) The overhaul interval is extended to 6000 FH if the retromod P/N 3G6306P01511 or P/N 3G6306P01811 is applied to the MGB, independently from the date of its application.
18) This component is applicable to the helicopters that have the kit life raft 14 pax (Aerosekur) P/N 4G2560F01011 and 4G2560F01012 only.
24) The specified limit is intended from the Pressure vessel's date of manufacturing or from the date of last overhaul.
25) The Beacon Release Unit overhaul includes the replacement of the actuator

3.7 PT6C-67C MODEL ENGINE AIRWORTHINESS LIMITATION

Engine Time Between Overhaul Interval: The engine is certified with a basic TBO of 5000 hours.
For the maintenance schedule, you can operate one engine per aircraft up to an additional 100 flight hours more than recommended TBO with the conditions that follow:

1. Maintain and operate the engine as per P&WC instructions for continued airworthiness and P&WC recommended engine TBO interval.
2. The engine must continue to give positive PAC margin.
3. Do the borescope inspection of the hot section components per the Engine Maintenance Manual. Make sure that engine is in serviceable condition.
4. The maintenance schedule hours must not change the operator's base TBO interval.
5. Rotor component life limitation must not be more than "AIRWORTHINESS LIMITATIONS".
6. The engine used only in a civil application.
7. The operator must tell their local Airworthiness authority about use of this extension

Accessories Time Between Overhaul All engine accessories except for the ones specified below must be returned with engines returned for overhaul to undergo a functional inspection prior to return to service, per the requirements of the engine Overhaul Manual and Accessory Component Maintenance Manuals (Ref. INTRODUCTION, TABLE).

3.7.1 PT6C-67C Engine and Component Schedule Overhaul

Engine Time Between Overhaul Interval	Engine TBO of 5000 hours
Fuel Management Module (FMM)	Engine TBO plus 500 hours. (5500 hours)
TBO Fuel Cooled Oil Cooler (FCOC)	Engine TBO plus 500 hours. (5500 hours)
Electronic Compressor Bleed Valve	Engine TBO plus 500 hours. (5500 hours)

3.7.2 PT6C-67C Engines Part Flight Count Counting Factor

Data Collection Unit Part Number	Part Name	Part Number	Life Limit (cycles)	Flight Count Factor (FCF)
3058669-02 3059179-01 (SB41003) 3059179-02 (SB41023) 3075857-01 (SB41068)	Compressor Rotor Stub shaft	3043063 and 3054380-01	20,000	1.0
3058669-02 3059179-01 (SB41003) 3059179-02 (SB41023) 3075857-01 (SB41068)	Compressor Rotor (1st stage)	3039001 and 3052791-01	20,000	1.0
3058669-02 3059179-01 (SB41003) 3059179-02 (SB41023) 3075857-01 (SB41068)	Compressor Rotor (2nd stage)	3040952 and 3052802-01	20,000	1.0
3058669-02 3059179-01 (SB41003) 3059179-02 (SB41023) 3075857-01 (SB41068)	Compressor Rotor (3rd stage)	3040933 and 3052813-01	20,000	1.0

Data Collection Unit Part Number	Part Name	Part Number	Life Limit (cycles)	Flight Count Factor (FCF)
3058669-02 3059179-01 (SB41003) 3059179-02 (SB41023) 3075857-01 (SB41068)	Compressor Rotor (4th stage)	3040944 and 3052804-01	20,000	1.0
3058669-02 3059179-01 (SB41003) 3059179-02 (SB41023) 3075857-01 (SB41068)	Impeller	3055309-01 and 3049848-01	20,000	1.0
		3072641-01 **Post-SB41028** 3072642-01 **Post-SB41118**	12,000	1.0
3058669-02 3059179-01 (SB41003) 3059179-02 (SB41023) 3075857-01 (SB41068) 3075857-01 (SB41068)	Compressor Turbine Disk	3053496-01	12,000	1.0
3058669-02 3059179-02 (SB41023) 3075857-01 (SB41068)	Power Turbine Disk (1st stage)	3045407-01	12,000	1.0 (Ref. NOTE:1)
3058669-02 3059179-02 (SB41023) 3075857-01 (SB41068)	Power Turbine Disk (2nd stage)	3058015-01	12,000	1.0

NOTE: To simplify LCF tracking there are 3 counters (Compressor, CT and PT) stored in the DCU and the rotorcraft CMC. Each counter must be applied to detail parts per Table and the Automatic Mode Accumulated Total Cycles formula in Sub para, 3.A., step .

NOTE: 1. Accumulated cycles on the 1st stage Power Turbine Disk using the previous FCF of 1.2 can be adjusted retroactively using the revised FCF of 1.0 as follow:

Adjusted cycles = Accumulated cycles/1.2

Example: Accumulated cycles using the previous FCF of 1.2 = 6545

Readjusted accumulated cycles = 6545/1.2 = 5454 cycles.

When entering the adjusted cycles count on the LCF component record sheet add a note indicating that the cycles were adjusted using the revised FCF of 1.0

Future cycles are calculated using the revised FCF.

Following this adjustment, make sure that the DCU counter for the Power Turbine disks reflects the component (disk) with the highest accumulated cyclic usage. Refer to the note following the Step 4.A.(3).

3.7.3 PT6C-67C Engine Component Creep Life Limit

Data Collection Unit Part No.	Description Part Name	Part No.	Creep Life Limit
3045795	Compressor Turbine Blade	3055671-01	60% creep life usage or 10,000 hrs, whichever occurs first.
3045795	Power Turbine Blade, 1st Stage	3045412-01	50% creep life usage or 15,000 hrs, whichever occurs first.
3045795	Power Turbine Blade, 2nd Stage	3045433-01	50% creep life usage or 15,000 hrs, whichever occurs first.

INTENTIONALLY LEFT BLANK

.

MAINTENANCE PROGRAMME

Chapter – 4

Scheduled Unscheduled Maintenance and Tasks

INTENTIONALLY LEFT BLANK

Chapter-4

Scheduled Unscheduled Maintenance and Tasks

Table of Contents

Paragraph number and title Page no

4.SCHEDULED UNSCHEDULED CHECKS, INSPECTIONS AND TASKS

4 .1 Scheduled Maintenance Checks

This chapter describes the scheduled and unscheduled maintenance operations applicable to the AW139 helicopter. The procedures related to the maintenance tasks will be found in the pertinent chapters of the Maintenance Publication (39-A-AMP-00-P).

The inspections are presented in typographic form suitable for the local reproduction in such a way as to be used by personnel to perform helicopter inspections and to constitute, if desired, a data collection.

The inspections must be accomplished by qualified personnel to ascertain the airworthiness of the helicopter. Eventual discrepancies must be eliminated before flight.

The maintenance requirements identified in this chapter, together with those in the following list, constitute the instructions for Continued Airworthiness for the helicopter:

-Airworthiness Limitations as in Chapter 03 of this publication

-Helicopter pre-flight checks identified in Section 2 of the Rotorcraft Flight Manual

-PT6C-67C engine scheduled maintenance requirements

-Technical bulletins, where applicable to the specific helicopter serial number configuration.

In case the Airworthiness Checks need to be accomplished, the following will apply:

The Airworthiness Checks are an inspection that has to be performed by qualified maintenance personnel.

The Airworthiness Checks expire after 72 hours from the end of the inspection if the helicopter has not flown.

The Airworthiness Checks do not replace the Rotorcraft Flight Manual requirements list, which must be performed by a pilot.

The next paragraphs report the summary of requirements necessary to accomplish an Airworthiness Check, only in the cases in which it is required by the Authorities.

Unless otherwise specified, the maintenance tasks and intervals identified in this document assume that the helicopter may be operated in an offshore environment where contamination with salt, leading to the increased risk of corrosion, is likely to be experienced. Apart from this potential contaminant, it is assumed that the helicopter is operated in a clean air environment, free from any significant industrial pollutants.

Should the helicopter be operated in a dirty environment, with significant levels of industrial pollutants, additional inspections and maintenance tasks may become necessary.

The intervals of the tasks identified in this chapter are applicable to both a high and low utilization of the helicopter (i.e., they are not dependent upon any particular level of utilization). However, should an individual helicopter be withdrawn from service and placed into storage for an extended period of time, the tasks and intervals contained in this report may need to be modified in light of both the storage conditions which apply and the length of time for which the helicopter is expected to be out of use.

All parts removed because they have reached their limits or as a result of a post-accident/incident inspection during which they are deemed to be not airworthy, shall be permanently marked as scrap or physically destroyed to the extent that there is no chance of repair or installation on another helicopter or component.

Unless specified differently, the time limit is in flight hours (FH). Flight hours (FH) are defined as those hours accumulated from take-off to landing.

Nevertheless, in some cases the time limit is defined in Rotor Hours (RH). Rotor hours (RH) are defined as those hours accumulated from engine number 1 start to engine number 1 shut down.

4.2 List of AW139 Standard Maintenance Program,"

Airframe and Engine Mandatory (MI), Certification Maintenance Requirements (CM), Scheduled (SCM), Unscheduled (UMC), Corrosion Protection (CP), Conditional, Optional, Recommended checks and inspections intervals.

Mandatory Inspections
25 Hours Mandatory İnspections
50 Hours Mandatory İnspections
100 Hours Mandatory İnspections
200 Hours 8350 Landings Mandatory İnspections
300 Hours Mandatory İnspections
402 Hours Mandatory İnspections
1200 Hours Mandatory İnspections
1300 Hours Mandatory İnspections
2500 Hours Mandatory İnspections
Certification Maintenance Requirements
25 Hours Certification Maintenance Requirements
50 Hours Certification Maintenance Requirements
300 Hours Certification Maintenance Requirements
600 Hours Certification Maintenance Requirements
1200 Hours Certification Maintenance Requirements
1500 Hours Certification Maintenance Requirements
3000 Hours Certification Maintenance Requirements
3500 Hours Certification Maintenance Requirements
1200 Hours or 2 Years Certification Maintenance Requirements
Scheduled Maintenance Checks
12 Hours Scheduled Maintenance Checks
5-10-25-30 Hour Scheduled Maintenance Checks
25 Hour Scheduled Maintenance Checks
50 Hours General Visual Checks
100 Hours Scheduled Maintenance Checks
150 Hours Scheduled Maintenance Checks
300 Hours Scheduled Maintenance Checks
400 Hours Scheduled Maintenance Checks
600 Hours Scheduled Maintenance Checks
900 Hours Scheduled Maintenance Checks
1200 Hours Scheduled Maintenance Checks
2400 Hours Scheduled Maintenance Checks
3000 Hours Scheduled Maintenance Checks
3600 Hours Scheduled Maintenance Checks
4800 Hours Scheduled Maintenance Checks
5000 Hours Scheduled Maintenance Checks
6000 Hours Scheduled Maintenance Checks
10000 Hours Scheduled Maintenance Checks
3 Months Scheduled Maintenance Checks
6 Months Scheduled Maintenance Checks
1 Year Scheduled Maintenance Checks
2 Years Scheduled Maintenance Checks
3 Years Scheduled Maintenance Checks

4 Years Scheduled Maintenance Checks
5 Years Scheduled Maintenance Checks
6 Years Scheduled Maintenance Checks
8 Years Scheduled Maintenance Checks
50 Hours 2 Months General Visual Checks
150 Hours or 1 Year Scheduled Maintenance Checks
300 Hours or 1 Year Scheduled Maintenance Checks
400 Hours or 1 Hear Scheduled Maintenance Checks
450 Hours or 18 Months Scheduled Maintenance Checks
600 Hours or 1 Year Scheduled Maintenance Checks
600 Hours or 2 Year Scheduled Maintenance Checks
900 Hours or 1 Year Scheduled Maintenance Checks
1200 Hours or 2 Years Scheduled Maintenance Checks
1200 Hours or 1 Year Scheduled Maintenance Checks
1500 Hours or 2 Years Scheduled Maintenance Checks
2400 Hours or 4 Years Scheduled Maintenance Checks
1500 Landings or Every 5 Tire Replacement Scheduled
4450 Landings Scheduled Maintenance Checks
23450 Landing Scheduled Maintenance Checks
27400 Landing Scheduled Maintenance Checks
Unscheduled Maintenance Checks
On Conditional Unscheduled Maintenance Checks
Conditional Inspections Requirements
Engine Scheduled Inspection
12 Hours Scheduled Engine Inspection
50 Hours Scheduled Engine Inspection
300 Hours Scheduled Engine Inspection
600 Hours Scheduled Engine Inspection
900 Hours Scheduled Engine Inspection
1800 Hours Optional Scheduled Engine Inspection
900 Hours 1 Year Scheduled Engine Inspection
Recommended Engine Wash Based on Operating Environment
STC Inspections
Conditional checks
Optional checks
Recommended checks

4.3 67C PT6C Engine Scheduled/ Unscheduled Maintenance Checks Intervals

12 Hours	
50 Hours	
300 Hours	
600 Hours	
900 Hours	
900 Hours / 12 months	
1800 Hours (See note)	
Engine washes on conditional basis	
All conditional (Unscheduled) Maintenance per M.M. P/N:3045332 (05-50-00)	
Intervals	Tolerance
NOTE 1:	The tolerance that follows is for maintenance scheduling convenience only and must be approval by the governing civil aviation authority. Unless told differently, the tolerance for periodic or scheduled inspections shown above, is given below.
NOTE 2:	This tolerance is not applicable for the engine and accessories TBO intervals.
Hourly	Ten percent (10%), or up to a maximum of 100 hours operating time, whichever is less.
Calendar	Ten percent (10%), or up to a maximum of 30 days' calendar time, whichever is less.
Adjust the subsequent intervals to initial schedule again. When you do the inspection more than 10% early, subsequent inspections will be advanced as necessary and these inspections must be less than the maximum tolerance. Concurrence and final approval of the inspection interval tolerance by the governing civil aviation authority is the responsibility of the owner/operator.	

The tolerance that follows is for maintenance scheduling convenience only and must be approved by the governing civil aviation authority. Unless told differently, the tolerance for periodic or scheduled inspections shown above, is given below.

Note: This is optional maintenance for operators who experience unscheduled BOV removals and wish to reduce the occurrence rate. An interval of 1800 hours is suggested but can be adjusted minus or plus direction by the operator based on his experience.

4.4 Airframe and Engine SCM, CP, CM and MI Maintenance tasks List

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
4.4.1)	**1 week**						
CP	000-01	Restoration (Cleaning) of the helicopter external surfaces	Perform a restoration (cleaning) of the helicopter external surfaces and exposed (wetted) areas.	39-A-20-21-01-00A-258A-D	X	X	X
4.4.2)	**2 weeks**						
CP	000-02	General visual inspection of windshields and transparent area	Perform a general visual inspection of the cockpit windows, the upper and lower transparency and the windshield wiping washing system for condition, corrosion, and corrosion protection deterioration.	39-A-20-80-00-01A-310A-D	X	X	X
CP	000-05	Visual check of Pitot	Perform a visual check of the Pitot installation for obstruction of hole, corrosion, evidence of water intrusion, salt accumulation and corrosion protection deterioration.	39-A-20-80-00-04A-311A-D	X	X	X
CP	000-06	Visual check of the forward side of the upper deck external area	Perform a visual check of the external surfaces of the cockpit roof area. Inspection to include all the installed equipments.	39-A-20-80-00-05A-311A-D	X	X	X
CP	000-07	Visual check of the central side of the upper deck external area	Perform a visual check of the external surfaces of the cabin roof area. Inspection to include all the installed equipments.	39-A-20-80-00-05A-311A-D	X	X	X
CP	000-08	Visual check of the aft side of the upper deck external area	Perform a visual check of the external surfaces of the rear fuselage roof area. Inspection to include all the installed equipments.	39-A-20-80-00-05A-311A-D	X	X	X
CP	400-01	General visual inspection of upper deck installations and equipments	Perform a general visual inspection of the exposed areas of upper deck installations and equipments for corrosion protection deterioration.	39-A-20-82-07-00A-310A-D	X	X	X
CP	400-02	Visual check of upper deck drain line scuppers	Perform a visual check of the drain line scuppers on the upper deck for condition, clogging and water and salt accumulation. Also check the attaching hardware for evidence of corrosion.	39-A-20-82-07-02A-311A-D	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
CP	400-05	General visual inspection of main rotor head	Perform a general visual inspection of the main rotor head for evidence of water intrusion, scratches, damage, salt accumulation, paint and corrosion protection deterioration. Inspection to include all the components of the main rotor head installation, blades trim tab and weight pockets, bonding cables and strips, tension link, pitch change lever and hardware.	39-A-20-82-01-00A-310A-D	X	X	X	
CP	400-07	General visual inspection of tail rotor head	Perform a general visual inspection of the tail rotor head installation for condition, salt accumulation, evidence of water intrusion and corrosion protection deterioration. Inspection to include tail rotor blades, dampers, pitch links, elastomeric bearings, bonding cables and strips, hub, spider, and slider group, tail rotor servo actuator installation and hardware.	39-A-20-82-02-00A-310A-D	X	X	X	
CP	400-09	General visual inspection of main gearbox	Perform a general visual inspection of the main gearbox, installed equipments and installation provisions for corrosion, evidence of water intrusion and corrosion protection deterioration.	39-A-20-82-04-00A-310A-D	X	X	X	
4.4.3)	**3 months**							
CP	100-01	General visual inspection of nose landing gear bay	Perform a general visual inspection of the nose landing gear bay for corrosion protection deterioration and evidence of water intrusion.	39-A-20-81-02-00A-310A-D	X	X	X	
CP	100-03	General visual inspection of access panels and provision of cabin lower structure	Perform a general visual inspection of the access panels and related provisions of cabin lower structure for corrosion, evidence of water intrusion and corrosion protection deterioration. (removal of the access panels/equipments is required only if damage or corrosion is present)	39-A-20-81-09-01A-310A-D	X	X	X	
CP	100-09	General visual inspection of main battery bay	Perform a general visual inspection of the main battery bay and installation for condition, corrosion, evidence of water intrusion, salt contamination and corrosion protection deterioration.	39-A-20-81-01-00A-310A-D	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
CP	100-10	Visual check of radar bay	Perform a visual check of the radar bay for corrosion and corrosion protection deterioration.	39-A-20-81-05-00A-311A-D	X	X	X
CP	100-11	Visual check of nose avionic bay	Perform a visual check of the nose avionic bay for salt accumulation, corrosion, evidence of water intrusion and corrosion protection deterioration.	39-A-20-81-11-00A-311A-D	X	X	X
CP	100-15	General visual inspection of access panels and provision of cockpit structure	Perform a general visual inspection of the access panels and related provisions of cockpit lower structure for corrosion, evidence of water intrusion and corrosion protection deterioration. (removal of the access panels/equipments is required only if damage or corrosion is present).	39-A-20-81-08-01A-310A-D	X	X	X
CP	100-22	Visual check of baggage compartment	Perform a visual check of the visible area of the baggage compartment for evidence of water intrusion and corrosion protection deterioration.	39-A-20-81-04-00A-311A-D	X	X	X
CP	300-02	Visual check of tailplane	Perform a visual check of the tailplane installation for evidence of water intrusion, corrosion damage, sealant, and corrosion protection deterioration.	39-A-20-84-02-00A-311A-D	X	X	X
CP	700-01	General visual inspection of main landing gear bay	Perform a general visual inspection of the main landing gear bay for corrosion protection deterioration and evidence of water intrusion.	39-A-20-83-01-00A-310A-D	X	X	X
SMC	28-01	Fuel tank attachment points	Do a DI (fault finding task) Task to be performed in conjunction with any replacement of the LH/RH tank foam	39-A-28-11-00-00A-31AA-A	X	X	X
4.4.4)	**6 months**						
SCM	24-14	Auxiliary battery (13 Ah)	Reconditioning to maintain correct tensions among the cells	39-A-24-32-02-00A-200A-B	N/A	N/A	X
SMC	24-16	Main battery (44 Ah)	Reconditioning to maintain correct tensions among the cells [22].	39-B-24-32-01-00A-200A-K 39-C-24-32-01-00A-200A-K	X	X	X
SMC	24-17	Auxiliary battery (27 Ah)	Reconditioning to maintain correct tensions among the cells	39-D-24-32-02-00A-200A-K	X	X	X
SMC	31-04	ELT transmitter and antenna	Do an OC to evaluate the correct transmission of the distress signal.	39-A-25-61-00-00A-320A-K	N/A	X	N/A
SMC	31-05	MPFR CVR	Do an OC to evaluate proper recording of ICS channels and cockpit area microphone	39-A-31-31-00-00A-320A-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	31-06	MPFR underwater beacon battery voltage	Do a FC to check that battery voltage is in excess of a specified value	39-A-31-31-07-01A-340A-A	X	X	X	
SMC	31-10	MPFR	Do an OC to verify that the underwater locator beacon operates correctly [23].	39-A-31-31-07-00A-340A-A	X	X	X	
SMC	34-04	TCAS antenna	Do a bonding check	39-A-34-44-03-00A-369A-K 39-A-34-44-04-00A-369A-K	X	N/A	X	
CP	000-03	Detailed inspection of top external airframe equipments	Perform a detailed inspection of the equipments installed on the top side of the external airframe for corrosion, evidence of water intrusion and corrosion protection deterioration. (removal of each equipment is required only if corrosion is found).	39-A-20-80-00-02A-31AA-D	X	X	X	
CP	000-04	Detailed inspection of the bottom external airframe equipments	Perform a detailed inspection of the equipments installed on the bottom side of the external airframe for corrosion, evidence of water intrusion and corrosion protection deterioration. (removal of each equipment is required only if corrosion is found).	39-A-20-80-00-03A-31AA-D	X	X	X	
CP	100-04	Detailed inspection of access panels and provision of cabin lower structure	Perform a detailed inspection of the access panels and related provisions of the cabin lower structure for corrosion damage, salt contamination, evidence of water intrusion and corrosion protection deterioration. (removal of the access provisions is required)	39-A-20-81-09-01A-31AA-D	X	X	X	
CP	100-06	Visual check of the cabin floor	Visual check of the cabin floor for hardware contamination, evidence of water intrusion, sealant and corrosion protection deterioration. (removal of the floor panels is required only if there is a gap in the sealing or a suspect of water intrusion)	39-A-20-81-13-00A-311A-D	X	X	X	
CP	100-17	Visual check of the cockpit floor	Perform a visual check of the cockpit floor for hardware contamination, evidence of water intrusion, sealant and corrosion protection deterioration.	39-A-20-81-12-00A-311A-D	X	X	X	
CP	100-20	Visual check of main fuel tank sump areas	Perform a visual check of the main fuel tank sump areas for condition, corrosion and evidence of water intrusion. (removal of the fuel tank sump covers is required)	39-A-20-81-06-01A-311A-D	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
CP	100-27	Visual check of baggage compartment lower structure	Perform a visual check of the baggage compartment lower structure and the related installed equipments for salt accumulation, evidence of water intrusion and corrosion protection deterioration.	39-A-20-81-10-00A-311A-D	X	X	X	
CP	300-01	Detailed inspection of tail boom lower and internal structure	Perform a detailed inspection of tail boom lower and internal structure and related installed equipments for corrosion, evidence of water intrusion, salt accumulation and corrosion protection deterioration.	39-A-20-84-04-00A-31AA-D	X	X	X	
CP	300-04	Visual check of the tail fin	Perform a visual check of the tail fin for evidence of corrosion, water intrusion, salt accumulation and corrosion protection deterioration.	39-A-20-84-01-00A-311A-D	X	X	X	
CP	300-05	Visual check of tail rotor drive line in the upper deck area	Perform a visual check of the shafts, hardware, dampers and bearings for condition, contamination, sealant, and corrosion protection deterioration.	39-A-20-84-01-01A-311A-D	X	X	X	
CP	400-03	Detailed inspection of upper deck equipments interface areas with the structure	Perform a detailed inspection on the mating surfaces of the upper deck equipments with the structure for salt accumulation, water intrusion and corrosion. Also examine the main gearbox fittings and the related attachment bolts for salt accumulation and corrosion.	39-A-20-82-07-00A-31AA-D 39-A-20-82-04-01A-31AA-D	X	X	X	
CP	400-04	Visual check of tail rotor drive line in the tail boom and tail fin area	Perform a visual check of the shafts, hardware, dampers and bearings for condition, contamination, sealant, and corrosion protection deterioration.	39-A-20-82-03-01A-311A-D 39-A-20-82-07-01A-311A-D	X	X	X	
CP	400-06	Detailed inspection of the main rotor head and blades	Perform a detailed inspection of the main rotor head and blades for evidence of water intrusion, corrosion damage, paint and corrosion protection deterioration.	39-A-20-82-01-00A-31AA-D	X	X	X	
CP	400-08	Detailed inspection of the tail rotor heads and blades	Perform a detailed inspection of the tail rotor head and blades for evidence of water intrusion, corrosion damage, paint, and corrosion protection deterioration.	39-A-20-82-02-00A-31AA-D	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
CP	400-12	Visual check of tail boom upper structure	Perform a visual check of the tail boom upper structure for evidence of corrosion, water intrusion, salt accumulation and corrosion protection deterioration.	39-A-20-82-03-00A-311A-D	X	X	X	
4.4.5)	**1 year**							
SMC	01-02	Main and auxiliary batteries	Do a GVI for condition and security of connections. Vent lines for condition. Quick release connectors for condition and arching. Temperature sensor connectors for condition and security. Includes a check of batteries to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors	N/A	X	X	X	
SMC	01-03	Air Data Modules (ADM)	Do a GVI to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors	N/A	X	X	X	
SMC	01-04	Modular Radio Cabinets (MRC)	Do a GVI to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors (task applies to all connectors of both the MRCs)	N/A	X	X	X	
SMC	01-05	K1 and K2 relays (300 A)	Do a GVI to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors	N/A	X	X	X	
SMC	22-02	Collective LVDT	Do a GVI to detect corrosion or mechanical damage of bundles and condition, safety and security of connectors	39-A-76-11-00-00A-310A-A	X	X	X	
SMC	24-18	Main and auxiliary batteries (13 Ah; 27 Ah; ~~28 Ah; 40 Ah~~ and 44 Ah)	Do the OC of the temperature sensor in order to verify the correct functionality	39-A-24-32-01-00A-320A-A 39-A-24-32-02-00A-320A-A	X	X	X	
SMC	25-02	Cargo net assembly [70]	Do a DI for damage and condition	39-A-25-50-00-01A-31AA-A	X	X	X	
SMC	25-20	Collective emergency life-rafts (Liebherr landing gear installation)	Do a DI for damages and conditions to check that all parts are serviceable (collective emergency lifraft removal and disassembly required) [30][35].	39-A-25-62-07-00A-31AA-K	X	N/A	X	
SMC	25-21	Collective emergency life-rafts (Liebherr landing gear installation)	Do a DI to detect leakages in order to determine that the collective emergency life-rafts are fully operational. Including the FC of the two non-return valves for correct functioning (collective emergency lifraft removal, disassembly and test equipment required) [30][35].	39-A-25-62-07-02A-31AA-K	X	N/A	X	
SMC	25-22	Survival aids and equipment (Liebherr landing gear installation)	Do a DI for damages and conditions to check that all parts are serviceable including all the applicable labels to check the proper life limit date [30][35].	39-A-25-62-07-02A-31AA-K	X	X	X	
SMC	25-24	Collective emergency life-raft manual activation cable (Liebherr landing gear installation)	Do an OC to verify the correct sliding inside the sheath, including a VC of the protruding ends to verify the integrity (collective emergency life-rafts removal required)	39-A-25-62-00-00A-320A-K	X	N/A	X	
SMC	25-65	Restraint System Assembly	Do a DI of the seat belts for damage and conditions [41].	39-A-25-21-01-01A-31AA-K	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	25-68	Portable fire extinguishers	Do a DI of the fire extinguisher gross weight in order to check the correct range value respect the initially installation. In addition, do a DI for physical damage, corrosion, leakage, or clogged nozzle [44].	39-A-26-24-00-00A-31AA-A	X	X	X	
SMC	25-94	Automatic Deployable Emergency Locator Transmitter (ADELT)	Do an operational check (built-in test) of the ADELT to confirm swept tones activation, "TX/TEXT" and "BEACON GONE" indicators illumination	39-A-25-64-00-00A-320A-K	X	N/A	X	
SMC	25-95	ADELT CPI beacon and beacon release unit (off aircraft)	Do a detailed inspection of the beacon release unit (external visible part) and of the gasket between the beacon release unit and the CPI beacon. Also check the CPI beacon (both sides), gasket between the CPI beacon case and the cover, and CPI beacon fixing bolt. (Removal of the CPI beacon is required)	39-A-25-64-00-01A-31AA-K	X	N/A	X	
SMC	25-96	ADELT water activated switch	Do a detailed inspection of the ADELT water activated switch and visible portion of the cables for condition, correct installation, signs of deterioration or corrosion	39-A-25-64-03-00A-31AA-K	X	N/A	X	
SMC	25-97	System Interface Unit (SIU)	Detailed inspection of SIU, including the gasket seal between SIU and battery cover for condition and damage	39-A-25-64-02-00A-31AA-K	X	N/A	X	
SMC	26-02	Fire bottle low pressure indication	Do an OC to check operation of fire bottle low pressure indication (test can be done with push-button on bottle pressure switch)	39-A-26-21-00-00A-320A-A	X	X	X	
SMC	26-03	Number 1 fire system distribution duct and outlet nozzles	Do a GVI to check for duct security, damage, and outlet nozzles for obstruction	39-A-26-21-00-00A-310A-A	X	X	X	
SMC	26-04	Number 1 fire bottle firing circuits	Do an OC to check integrity of bottle firing circuits. Includes FC (continuity) of fire bottle arming and selection circuits and OC of automatic closing of fuel SOV (auto shut-off when fire protection circuits are armed)	39-A-26-21-00-00A-320A-A	X	X	X	
SMC	26-06	Fire bottle low pressure indication	Do an OC to check operation of fire bottle low pressure indication (test can be done with push-button on bottle pressure switch)	39-A-26-22-00-00A-320A-A	X	X	X	
SMC	26-07	Number 2 fire system distribution duct and outlet nozzles	Do a GVI to check for duct security, damage, and outlet nozzles for obstruction	39-A-26-22-00-00A-310A-A		X	X	
SMC	26-08	Number 2 fire bottle firing circuits	Do an OC to check integrity of bottle firing circuits. Includes FC (continuity) of fire bottle arming and selection circuits and OC of automatic closing of fuel SOV (auto shut-off when fire protection circuits are armed)	39-A-26-22-00-00A-320A-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	31-01	ELT	Do a DI for condition and damage	39-A-25-61-00-00A-31AA-K	N/A	X	N/A	
SMC	31-02	ELT battery	Do a FC to check that battery voltage exceeds a specified value	39-A-25-61-05-00A-340A-K	N/A	X	N/A	
SMC	31-03	ELT g-switch	Do an OC to verify automatic activation of ELT	39-A-25-61-02-00A-320B-K	N/A	X	N/A	
SMC	31-07	MPFR	Do a FC to check that all parameters are active and are of acceptable quality (remove MPFR immediately after flight) (copy and replay complete FDR and CVR data memory contents)	39-A-31-31-00-00A-340A-A 39-B-31-31-00-00A-340A-K	X	X	X	
SMC	32-03	Main landing gear (Liebherr landing gear installation)	Lubrication of trailing arm pivoting point	39-A-12-20-06-00A-242A-A	X	X	X	
SMC	32-04	MLG trunnion bracing bolts (Liebherr landing gear installation)	Do a DI for evidence of loosening of bracing tube/support (through check of sealant integrity)	39-A-32-10-00-00A-31AA-A	X	X	X	
SMC	32-07	Nose landing gear (Liebherr landing gear installation)	Lubrication of collar	39-A-12-20-05-00A-242A-A	X	X	X	
SMC	32-09	Control lever lock mechanism (Liebherr landing gear installation)	Do an OC for security	39-A-32-31-01-00A-320A-A	X	X	X	
SMC	32-10	Landing gear emergency system (Liebherr landing gear installation)	Do an OC (includes confirmation of “L/G EMER DOWN”	39-A-32-31-00-00A-320A-A	X	X	X	
SMC	32-16	MLG brake assembly (Liebherr landing gear installation)	Do a DI (wheels removal required)	39-A-32-42-00-00A-31AA-A	X	X	X	
SMC	32-51	NLG attachment pin (2 off) (Liebherr landing gear installation)	Do a DI for corrosion and condition (NLG attachment pin removal required)	39-A-32-21-01-10A-31AA-B	X	X	X	
SMC	32-52	MLG retraction actuator bolts (Liebherr landing gear installation)	Do a DI for evidence of loosening and correct attachment	39-A-32-31-00-00A-31AA-A	X	X	X	
SMC	32-53	NLG retraction actuator bolts (Liebherr landing gear installation)	Do a DI for evidence of loosening and correct attachment	39-A-32-31-00-00A-31AA-A	X	X	X	
SMC	32-55	Collective emergency life-raft manual activation cable (Liebherr landing gear installation)	Do an OC to verify the correct sliding inside the sheath, including a VC of the protruding ends to verify the integrity (collective emergency life-rafts removal required)	39-A-25-62-00-00A-320A-K	N/A	X	N/A	
SMC	33-01	Emergency power supply unit (2 off)	Servicing (deep cycle rechange) to maintain battery condition	39-A-33-51-00-00A-200A-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	33-02	Emergency exit lighting system	Do a FC to check correct operation of system	39-A-33-52-00-00A-340A-K	X	N/A	X	
SMC	34-05	TCAS antenna	Do a DI to detect any evidence of dirt, black powder, foreign material, and dents of the connectors [26]	39-A-34-44-05-00A-31AA-K	X	N/A	X	
SMC	52-03	Cockpit door emergency release mechanisms	Examine the mechanism for condition and corrosion. Do an operational check of emergency release mechanisms for correct operation	39-A-52-17-00-00A-320A-K	X	N/A	X	
SMC	62-16	Main rotor elastomeric bearings	Do a DI for corrosion and condition. Pay particular attention to area where bearing mates with hub/flapping limiter support to verify integrity of sealant. If sealant is missing, carefully check exposed area for signs of corrosion	39-A-62-22-00-00A-31AD-A	X	X	X	
SMC	67-11	Tail rotor control rod yaw Y6 and Y9	Do a DI for corrosion damage and cracks located at the end of the aluminum alloy rod body in the conical section	39-A-67-20-00-00A-31AB-A	X	X	X	
SMC	91-01	Avionic connectors in rear left avionic bay [11]	Do a GVI to detect corrosion or mechanical damage of bundles. Connectors of GCU 1, radar altimeter, MAU 1, for condition, safety, and security [3]	39-A-91-10-00-00A-310A-A	X	N/A	X	
SMC	91-02	Avionic connectors in rear right avionic bay [11]	Do a GVI to detect corrosion or mechanical damage of bundles. Connectors of GCU 2, FCU, AHRS, MAU 2, for condition, safety, and security [3]	39-A-91-10-00-00B-310A-A	X	N/A	X	
SMC	91-13	Avionic connectors in the nose radome	Do a GVI to detect corrosion or mechanical damage of bundles and connectors of MAU 1, MAU 2 and AHRS, for condition, safety, and security [3]	39-A-91-10-00-00E-310A-A	X	X	X	
SMC	95-01	Emergency floatation system (Aerosekur)	Do a DI for damages and corrosion and to check that all parts are serviceable, including all the applicable labels to check the proper life limit date (emergency floatation system removal and unpackage required) [30][35].	39-A-95-61-14-00A-31AA-K 39-A-95-61-15-00A-31AA-K	X	N/A	X	
SMC	95-02	Float bag assembly and relevant bulkhead (Aerosekur)	Do a DI to detect leakages in order to determine that the float bag is fully operational (emergency floatation system removal, disassembly and test equipment required) [30][35].	39-A-95-61-14-01A-364A-K 39-A-95-61-15-01A-364A-K	X	N/A	X	
SMC	95-04	Inflation system (Aérazur)	DI of inflation system for damage and condition including the check of banjo and O-rings	39-B-95-61-00-00A-31AB-K	N/A	X	N/A	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	95-05	Inflation system (Aérazur)	Do a functional check of the discharge control assembly	39-B-95-61-00-00A-340B-K	N/A	X	N/A	
SMC	95-06	Inflation system (Aérazur)	Functional check of the gas cylinder charge	39-B-95-61-00-00A-340C-K	N/A	X	N/A	
SMC	95-07	Inflation system (Aérazur)	GVI of the floatation system for damage and condition	39-B-95-61-00-00A-310A-K	N/A	X	N/A	
SMC	95-08	Inflation system (Aérazur)	Do a DI of the floatation system for damage and condition	39-B-95-61-00-00A-31AA-K	N/A	X	N/A	
SMC	95-09	Inflation system (Aérazur)	Do a functional check of the float assembly for leakage	39-B-95-61-00-00A-340A-K	N/A	X	N/A	
CP	000-09	Detailed inspection of sponson and life raft	Perform a detailed inspection of the sponson installation and related fairings and installation provision for corrosion and corrosion protection deterioration. If installed, also check the life raft containers, fairings and drains for obstructions. (removal of the sponson fairings are required)	39-A-20-80-00-06A-31AA-D	X	X	X	
CP	100-05	Detailed inspection of sidewall cabin lower structure	Perform a detailed inspection of the cabin sidewall lower structure, installed equipments and provisions for condition, damage, corrosion, evidence of water intrusion and corrosion protection deterioration. Also check the functionality of the drain lines present in the area.	39-A-20-81-09-02A-31AA-D	X	X	X	
CP	100-07	Detailed inspection of cabin floor	Perform a detailed inspection of both sides of the cabin floor panels and the below compartment for water intrusion, sealant, and corrosion protection deterioration. (removal of the panels is required)	39-A-20-81-13-00A-31AA-D	X	X	X	
CP	100-12	Detailed inspection of nose avionic bay	Perform a detailed inspection of the nose avionic bay and the related installed equipments for corrosion, damage, and corrosion protection deterioration.	39-A-20-81-11-00A-31AA-D	X	X	X	
CP	100-13	Detailed inspection of the cockpit lower structure	Perform a detailed inspection of the cockpit lower structure, installed equipments and provisions for condition, damage, corrosion, evidence of water intrusion, sealant, and corrosion protection deterioration.	39-A-20-81-08-00A-31AA-D	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
CP	100-14	Detailed inspection of the cockpit lateral lower structure	Perform a detailed inspection of the cockpit lateral lower structure for condition and corrosion protection deterioration. Inspect to include bay, hardware, and provisions.	39-A-20-81-08-00B-31AA-D	X	X	X	
CP	100-16	Detailed inspection of access panels and provision of cabin lower structure	Perform a detailed inspection of the access panels and related provisions of the cockpit lower structure for corrosion damage, salt contamination, evidence of water intrusion and corrosion protection deterioration. (removal of the access provisions is required)	39-A-20-81-08-01A-31AA-D	X	X	X	
CP	100-23	Detailed inspection of baggage compartment doors	Perform a detailed inspection of the baggage compartment doors for corrosion, condition, and corrosion protection deterioration. Inspection to include the cabin doors installation, pins, hinges, step protection, switch installation and interface areas. (removal of the baggage compartment door is required if a defective condition is present)	39-A-20-81-04-01A-31AA-D	X	X	X	
CP	100-25	Detailed inspection of baggage compartment upper structure	Perform a detailed inspection of the baggage compartment upper structure and related installed equipment for condition, corrosion, salt accumulation, evidence of water intrusion and corrosion protection deterioration.	39-A-20-81-07-01A-31AA-D	X	X	X	
CP	100-28	Detailed inspection of baggage compartment lower structure	Perform a detailed inspection of the baggage compartment lower structure and related installed equipment for condition, corrosion, salt accumulation, evidence of water intrusion and corrosion protection deterioration.	39-A-20-81-10-00A-31AA-D	X	X	X	
CP	200-02	Visual check of interseat console and instrument panel	Perform a visual check of the interseat console and instrument panel for salt accumulation and evidence of water intrusion.	39-A-20-85-01-02A-311A-D 39-A-20-85-01-03A-311A-D	X	X	X	
CP	300-03	Detailed inspection of tailplane	Perform a detailed inspection of the tailplane installation and fittings for corrosion, water intrusion, salt accumulation and corrosion protection deterioration. (removal of components/fasteners is required only if a defective condition is present)	39-A-20-84-02-00A-31AA-D	X	X	X	
CP	300-06	Detailed inspection of intermediate gearbox	Perform a detailed inspection of the intermediate gearbox and related fitting for corrosion, evidence of water intrusion and corrosion protection deterioration.	39-A-20-84-03-00A-31AA-D	X	X	X	
CP	400-11	Detailed inspection of engine bays	Perform a detailed inspection of the fasteners, rivets, and joints in the engine bays. Inspection to include the engine cowling provisions, the firewalls and the engine links and brackets.	39-A-20-82-08-00A-31AA-D	X	X	X	
CP	400-13	Detailed inspection of tail gearbox	Perform a detailed inspection of the tail gearbox and related fitting for corrosion, evidence of water intrusion and corrosion protection deterioration.	39-A-20-82-06-00A-31AA-D	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
4.4.6)	**2 years**						
SCM	21-07	ECS [40]	Servicing to maintain/restore efficiency of system by drain, replenishment of refrigerant and replacement of receiver filter dryer units	39-A-12-11-11-00A-218C-K 39-A-12-12-12-00A-228C-K 39-D-21-90-04-03A-520A-K 39-D-21-90-04-03A-720A-K 39-D-21-90-04-04A-520A-K 39-D-21-90-04-04A-720A-K 39-E-21-90-04-03A-520A-K 39-E-21-90-04-03A-720A-K 39-E-21-90-04-04A-520A-K 39-E-21-90-04-04A-720A-K	N/A	X	N/A
SMC	22-03	Trim servo actuators	Do a GVI to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors [3]	39-A-22-12-00-00A-310A-A	X	X	X
SMC	24-03	Power distribution panels	Do a GVI to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors	39-A-24-61-00-00A-310A-A	X	X	X
SMC	53-01	NLG right bracket	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AC-A	X	X	X
SMC	53-02	NLG left bracket	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AC-A	X	X	X
SMC	53-24	MLG right forward bracket (Liebherr landing gear installation)	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AD-A	X	X	X
SMC	53-25	MLG right rear bracket (Liebherr landing gear installation)	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AD-A	X	X	X
SMC	53-26	MLG left forward bracket (Liebherr landing gear installation)	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AD-A	X	X	X
SMC	53-27	MLG left rear bracket (Liebherr landing gear installation)	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AD-A	X	X	X
SMC	53-30	Tailplane upper right fitting assembly	Do a DI for corrosion and condition	39-A-53-40-00-00A-31AD-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	53-31	Tailplane upper left fitting assembly	Do a DI for corrosion and condition	39-A-53-40-00-00A-31AD-A	X	X	X	
SMC	53-32	Tailplane lower fitting assembly	Do a DI for corrosion and condition	39-A-53-40-00-00A-31AD-A	X	X	X	
SMC	62-15	Main rotor pitch control levers	Do a DI for corrosion and condition	39-A-62-22-00-00A-31AG-A	X	X	X	
SMC	64-07	Tail rotor hub damper brackets	Do a DI for corrosion and condition. Pay particular attention to area where the damper bracket mates with hub for signs of corrosion	39-A-64-21-00-00A-31AE-A	X	X	X	
SMC	71-02	External engine bracket (LH/RH)	Do a DI for corrosion and condition	39-A-71-22-00-00A-31AA-A	X	X	X	
SMC	71-03	Internal engine bracket (LH/RH)	Do a DI for corrosion and condition	39-A-71-22-00-00A-31AA-A	X	X	X	
SMC	71-04	External engine special bolts	Do a DI for evidence of corrosion and security of attachment	39-A-71-22-00-00A-31AA-A	X	X	X	
SMC	71-05	Internal engine special bolts	Do a DI for evidence of corrosion and security of attachment	39-A-71-22-00-00A-31AA-A	X	X	X	
SMC	91-03	Flux valves and yaw actuator bundles and connectors	Do a GVI to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors	39-A-91-10-00-00C-310A-A	X	X	X	
SMC	91-04	Pitch and roll actuators	Do a GVI to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors	39-A-91-10-00-00D-310A-A	X	X	X	
SMC	91-05	Electrical clipping bonded to upper deck area	Do an OC to detect security of attachment and integrity of bonding to structure (fault finding task)	39-A-91-10-00-00A-320A-A	X	X	X	
SMC	91-06	Electrical clipping bonded inside tail fin	Do an OC to detect security of attachment and integrity of bonding to structure (fault finding task)	39-A-91-10-00-00A-320A-A	X	X	X	
SMC	91-07	Electrical clipping bonded in intermediate gearbox area	Do an OC to detect security of attachment and integrity of bonding to structure (fault finding task)	39-A-91-10-00-00A-320A-A	X	X	X	
SMC	91-08	Electrical clipping bonded in tail rotor actuator area	Do an OC to detect security of attachment and integrity of bonding to structure (fault finding task)	39-A-91-10-00-00A-320B-A	X	X	X	
SMC	91-09	Electrical clipping bonded near main landing gear actuators in sponson areas	Do an OC to detect security of attachment and integrity of bonding to structure (fault finding task)	39-A-91-10-00-00A-320B-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	91-10	Electrical clipping bonded in trim actuator areas below cockpit seats	Do an OC to detect security of attachment and integrity of bonding to structure (fault finding task)	39-A-91-10-00-00A-320C-A	X	X	X	
SMC	91-11	Electrical clipping bonded in cabin flight control areas	Do an OC to detect security of attachment and integrity of bonding to structure (fault finding task)	39-A-91-10-00-00A-320C-A	X	X	X	
SMC	91-12	Electrical clipping bonded inside tail boom in flight control area	Do an OC to detect security of attachment and integrity of bonding to structure (fault finding task)	39-A-91-10-00-00A-320C-A	X	X	X	
CP	100-02	Detailed inspection of cabin doors	Perform a detailed inspection of the cabin doors for corrosion, condition, and corrosion protection deterioration. Inspection to include the cabin doors installation, pins, hinges, drain provisions, rollers, receptacles, and interface areas.	39-A-20-81-03-01A-31AA-D	X	X	X	
CP	100-08	Detailed inspection of cabin upper structure	Perform a detailed inspection of the cabin upper structure for corrosion, evidence of water intrusion and corrosion protection deterioration.	39-A-20-81-14-01A-31AA-D	X	X	X	
CP	100-18	Detailed inspection of cockpit floor	Perform a detailed inspection of the cockpit floor area for evidence of water intrusion and salt accumulation.	39-A-20-81-12-00A-31AA-D	X	X	X	
CP	100-21	Detailed inspection of main fuel tanks upper area	Perform a detailed inspection of the main fuel tanks upper area for corrosion, damage, evidence of water intrusion and corrosion protection deterioration. Inspection to include the equipments, valves, hoses, provisions, drain lines and electrical provisions in the area.	39-A-20-81-06-02A-31AA-D	X	X	X	
CP	100-24	Detailed inspection of baggage compartment	Perform a detailed inspection of the exposed surfaces of the baggage compartment for condition, corrosion, salt accumulation, evidence of water intrusion and corrosion protection deterioration. (removal of the liners and floor equipments is required)	39-A-20-81-07-00A-31AA-D	X	X	X	
CP	100-26	Detailed inspection of baggage compartment avionic bay	Perform a detailed inspection of the baggage compartment avionic bay and the related installed equipments for corrosion, condition, evidence of water intrusion and corrosion protection deterioration.	39-A-20-81-07-02A-31AA-D	X	X	X	
CP	200-01	Detailed inspection of cockpit doors	Perform a detailed inspection of the cockpit doors for corrosion, condition, and corrosion protection deterioration. Inspection to include pins, hinges, drain provisions, interface areas, emergency release tabs/handles.	39-A-20-85-01-01A-31AA-D	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
CP	200-03	Detailed inspection of cockpit roof internal area	Perform a detailed inspection of the cockpit roof internal area for corrosion, evidence of water intrusion and corrosion protection deterioration. Inspection to include controls, electrical installation and equipments, structure, ventilation/heating/conditioning routing and provisions.	39-A-20-85-02-01A-31AA-D	X	X	X
4.4.7)	**3 years**						
SMC	25-98	ADELT water activated switch	Do an operational check of the ADELT water activated switch for correct functioning [68]	39-A-25-64-03-00A-320A-K	X	N/A	X
SMC	25-99	ADELT cockpit control panel switches	Do a continuity check to verify the correct operation of the ADELT control panel manually operated switches (transmission and deployment)	39-A-25-64-01-00A-340A-K	X	N/A	X
4.4.8)	**4 years**						
SMC	53-03	NLG retract actuator bracket	Do a DI for corrosion and condition (Boroscope may be required)	39-A-53-10-00-00A-31AN-A	X	X	X
SMC	53-07	MGB right middle reinforcement	Do a DI for corrosion and condition (bolt/barrel nut removal and Boroscope required)	39-A-53-10-00-00A-31AG-A	X	X	X
SMC	53-11	MGB left middle reinforcement	Do a DI for corrosion and condition (bolt/barrel nut removal and Boroscope required)	39-A-53-10-00-00A-31AG-A	X	X	X
SMC	53-18	Frame STN 3900 (RH)	Do a DI for corrosion and condition (pay particular attention to area adjacent to upper deck and to the lower section of the frame)	39-A-53-10-00-00A-31AJ-A	X	X	X
SMC	53-19	Frame STN 3900 (LH)	Do a DI for corrosion and condition (pay particular attention to area adjacent to upper deck and to the lower section of the frame)	39-A-53-10-00-00A-31AJ-A	X	X	X
SMC	53-20	Frame STN 5700 (RH)	Do a DI for corrosion and condition (pay particular attention to area adjacent to upper deck and to the lower section of the frame)	39-A-53-10-00-00A-31AK-A	X	X	X
SMC	53-21	Frame STN 5700 (LH)	Do a DI for corrosion and condition (pay particular attention to area adjacent to upper deck and to the lower section of the frame)	39-A-53-10-00-00A-31AK-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	53-22	Right rear bracket STN 6700 (MLG joint)	Do a DI for corrosion and condition (Boroscope may be required)	39-A-53-10-00-00A-31AL-A	X	X	X	
SMC	53-23	Left rear bracket STN 6700 (MLG joint)	Do a DI for corrosion and condition (Boroscope may be required)	39-A-53-10-00-00A-31AL-A	X	X	X	
SMC	53-28	Rear fuselage fittings with tail cone STN 8700 (holes and associated bolts/barrel nuts)	Do a DI for corrosion and condition (bolts and barrel nuts removal required - reinstall bolts/barrel nuts before inspecting the next fitting). Boroscope inspection of bolt holes required	39-A-53-10-00-00A-31AM-A	X	X	X	
SMC	53-29	Tail cone fittings STN 8700 (including holes)	Do a DI for corrosion and condition (bolts and barrel nuts removal required - reinstall bolts/barrel nuts before inspecting the next fitting). Boroscope inspection of bolt holes required	39-A-53-10-00-00A-31AM-A	X	X	X	
SMC	53-33	TGB fitting	Do a DI for corrosion and condition	39-A-53-40-00-00A-31AE-A	X	X	X	
SMC	55-01	Tailplane rod assembly and associated joint bolts (LH/RH)	Do a DI for corrosion and condition (rod removal required - reinstall rod before removing the other one) (in combination with inspection of tailplane fittings)	39-A-55-11-00-00A-31AA-A	X	X	X	
SMC	55-02	Tailplane right fitting and associated joint bolts	Do a DI for corrosion and condition (bolts removal required - reinstall bolts before inspecting the next fitting)	39-A-55-11-00-00A-31AA-A	X	X	X	
SMC	55-03	Tailplane left fitting and associated joint bolts	Do a DI for corrosion and condition (bolts removal required - reinstall bolts before inspecting the next fitting)	39-A-55-11-00-00A-31AA-A	X	X	X	
SMC	55-05	Tailplane assembly	Do a DI (hammer tapping check) in order to guarantee absence of water or debonding	39-A-55-11-00-00A-31AB-A	X	X	X	
SMC	62-05	Main rotor pressure bolts	Do a DI for corrosion and condition (main rotor pressure bolts removal required)	39-A-62-21-00-00A-31AB-B	X	X	X	
SMC	62-06	Main rotor retaining element	Do a DI for corrosion and condition	39-A-62-21-00-00A-31AB-B	X	X	X	
SMC	62-07	Main rotor ring nut	Do a DI for corrosion and condition (main rotor ring nut removal required)	39-A-62-21-00-00A-31AB-B	X	X	X	
SMC	62-09	Main rotor upper conical ring	Do a DI for corrosion and condition (main rotor upper conical ring removal required)	39-A-62-21-00-00A-31AB-B	X	X	X	
SMC	62-14	Main rotor hub	Do a DI for corrosion and condition	39-A-62-22-00-00A-31AJ-B	X	X	X	
SMC	62-18	Main rotor lower conical ring	Do a DI for corrosion and condition (main rotor lower conical ring removal required)	39-A-62-21-00-00A-31AB-B	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	62-21	Main rotor dampers	Do a DI for corrosion and condition	39-A-62-22-00-00A-31AJ-B	X	X	X	
SMC	62-22	Main rotor pitch link bolts including pitch link ends and connected rotating swashplate forks (upper/ lower)	Do a DI for corrosion and condition (bolts removal required)	39-A-62-22-00-00A-31AJ-B	X	X	X	
SMC	62-23	Main rotor servo upper bolts	Do a DI for corrosion and condition (bolts removal required)	39-A-67-31-00-00A-31AA-B	X	X	X	
SMC	62-24	Main rotor servo lower bolts	Do a DI for corrosion and condition (bolts removal required)	39-A-67-31-00-00A-31AA-B	X	X	X	
SMC	62-29	Swashplate duplex ball bearing, including mating surfaces of rotating and fixed swashplates	Do a DI for corrosion and condition (swashplate assembly removal and disassembly required)	39-A-62-31-00-00A-31AA-B	X	X	X	
SMC	62-30	Swashplate assembly	Do a DI for corrosion and condition (swashplate assembly removal and disassembly required)	39-A-62-31-00-00A-31AA-B	X	X	X	
SMC	62-31	Swashplate spherical pivot, including upper/ lower special rings and sliding blocks	Do a DI for corrosion and condition (swashplate assembly removal and disassembly required)	39-A-62-31-00-00A-31AA-B	X	X	X	
SMC	62-34	Main rotor scissor assembly, including connection sleeves and bolts	Do a DI for corrosion and condition (scissor assembly removal and disassembly required)	39-A-62-31-00-00A-31AA-B	X	X	X	
SMC	62-35	Main rotor scissor attachment flange	Do a DI for corrosion and condition (main rotor scissor attachment flange removal required)	39-A-62-22-00-00A-31AJ-B	X	X	X	
SMC	62-37	Main rotor pitch change link	Do a DI for corrosion and condition (removal and disassembly required)	39-A-62-31-00-00A-31AA-B	X	X	X	
SMC	63-03	Engine drive shaft and gimbal installation (LH/RH)	Do a DI of crosshead for corrosion and condition, includes fixing bolts and barrel nuts (engine and crosshead removal required) [50]	39-A-63-10-00-00A-31AB-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	63-04	Engine drive shaft and gimbal installation (LH/RH)	Do a DI of torque tube and shield for corrosion and condition, includes fixing bolts and barrel nuts (engine and torque tube removal required) [50]	39-A-63-10-00-00A-31AB-A	X	X	X	
SMC	63-05	Engine drive shaft and gimbal installation (LH/RH)	Do a DI of drive shaft for corrosion and condition, includes fixing bolts and nuts (engine and drive saft removal required) [50]	39-A-63-10-00-00A-31AB-A	X	X	X	
SMC	63-06	Input module gimbal assembly (LH/RH)	Do a DI for corrosion and condition (engine drive shaft, crosshead, torque tube and shield removal required) [50][51]	39-A-63-20-00-00A-31AA-A	X	X	X	
SMC	63-10	Input housing assembly (LH/RH)	Do a DI for corrosion and condition [51]	39-A-63-20-00-00A-31AA-A	X	X	X	
SMC	63-12	MGB mast	Do a DI for corrosion and condition (section visible above top case after removal of main rotor hub)	39-A-63-20-00-00A-31AB-A	X	X	X	
SMC	63-13	Top case	Do a DI for corrosion and condition	39-A-63-20-00-00A-31AB-A	X	X	X	
SMC	63-14	Main case (exposed area only)	Do a DI for corrosion and condition	39-A-63-20-00-00A-31AB-A	X	X	X	
SMC	63-15	Tail rotor drive adapter (visible area only)	Do a DI for corrosion and condition	39-A-63-20-00-00A-31AC-A	X	X	X	
SMC	63-16	Rotor brake adapter flange	Do a DI for corrosion and condition	39-A-63-50-00-00A-31AA-A	X	X	X	
SMC	63-17	Rotor brake housing assembly	Do a DI for corrosion and condition	39-A-63-50-00-00A-31AA-A	X	X	X	
SMC	63-18	Aft lower attachment and associated anchor bolts (LH/RH)	Do a DI for corrosion and condition (anchor bolts must be individually removed and reinstalled)	39-A-63-30-00-00A-31AA-A	X	X	X	
SMC	63-19	Forward lower attachment and associated anchor bolts (LH/RH)	Do a DI for corrosion and condition (anchor bolts must be individually removed and reinstalled)	39-A-63-30-00-00A-31AA-A	X	X	X	
SMC	63-21	Anti-torque beam	Do a DI for corrosion and condition	39-A-63-30-00-00A-31AA-A	X	X	X	
SMC	63-24	Aft torque struts (LH/RH)	Do a DI for corrosion and condition	39-A-63-30-00-00A-31AA-A	X	X	X	
SMC	63-25	Forward torque struts (LH/RH)	Do a DI for corrosion and condition	39-A-63-30-00-00A-31AA-A	X	X	X	
SMC	63-27	Forward servo bracket	Do a DI for corrosion and condition	39-A-63-20-00-00A-31AE-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	63-28	Aft servo bracket (LH/RH)	Do a DI for corrosion and condition	39-A-63-20-00-00A-31AE-A	X	X	X	
SMC	63-29	Upper fitting (4 off)	Do a DI for corrosion and condition	39-A-63-30-00-00B-31AA-A	X	X	X	
SMC	64-03	Tail rotor blade damper attachments	Do a DI for corrosion and condition	39-A-64-11-01-00A-31AB-B	X	X	X	
SMC	64-08	Tail rotor elastomeric spherical bearing	Do a DI for corrosion and condition (elastomeric spherical bearing removal required)	39-A-64-11-01-00A-31AB-B	X	X	X	
SMC	64-09	Tail rotor hub	Do a DI for corrosion and condition (removal required) particular attention must be paid to hub/mast splines and interfaces with conical rings	39-A-64-21-00-00A-31AF-B	X	X	X	
SMC	64-10	Tail rotor upper conical ring	Do a DI for corrosion and condition (upper conical ring removal required)	39-A-64-21-00-00A-31AF-B	X	X	X	
SMC	64-11	Tail rotor lower conical half-rings	Do a DI for corrosion and condition (lower conical half-rings removal required)	39-A-64-21-00-00A-31AF-B	X	X	X	
SMC	64-12	Tail rotor lock nut	Do a DI for corrosion and condition (lock nut removal required)	39-A-64-21-00-00A-31AF-B	X	X	X	
SMC	64-13	Tail rotor locking flange	Do a DI for corrosion and condition (locking flange removal required)	39-A-64-21-00-00A-31AF-B	X	X	X	
SMC	64-14	Tail rotor pressure bolts	Do a DI for corrosion and condition (pressure bolt removal required)	39-A-64-21-00-00A-31AF-B	X	X	X	
SMC	64-15	Tail rotor pitch control arms	Do a DI for corrosion and condition	39-A-64-11-01-00A-31AB-B	X	X	X	
SMC	64-16	Tail rotor bolts	Do a DI for corrosion and condition, including bolt seats (bolt removal required)	39-A-64-21-00-00A-31AF-B	X	X	X	
SMC	64-17	Tail rotor dampers	Do a DI for corrosion and condition	39-A-64-21-00-00A-31AF-B	X	X	X	
SMC	64-19	Tail rotor damper bolts	Do a DI for corrosion and condition, including interface areas of connected components (bolts removal required)	39-A-64-21-00-00A-31AF-B	X	X	X	
SMC	64-20	Tail rotor control rod nut	Do a DI for corrosion and condition (control rod nut removal required)	39-A-64-31-00-00A-31AE-B	X	X	X	
SMC	64-21	Tail rotor pitch link assemblies	Do a DI for corrosion and condition	39-A-64-31-00-00A-31AE-B	X	X	X	
SMC	64-22	Tail rotor pitch link bolts	Do a DI for corrosion and condition (pitch link bolt removal required)	39-A-64-31-00-00A-31AE-B	X	X	X	
SMC	64-23	Tail rotor slider	Do a DI for corrosion and condition (slider removal required)	39-A-64-31-00-00A-31AE-B	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	64-24	Tail rotor spider	Do a DI for corrosion and condition (spider removal required)	39-A-64-31-00-00A-31AE-B	X	X	X	
SMC	64-30	Tail rotor half scissors	Do a DI for corrosion and condition, including connection sleeves and bolts (half scissors removal and disassembly required)	39-A-64-31-00-00A-31AE-B	X	X	X	
SMC	65-06	Mounting bearing support bracket [27] [28]	Do a DI for corrosion and condition	39-A-65-11-11-00A-31AA-B 39-B-65-11-11-00A-31AA-B	X	X	X	
SMC	65-07	Bearing support bracket, including lower spherical bearings and associated joint bolts [27] [28]	Do a DI for corrosion and condition (bearing support bracket removal required)	39-A-65-11-11-00A-31AA-B 39-B-65-11-11-00A-31AA-B	X	X	X	
SMC	65-08	Forward splined shaft [27] [28]	Do a DI for corrosion and condition (removal required)	39-A-65-11-11-00A-31AA-B 39-B-65-11-11-00A-31AA-B	X	X	X	
SMC	65-09	Aft splined shaft [27] [28]	Do a DI for corrosion and condition (removal required)	39-A-65-11-11-00A-31AA-B 39-B-65-11-11-00A-31AA-B	X	X	X	
SMC	65-13	IGB coupling flanges [27] [28]	Do a DI for corrosion and condition (IGB coupling flanges removal required)	39-A-65-20-00-00A-31AC-A 39-B-65-20-00-00A-31AC-A	X	X	X	
SMC	65-14	TGB coupling flange [27] [28]	Do a DI for corrosion and condition (TGB coupling flanges removal required)	39-A-65-20-00-00A-31AD-A 39-B-65-20-00-00A-31AD-A	X	X	X	
SMC	65-15	IGB housing (external surface) [27] [28]	Do a DI for corrosion and condition	39-A-65-21-00-00A-31AA-A	X	X	X	
SMC	65-18	TGB housing (external surface) [27] [28]	Do a DI for corrosion and condition	39-A-65-22-00-00A-31AA-A 39-B-65-22-00-00A-31AA-A	X	X	X	
SMC	65-19	TGB mast [27] [28]	Do a DI for corrosion and condition (section visible after removal of hub)	39-A-65-22-00-00A-31AA-A 39-B-65-22-00-00A-31AA-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	71-08	External engine upper mount (LH/RH)	Do a DI for corrosion and condition (pay particular attention to flanged couplings)	39-A-71-21-00-00A-31AB-A	X	X	X	
SMC	71-09	Internal engine upper mount (LH/RH)	Do a DI for corrosion and condition	39-A-71-21-00-00A-31AB-A	X	X	X	
SMC	71-10	External engine mounting rod (LH/RH)	Do a DI for corrosion and condition	39-A-71-21-00-00A-31AB-A	X	X	X	
SMC	71-11	Internal engine mounting rod (LH/RH)	Do a DI for corrosion and condition	39-A-71-21-00-00A-31AB-A	X	X	X	
CP	100-19	Detailed inspection of main fuel tanks compartment area	Perform a detailed inspection of the main fuel tanks compartment area for corrosion and evidence of water intrusion. (removal of the foam is required only if a contamination is present)	39-A-20-81-06-00A-31AA-D	X	X	X	
4.4.9)	**5 years**							
SMC	25-52	Life preserver (jacket)	Do a DI of the buoyancy chambers and components for deterioration. Including the FC of the non-return devices for correct functioning [43]	[31]	N/A	X	N/A	
SMC	26-01	Number 1 fire protection “T” check valve	Do an OC to check that valve can operate and reset	39-A-26-21-02-00A-320A-A	X	X	X	
SMC	26-05	Number 2 fire protection “T” check valve	Do an OC to check that valve can operate and reset	39-A-26-22-02-00A-320A-A	X	X	X	
SMC	26-09	Engine fire extinguishing bottles and discharge outlet valves	Do a DI of engine fire extinguishing bottles and their discharge outlet valves for condition	39-A-26-20-00-01A-31AA-A	X	X	X	
4.4.10)	**6 years**							
SMC	31-11	MPFR	Do the mechanical inspection and verification test [43]	[31]	X	X	X	
4.4.11)	**8 years**							
SMC	53-06	MGB right forward reinforcement	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AF-A	X	X	X	
SMC	53-09	MGB right rear reinforcement	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AF-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	53-10	MGB left forward reinforcement	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AF-A	X	X	X	
SMC	53-13	MGB left rear reinforcement	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AF-A	X	X	X	
SMC	53-14	Right external engine reinforcement	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AH-A	X	X	X	
SMC	53-15	Right internal engine reinforcement	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AH-A	X	X	X	
SMC	53-16	Left external engine reinforcement	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AH-A	X	X	X	
SMC	53-17	Left internal engine reinforcement	Do a DI for corrosion and condition	39-A-53-10-00-00A-31AH-A	X	X	X	
4.4.12) After 5 Hours and After 30 Hours from any installation								
SMC	18-05	Mast vibration absorber assembly	Do DI and a FC to check bolts torque [25]	39-A-18-63-00-00A-31AB-K	X	X	X	
SMC	62-10	Main rotor head installation - Retaining assembly	Perform a FC (Torque Check) of the main rotor hub retaining assembly bolts	39-A-62-21-00-00A-31AA-A	X	X	X	
4.4.13) 5 thru 10 FH from any installation								
SMC	64-18	Tail rotor head installation - Hub retaining assembly	Perform a FC (Torque Check) of the tail rotor hub retaining assembly bolts.	39-A-64-21-00-00A-31AB-A	X	X	X	
4.4.14) 12 Hours								
SMC	71-19	Number 1 engine oil level indicator	Do a VC of oil level. Replenish as required	[19][20]	X	X	X	
SMC	71-20	Number 1 engine oil filter pop-out indicator	Do a VC	[19][20]	X	X	X	
SMC	71-21	Number 2 engine oil level indicator	Do a VC oil level. Replenish as required	[19][20]	X	X	X	
SMC	71-22	Number 2 engine oil filter pop-out indicator	Do a VC	[19][20]	X	X	X	
EN	72-00-00	Oil Quantity	Visual check of oil level. Replenish as required (Ref. 72-00-00, SERVICING and Rotorcraft Flight Manual).	72-00-00	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
EN	79-20--02	Oil Filter impending Bypass Indicator	Check status of oil filter impending bypass pop- out indicator (Ref. 79-20-02, Inspection/Check).	79-20-02	X	X	X
4.4.15)	**25 Hours**						
SMC	18-04	Mast vibration absorber - Half conical rings installation bolts	Do a DI and a FC to check bolts torque *(After the last flight of the day when 25 FH from any bolts re-torque are reached)*	39-A-18-63-00-00A-31AB-K	X	X	N/A
SMC	71-39	Number 1 and 2 engines [64]	Perform a Power Assurance Check of the engine	[65]	X	X	X
CM	64-01	Tail Rotor and Rotating Controls (Note 8)	DI of tail rotor damper spherical bearings for condition, damage, and play. If special tool is available, removal is not required. Axial play check only. Maximum play allowed: 0.1 mm (0.0039 in)	39-A-64-21-00-00A-31AA-A	X	N/A	X
4.4.16)	**50 Hours**						
SMC	01-01	Brake reservoir	Do a GVI for contents and correct oil level	39-A-05-21-00-00A-028E-P	X	X	X
SMC	01-06	Nose compartment components	Do a GVI for condition, security, and damage. Includes drainage of pitot-static lines and a VC of external power receptacle for condition and arcing	39-A-05-21-00-00A-028E-P	X	X	X
SMC	01-08	Wiper arms and wiper blades	Do a GVI for damage and condition	39-A-05-21-00-00A-028E-P	X	X	X
SMC	02-01	RF gaskets on baggage compartment door	Do a GVI for damage and condition	39-A-05-21-00-00A-028E-P	X	X	X
SMC	02-02	Right cooling fan for rear avionic bays	Do a FC to detect the correct functioning (perform the task by using a light piece of paper to identify that the air flow coming outside)	39-A-05-21-00-00A-028E-P	X	N/A	X
SMC	02-06	Floatation system (Aérazur)	Do a GVI of the cover sheets to check that they are correctly laced, including the break cord for conditions breakages, warns and damages. In case of any damage, remove the floatation system in order to replace the break cords [1]	39-A-25-62-00-00A-320A-K	N/A	X	N/A
SMC	03-01	Tail rotor drive components	Do a GVI for condition, security, and damage (tail rotor shafts cowlings opening required). Pay particular attention to Number 2 TRDS in the section adjacent to the area where intakes are installed on leading edge fairing. Includes a GVI of balance patches for condition and security of attachment Includes a GVI of TR shaft cowling and attachment for damage, corrosion, and wear. (tail rotor shafts cowlings openingrequired)	39-A-05-21-00-00A-028E-P	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	04-01	Intermediate and tail rotor gearbox	Do a GVI for leaks and correct oil level. If leaks are detected, determine amount of leakage, including a GVI for general condition and security of attachment	39-A-65-21-00-00A-364A-A 39-A-65-22-00-00A-364A-A	X	X	X	
SMC	04-02	Tail rotor servo actuator	Do a GVI for damage, condition, security, and leaks. If leaks are detected, determine amount of leakage,	39-A-67-32-01-00A-364A-A	X	X	X	
SMC	04-03	Tail rotor components, blades, and rotating controls	Do a GVI for condition, security, and damage. Pitch change mechanism and rotor dampers for condition and security. Spider and slider boot for damage and condition	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	04-04	Tail rotor pitch change link assembly spherical bearings	Do a GVI and an OC for play. No removal necessary. No quantitative measurement necessary. If unusual play is felt, remove pitch link and perform a DI for condition, damage and play,	39-A-64-31-00-00A-31AA-A	X	X	X	
SMC	04-05	Tailplane attachments	Do a GVI for signs of rubber extrusion and to check tailplane free play	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	04-06	Tail rotor boot	Do a GVI for damage and condition	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	04-07	Tail access panels	Do a GVI for condition and security	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-01	Main rotor components, blades, and rotating controls	Do a GVI for condition, security, damage, separation, or loss of elastomeric bearing elements, blowing and/or rubber extruding and presence of grease. Check flap restrainers and droop stop plate for condition and for presence of grease. Check damper fluid level	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-02	Main rotor pitch change link assembly spherical bearings	Do a GVI and an OC for play. No removal necessary. No quantitative measurement necessary. If unusual play is felt, remove pitch link and perform a DI for condition, damage and play,	39-A-62-31-00-00A-31AB-A	X	X	X	
SMC	05-03	Main rotor dampers	Do a GVI for leaks. If leaks are detected, determine amount of leakage,	39-A-62-22-00-00A-364A-A	X	X	X	
SMC	05-04	Main rotor damper spherical bearings	Do a GVI and an OC for play. No removal necessary. No quantitative measurement necessary. If unusual play is felt, perform a DI for condition, damage, and play,	39-A-62-22-00-00A-31AA-A	X	X	X	
SMC	05-05	Swashplate boot and main rotor controls boot	Do a GVI for condition and damage	39-A-05-21-00-00A-028E-P	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	05-06	Rotating controls installation - Rotating scissors assemblies	Do a GVI (pay particular attention to the spherical bearings staking condition) and an OC for play of lower half scissors spherical bearings. No removal necessary. No quantitative measurement necessary. If unusual play is felt, perform a DI for condition, damage, and play,	39-A-62-31-02-00A-31AA-B 39-C-62-31-02-00A-31AA-B	X	X	X	
SMC	05-07	Main rotor sliding ring outer surface and DU washers	Do a GVI for condition and damage	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-08	Main rotor servo actuators	Do a GVI for condition, security, damage, and leaks. If leaks are detected, determine amount of leakage,	39-A-67-31-00-00A-364A-A	X	X	X	
SMC	05-09	Main gearbox	Do a GVI for condition, damage, leaks, correct oil level and security of installation. Cooling system for condition and leaks	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-10	Gimbal and driveshaft installation	Do a GVI for condition, security, and leaks. Pay particular attention to signs of rubber extrusion and to the total surface of the input shaft. If leaks are detected, determine the amount of leakage,	39-A-63-20-00-00A-364A-A	X	X	X	
SMC	05-11	Upper deck	Do a GVI for signs of leakage / transudation, fixing / condition of cables and bleed air pipes. Includes check of removable fittings, hydraulic pumps, PCMs (check also for correct fluid level), tail rotor SOV	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-12	Environmental control system upper deck components	Do a GVI for condition, cleanliness, and damage	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-13	Engine bays	Do a GVI for condition, damage, fuel and/or oil leaks, security of engine installation and fire line harness. Seals and firewalls for cracks. Drain holes for obstruction	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-14	Engine exhaust ducts, aft/external section	Do a GVI of inner surface for condition and damage	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-15	Engine bleed air ducts	Do a GVI for security of duct connections and integrity of the thermal insulation. Combined check of engine bay ducts and inter-engine bay duct. Engine cowlings opening necessary	39-A-05-21-00-00A-028E-P	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	05-16	Starter generator inlet/outlet ducts	Do a GVI for damage, condition, cleanliness, and correct position	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-17	Starter generator QAD adapter and Q/R clamp	Do a GVI for damage, condition, and cleanliness	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	05-18	Fire bottle compartment	Do a GVI for evidence of damage/deterioration of fire bottles, tail rotor drive shaft and antenna. Check engine exhaust external insulation for evidence of degradation	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	06-01	Main rotor components, blades and rotating controls	Do a GVI for condition, security, damage, separation, or loss of elastomeric bearing elements, blowing and/or rubber extruding and presence of grease. Check flap restrainers and droop stop plate for condition and for presence of grease. Check damper fluid level	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	06-02	Main rotor pitch change link assembly spherical bearings	Do a GVI and an OC for play. No removal necessary. No quantitative measurement necessary. If unusual play is felt, remove pitch link, and perform a DI for condition, damage, and play,	39-A-62-31-00-00A-31AB-A	X	X	X	
SMC	06-03	Main rotor dampers	Do a GVI for leaks. If leaks are detected, determine amount of leakage,	39-A-62-22-00-00A-364A-A	X	X	X	
SMC	06-04	Main rotor damper spherical bearings	Do a GVI and an OC for play. No removal necessary. No quantitative measurement necessary. If unusual play is felt, perform a DI for condition, damage, and play,	39-A-62-22-00-00A-31AA-A	X	X	X	
SMC	06-05	Swashplate boot and main rotor controls boot	Do a GVI for condition and damage,	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	06-06	Rotating controls installation - Rotating scissors assemblies	Do a GVI (pay particular attention to the spherical bearings staking condition) and an OC for play of lower half scissors spherical bearings. No removal necessary. No quantitative measurement necessary. If unusual play is felt, perform a DI for condition, damage, and play,	39-A-62-31-02-00A-31AA-B 39-C-62-31-02-00A-31AA-B	X	X	X	
SMC	06-07	Main rotor sliding ring outer surface and DU washers	Do a GVI for condition and damage	39-A-05-21-00-00A-028E-P	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	06-08	Main rotor servo actuators	Do a GVI for condition, security, damage, and leaks. If leaks are detected, determine the amount of leakage,	39-A-67-31-00-00A-364A-A	X	X	X	
SMC	06-09	Main gearbox	Do a GVI for condition, damage, leaks, correct oil level and security of installation. Cooling system for condition and leaks	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	06-10	Gimbal and driveshaft installation	Do a GVI for condition, security, and leaks. Pay particular attention to signs of rubber extrusion and to the total surface of the input shaft. If leaks are detected, determine amount of leakage,	39-A-63-20-00-00A-364A-A	X	X	X	
SMC	06-11	Environmental control system upper deck components	Do a GVI for condition, cleanliness, and damage. Check compressor pack carter for condition and damage	39-A-05-21-00-00A-028E-P	N/A	X	N/A	
SMC	06-12	Engine bays	Do a GVI for condition, damage, fuel and/or oil leaks, security of engine installation and fire line harness. Seals and firewalls for cracks. Drain holes for obstruction	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	06-13	Engine exhaust ducts, aft/external section	Do a GVI of inner surface for condition and damage	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	06-14	Engine bleed air ducts	Do a GVI for security of duct connections and integrity of the thermal insulation. Combined check of engine bay ducts and inter-engine bay duct. Engine cowlings opening required	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	06-15	Starter generator inlet/outlet ducts	Do a GVI for damage, condition, cleanliness, and correct position	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	06-16	Starter generator QAD adapter and Q/R clamp	Do a GVI for damage, condition, and cleanliness	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	06-17	Fire bottle compartment	Do a GVI for evidence of damage/deterioration of fire bottles, tail rotor drive shaft and antenna. Check engine exhaust external insulation for evidence of degradation	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	07-01	RF gaskets on baggage compartment door	Do a GVI for damage and condition	39-A-05-21-00-00A-028E-P	X	X	X	
SMC	07-04	Left cooling fan for rear avionic bays	Do a FC to detect the correct functioning (perform the task by using a light piece of paper to identify that the air flow coming outside)	39-A-05-21-00-00A-028E-P	X	N/A	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SCM	07-09	Floatation system (Aérazur)	Do a GVI of the cover sheets to check that they are correctly laced, including the break cord for conditions breakages, warns and damages. In case of any damage is found remove the floatation system in order to replace the break cords [1]	39-A-05-21-00-00A-028E-P	N/A	X	N/A	
		HEELS (Helicopter Egress Lighting System)	Carry out a GVI (General Visual Inspection)	39-A-33-52-00-00A-040A-K	X	N/A	X	
		Automatic Deployable ELT	Carry out a GVI (General Visual Inspection)	39-A-25-64-00-00A-040A-K	X	N/A	X	
SMC	62-48	Main rotor tension link	Do a DI for presence of cracks of the droop stop support	39-A-62-22-00-00A-31AK-A	X	X	X	
SMC	63-35	Rotor brake cover	Do a GVI for condition and integrity of attachments	39-A-63-50-00-00A-310A-A	X	N/A	X	
SMC	64-38	Tail rotor installation	Do a GVI of tail rotor installation components	39-A-64-21-00-00A-310A-A	X	X	X	
CM	71-03	Engine Power Available Trend Monitoring (4-Display Helicopter Only)	Perform and record on the suitable provided forms (see PT6C-67C or PT6C-67C1 Engine Maintenance Manual, whichever applicable) the power assurance check trend of both the engines	Note 3	X	X	X	
MI	62-01	Main Rotor Blade Assembly	General visual inspection for damage	39-A-62-11-00-00A-310A-A	X	X	X	
MI	64-01	Tail Rotor Blade Assembly	General visual inspection for damage	39-A-64-11-00-00A-310A-A	X	X	X	
MI	62-02/03	Main Rotor Elastomeric Bearing (part number 3G6220V00153; -54)	Detailed inspection for cracks in the elastomer	39-A-62-22-00-00A-31AC-A	X	X	X	
EN	75-30-00	Bleed Valve (BOV) Filter Cleaning	Remove screen cartridge for cleaning and inspection	75-30-00	X	X	X	
EN	77-40-01	DCU/Exceedance Indication (For Pre-SB41081 engines only)	From the EEC live data stream (RTD) or the DCU data, make sure that the parameter SETLEXPIND is at zero. Refer to chapter 73-20- 10 for EEC live data stream access and to chapter 77-40-01 for DCU data access. Refer to chapter 77-40-01 and 05- 10-00 for proper maintenance action if parameter SETLEXPIND is not at zero.	77-40-01	X	X	X	
4.4.17)	**100 Hours**							
SMC	62-19	Damper spherical bearings	Do a DI for damage, condition, and play (no removal required) (axial play check only) (maximum play allowed: 0.25 mm - 0.0099 in)	39-A-62-22-00-00A-31AA-A	X	X	X	
SMC	62-49	Main rotor assembly	Do a DI of the anti-rotation block for wear, including the damper special washer. (Dimensional check and compliance with allowable limits are required)	39-A-62-22-07-00A-31AB-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
SMC	62-50	Main rotor damper spherical bearings	Do a DI for alignment of slippage marks and for sealant integrity on the staking and ceramic coating damage of eye end assy and body end assy spherical bearings[58]	39-A-62-22-02-01A-31AA-A	X	X	X
SMC	62-51	Main rotor damper spherical bearings	Do a FC to check that bearing friction is within allowable limits [58]	39-A-62-22-02-01A-340A-A	X	X	X
MI	53-04	Tail Structure Assembly (fin rib attachment area)	Detailed inspection for cracks (both internal and external sides)	39-A-53-40-00-00A-31AA-A	X	X	X
MI	53-11	Tail Structure Assembly (aft/front spar to skin joint)	Detailed inspection for cracks (both internal and external sides)	39-A-53-40-00-00A-31AH-A	X	X	X
MI	53-12	Fuselage Structure Assembly (frame STA 5700, RH/LH side)	Detailed inspection for cracks (Note 5) (Note 6) (Note 7)	39-A-53-10-00-00A-31AV-A	X	X	X
MI	62-08	Main Rotor Blade Assembly (part number 3G6210A00131)	Detailed inspection (hammer tapping) of the bonding area between tip cap and blade (from STA 6300 to STA 6400) for deboning and/or delamination (blade removal not required) (Note 9) *10000*	39-A-62-11-01-00A-31AB-A	X	X	X
MI	64-02	Tail Rotor Elastomeric Spherical Bearing (part number 3G6420V00153 and 3G6420V00154)	Detailed inspection for cracks in the elastomer	39-A-64-11-00-00A-31AB-A	X	X	X
MI	64-04	Tail Rotor Damper (part number 3G6420V00455)	Detailed inspection for cracks in the elastomer	39-A-64-21-00-00A-31AD-A	X	X	X
4.4.18)	**150 Hours**						
SMC	62-25	Rotating controls installation - Fixed swashplate	Do DI for damage, condition, and play	39-A-62-31-00-00A-31AC-A 39-C-62-31-00-00A-31AC-A	X	X	X
SMC	62-33	Rotating controls installation - Rotating scissors	Do DI for damage, condition, and play	39-A-62-31-00-00A-31AC-A 39-C-62-31-00-00A-31AC-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
SMC	62-36	Rotating controls installation - Pitch change link assembly spherical bearings	Do a DI for condition, damage, and play (removal of pitch change link assemblies required) (axial play check only) (maximum play allowed: 0.2 mm - 0.0079 in). If play found is between 0.1 and 0.2 mm (0.0039 and 0.0079 in), inspection interval must be reduced at 100 FH	39-A-62-31-00-00A-31AB-A	X	X	X
SMC	64-27	Rotating controls installation - Pitch change link assembly spherical bearings	Do a DI for condition, damage, and play (removal of pitch change link assemblies required) (axial play check only) (maximum play allowed: 0.2 mm - 0.0079 in). If play found is between 0.1 and 0.2 mm (0.0039 and 0.0079 in), inspection interval must be reduced at 100 FH	39-A-64-31-00-00A-31AA-A	X	X	X
4.4.19) 200 Hours							
MI	53-10	Tail Structure Assembly (tail/rear fuselage attachment fittings)	Detailed inspection for cracks (Note 13) *8350 Landings*	39-A-53-40-00-00A-31AG-A	X	X	X
MI	64-05	Tail Rotor Damper (part number 3G6420V00851)	Detailed inspection of rod end for cracks in the elastomer	39-C-64-21-00-00A-31AB-A	N/A	X	N/A
4.4.20) 300 Hours							
SMC	21-02	Compressor drive belt (P/N 1768-60 only)	Do a DI to check belt tension and condition (belt frequency tension meter required)	39-A-21-90-22-00A-31AA-K	N/A	X	X
SMC	24-04	Brushes (Number 1 starter generator)	Do a DI for wear to establish brushes replacement interval for individual operators. If remaining brush life exceed 700 hours, brushes must be replaced at 1000 FH (generator removal required)	39-A-24-31-01-01A-31AA-A	X	X	X
SMC	24-05	Brushes (Number 2 starter generator)	Do a DI for wear, to establish brushes replacement interval for individual operators. If remaining brush life exceed 700 hours, brushes must be replaced at 1000 FH (generator removal required)	39-A-24-31-02-01A-31AA-A	X	X	X
CM	24-03	Electrical Power	OC of GCU over-voltage protection function	39-A-24-31-00-00A-320A-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
CM	95-02	Flotation System (Aerosekur and Aerazur)	OC of the K41 and K42 relays to verify that the contacts are not failed in closed position	39-A-95-61-00-00A-320A-K	X	X	X	
CM	95-03	Flotation System (Aerosekur) (Note 6)	OC of the floatation switches P/N 3G9560V01151 or P/N 3G9560V02951 to verify that are not failed in closed position	39-A-95-61-00-00A-320A-K	X	N/A	X	
CM	95-04	Flotation System (Aerosekur) (Note 6)	OC of the guarded arm and pushbutton switches located on the pilot and co-pilot collective grip to verify that are not failed in closed position	39-A-95-61-00-00A-320A-K	X	N/A	X	
CM	95-05	Flotation System (Aerosekur) (Note 6)	OC of the Emergency Float Control Panel to verify that the ARM switch contact and/or Lamp Test switch contact are not failed in closed position	39-A-95-61-00-00A-320D-K	X	N/A	X	
SMC	53-38	Tail assembly	Do a DI (hammer tapping check) for signs of debonding	39-A-53-40-00-00A-31AJ-A	X	X	X	
SMC	55-04	Tail plane spherical bearings (parts of rod assemblies)	Do an OC for play (no removal and quantitative measurement required). If unusual play is felt, remove rod assembly, and perform a DI for condition, damage, and play (radial play check only) (maximum play allowed 0.3 mm - 0.0118 in)	39-A-55-11-00-00A-320A-A 39-A-55-11-02-00A-31AA-B 39-A-55-11-03-00A-31AA-B	X	X	X	
SMC	62-03	Main rotor blade tip and mass balance weight pocket cover area	Do a GVI for debonding and damage (blade removal not required)	39-A-62-11-00-00B-310A-A	X	X	X	
SMC	62-40	Rotating controls installation - Lower half scissors spherical bearing	Do a DI for condition, damage and play (removal of rotating scissors assemblies required) (axial play check only)	39-A-62-31-02-00A-31AA-B 39-C-62-31-02-00A-31AA-B	X	X	X	
SMC	63-33	Rotor brake pads	Do a DI for wear. Discard pads if thickness is 2 mm (0.079 in) or lower	39-A-63-51-05-01A-361A-A	X	X	X	
SMC	63-34	Rotor brake disc	Do a DI for wear. Discard disc if thickness is 9 mm (0.354 in) or lower. Discard disk every two pad replacements or after emergency braking activation	39-A-63-51-02-00A-361A-A	X	X	X	
SMC	64-28	Rotating controls installation - Sliding tube/bushings	Do a DI for damage, condition, and play (boot removal required)	39-A-64-31-00-00A-31AC-A	X	X	X	
SMC	64-29	Rotating controls installation - Scissors	Do a DI for damage, condition, and play	39-A-64-31-00-00A-31AB-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	64-31	Tail rotor blades erosion shield	Do a GVI for evidence of erosion and debonding	39-A-64-11-00-00B-310A-A	X	X	X	
SMC	65-54	Number 1 tail rotor drive shaft	Do a Detailed Inspection for damage and condition	39-B-65-11-01-00A-31AA-A	X	X	X	
SMC	67-10	Tail rotor control bell cranks Y8/Y9 and Y9/Y10	Do a DI for evidence of play between lever and support	39-A-67-20-00-00A-31AA-A	X	X	X	
SMC	71-14	Engine bay drains	Do an OC for evidence of blockage [54]	39-A-71-71-00-00A-320A-A	X	X	X	
SMC	71-24	Rear exhaust cowlings external surface and louvers (if installed)	D a GVI for conditions and damages	39-A-71-11-00-00A-310A-A	X	X	X	
SMC	76-01	Power control system	Do an OC in order to verify the correct operation and setting procedure	39-A-76-11-00-00A-320B-A	X	X	X	
SMC	78-01	Exhaust duct and external insulation (if installed) including firewall, support and frame	Do a DI for condition and damage. Includes GVI of firewalls external surface and seals	39-A-78-10-00-00A-31AA-A	X	X	X	
SMC	78-02	Exhaust duct [36]	Do a DI for presence of cracks near the support bracket	39-A-78-10-00-00A-31AB-A	X	X	X	
SMC	78-03	Exhaust duct Saddle	Do a DI for presence of cracks, including a FC of the attaching bolts of the saddle to the upper deck structure	39-A-78-10-00-00A-31AC-A	X	X	X	
MI	53-01	TGB Fitting (fasteners in skin and spar)	Detailed inspection for cracks (both internal and external sides)	39-A-53-40-00-00A-31AC-A	X	X	X	
MI	53-02	Main Landing Gear LH Panel	General visual inspection for damage	39-A-53-10-00-00A-310A-A	X	X	X	
MI	53-03	Main Landing Gear RH Panel	General visual inspection for damage	39-A-53-10-00-00A-310A-A	X	X	X	
MI	53-05	Tail Structure Assembly (tail cone RH/LH panels upper and lower joint)	Detailed inspection for cracks (both internal and external sides)	39-A-53-40-00-00A-31AB-A	X	X	X	
MI	53-06	Tail Structure Assembly (tail cone joint STA 11020)	Detailed inspection for cracks (both internal and external sides)	39-A-53-40-00-00A-31AB-A	X	X	X	
MI	53-07	Fuselage Structure Assembly (forward MGB rod backup structure)	Detailed inspection for cracks (Note 11) *1300 FH*	39-A-53-10-00-00A-31AA-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
MI	53-08	Fuselage Structure Assembly (aft MGB rod backup structure and fitting part number 3P5330A11251)	Detailed inspection for cracks (Note 8) (Note 10)	39-A-53-10-00-00A-31AA-A	X	X	X	
MI	64-06	Tail Rotor Damper (part number 3G6420V00851)	Detailed inspection of body for cracks in the elastomer	39-C-64-21-00-00A-31AA-A	N/A	X	N/A	
EN	72-30-04	P2.8 Check Valve (Pre-SB41103)	Visual inspection and dimensional inspection (Ref. 72-30-04, GAS GENERATOR CASE - MAINTENANCE PRACTICES).	72-30-04	N/A	X	X	
EN	72-30-05	Compressor Rotor, First-stage	Visual check for FOD, erosion and overall condition (Ref. 72-30-05, COMPRESSOR ROTOR - MAINTENANCE PRACTICES). *NOTE: This inspection interval was changed in revision 22.1 of this manual. If last inspection was more than 300 hours prior release of revision 22.1 of this manual, do the next inspection no later than 300 hours are the release of revision 22.1 of this manual.*	72-30-05	X	X	X	
EN	72-30-05	Compressor Rotor, First-stage	Inspect balancing weight(s) (Ref. 72-30-05, COMPRESSOR ROTOR -MAINTENANCE PRACTICES). *NOTE: 1. As an alternative to this balancing weight inspection, do a visual check of the first-stage compressor rotor.* *NOTE: 2. This inspection was added in revision 22.1 of this EMM. First inspection must be accomplished no later than 300 hours a er release of revision 22.1 of this manual.*	72-30-05	X	X	X	
EN	72-20-00-7	Compressor Inlet Case for Coating Loss	Inspect the compressor inlet case for coating loss every 300 hours	72-20-00, Item 7.B.3.(c)	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
4.4.21)	**400 Hours**						
SMC	32-56	MLG and NLG actuator bolts (Liebherr landing gear installation)	Do a DI of the bolts for damage, condition and cracks (bolt removal not required)	39-A-32-10-00-00A-31AB-A 39-A-32-21-00-00A-31AA-A	X	X	X
4.4.22)	**402 Hours**						
MI	62-06	Main Rotor Rotating Swashplate	Inspection for integrity and loss of torque of the bolts and ring retaining the duplex bearing	39-A-62-31-06-00A-31AA-A	X	X	X
4.4.23)	**600 Hours**						
SMC	18-01	AVCS actuators	Do a DI of actuator attaching bolts for correct torque	39-A-18-31-00-00A-31AA-K	N/A	X	N/A
SMC	18-02	Mast vibration absorber installation components	Do a DI for condition, fretting and wear of the contact zone with the mast internal diameter (mast vibration absorber removal required). Task includes a DI of adjacent mast internal diameterarea	39-A-18-63-00-00A-31AA-K	X	X	N/A
SMC	18-03	Mast vibration absorber assembly	Do a GVI corrosion, integrity, and wear (mast vibration absorber removal and disassembly required)	39-A-18-63-00-00A-310A-K	X	X	N/A
SMC	18-07	Circular Force AVCS	Do a DI of actuator attaching bolts for correct torque	39-A-18-33-00-00A-31AA-K 39-B-18-33-00-00A-31AA-K 39-C-18-33-00-00A-31AA-K 39-D-18-33-00-00A-31AA-K	N/A	X	N/A
CM	29-01	Tail rotor shut-off valve (Note 9)	OC to detect dormant failures of TRSOV and PCM 2 oil level switches	39-A-29-12-04-00A-320A-A	N/A	X	N/A
CM	29-02	Emergency landing gear shutoff valve (Note 9)	OC to detect dormant failures	39-A-29-10-02-00A-320A-A	N/A	X	N/A
SMC	29-03	Number 1 main hydraulic system - Components and lines	Do a GVI for damage, condition, and security. Includes check of HP filter differential pop-out indicators	39-A-29-11-00-00A-310A-A	X	X	X
SMC	29-06	Number 2 main hydraulic system - Components and lines	Do a GVI for damage, condition, and security. Includes check of HP filter differential pop-out indicators	39-A-29-12-00-00A-310A-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
SMC	29-10	Tail rotor shutoff valve	Do an OC to detect dormant failures of TRSOV and PCM 2 oil level switches	39-A-29-12-04-00A-320A-A	X	X	X	
SMC	29-11	PCM 1 flight control shutoff valve	Do an OC to detect dormant failures	39-A-29-10-02-00A-320A-A	X	X	X	
SMC	29-12	PCM 2 flight control shutoff valve	Do an OC to detect dormant failures	39-A-29-10-02-00A-320A-A	X	X	X	
SMC	29-14	Emergency landing gear shutoff valve	Do an OC to detect dormant failures	39-A-29-11-01-00A-320D-A	X	X	X	
CM	24-01	Electrical Power	OC of essential bus feed circuit breakers (CB3, CB4, CB47 and CB48)	39-A-24-61-00-00A-320A-A	X	X	X	
SMC	63-41	Rotor brake caliper	Do the manual OC for freedom of rotation (rotor brake actuator disconnection required). If difficult of movement is felt clean and lubricate by greasing the caliper shaft	39-A-63-51-05-00A-320A-A	X	X	X	
SMC	65-25	Intermediate gearbox [27] [28]	Lubrication by grease application of the input spline mating surfaces	39-A-65-21-01-01A-242A-A	X	X	X	
SMC	67-06	Main rotor actuator control valve bypass function	Do an OC for freedom of movement of bypass sleeve (actuator has pin operated test facility)	39-A-67-30-00-00A-320A-A	X	X	X	
SMC	67-08	Tail rotor actuator control valve bypass function	Do an OC for freedom of movement of bypass sleeve (actuator has pin operated test facility)	39-A-67-30-00-00A-320A-A	X	X	X	
EN	72-30-04	P2.8 Check Valve (Post-SB41103)	Visual inspection and dimensional inspection (Ref. 72-30-04, GAS GENERATOR CASE - MAINTENANCE PRACTICES).	72-30-04	X	X	N/A	
ENG	ENG 70-06.2	Fuel Manifold	Visual check for manifold condition and leakage.	73-10-05	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
EN	73-10-05	Fuel Nozzles	Remove fuel nozzles to clean and do a functional check as per Chapter 73-10-05 Standard interval applicable to all operators, do full set of fuel nozzles. Specific interval for short mission operations or where the engine is exposed to high OAT operations or where fuel quality is questionable (see definitions and Notes 1, 2 & 3). Definitions: Short mission operations: average of three starts or more per flight hour (do not include starts for maintenances purposes). High OAT: a monthly average of the maximum daily temperature (at base altitude) of 30° C (86° F) or higher for a duration of 3 months or more in one year. NOTE: 1. It is acceptable to remove, clean and do a functional check on only the four top positioned nozzles at location 1, 2, 13 & 14 per Chapter 73-10-05. Example: At first 300 hours clean and do a functional check for the four top nozzles, at 600 hours clean and do a functional check for all fuel nozzles and continue this sequence for the life of the engine. NOTE: 2. For engines used in mixed mission operations or an environment where the short mission operations or high OAT definition is met for more than 50% of flight time, the short operation/high OAT interval should be selected. NOTE: 3. Contact P&WC for recommendations if averaging 5 starts or more per flight hours. If significant carbon build- up or signs of distress is observed, do a borescope check for damage to the combustor and the CT vane (Ref. Chap. 72-00-00, Inspection). Additional inspections are required for engines using restricted use or emergency fuels (Ref. Chapter 72-00-00 Description and Operation). Inspect the inlet screen of the Fuel Nozzles. If contamination is present, follow the Fuel Impending By-Pass Indication fault isolation chart (Ref. 72-00-00). NOTE 5: The fuel nozzle inlet screen should be inspected for debris. Significant amount of debris must be investigated for cause (Ref. 72-00-00 FAULT ISOLATION - Fuel Impending By-Pass Indication).	73-10-05	X	X	X	
EN	73-20-40	Ignition Cables	Visual check for chafing, wear, and security.	73-20-40	X	X	X	
EN	74-20-00	Igniter Plugs	Remove and check for cleanliness and erosion (Ref. 74-20-00). Do a functional check to verify operating capabilities (Ref. 74-00-00).	74-20-00	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
EN	79-20-00	Fuel Cooled Oil Cooler (FCOC)	Visual check for cracks, distortion, corrosion, security of connections, clamps, and brackets. Check for evidence of fuel or oil leaks. Verify that the FCOC holding bracket is tightly mounted on the AGB. If the FCOC holding bracket is not tight in place, remove the FCOC (Ref. 79-20-00) and torque the three bolts 85 to 95 lb.in. that attaches the bracket to the AGB.	79-20-00	X	X	X	
4.4.24)	**900 Hours**							
SCM	21-05	ECS Compressor Clutches [40]	Do a DI of the air gap between the clutch face and the pulley face using feeler gauges in order to verify the presence of wear of the clutch system. Including the inspection for contamination from grease, oil, dirt, or other substances	39-D-21-90-02-00A-31AA-K 39-E-21-90-02-00A-31AA-K	N/A	X	N/A	
SMC	63-20	MGB oil cooling fan [62]	Do a FC to check freedom of rotation of the fan impeller (bearing roughness). Clean the MGB oil cooler and fan, and check the nuts slip mark	39-A-63-20-03-00A-310A-A	X	X	X	
EN	73-20-00	Fuel Filter	Remove fuel filter and replace with a new one (Ref. 73-20-00, FUEL MANAGEMENT MODULE - MAINTENANCE PRACTICES).	73-20-00	X	X	X	
EN	79-20-02	Oil Filter Inspection/Replacement (Post-SB41056)	Remove and inspect oil filter element. Replace with a new one (Ref. 79-20-02, OIL FILTER AND IMPENDING BYPASS INDICATOR - MAINTENANCE PRACTICES).	79-20-02	X	X	X	
EN	79-00-00	Oil Change Interval	Replace oil *(For engines having large amount of carbon in the oil filter on a regular basis, replace oil at every 900 hours. Otherwise, no oil change is required.)*	79-00-00	X	X	X	
EN	AC-ARFM	EEC/Fuel Management Module	CAUTION: THE MANUAL MODE TESTS ARE NECESSARY TO MAKE SURE THE ENGINE CONTROL SYSTEM FUNCTIONS PROPERLY IN MANUAL MODE AND BECAUSE THE ENGINE RESPONSE IS CONTROLLED BY THE PILOT, CAUTION IS NECESSARY TO PREVENT EXCEEDING OPERATIONAL LIMITS. Do a manual mode response check by verifying smooth control response to PLA inputs and do an operational check of the alternate (PLA) engine shutdown system (Ref. applicable Rotorcraft Manual).	AC-ARFM	X	X	X	
EN	79-30-01	Chip Detectors	Remove and do an operational check. Clean using lint free cloth (Ref.79-30-01).	79-30-01	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
4.4.25) 1200 Hours							
SMC	34-01	ADS reversionary switch	Do an OC to detect dormant failure of reversionary switch function	39-B-31-61-16-00A-320A-A	X	X	X
SMC	34-02	AHRS reversionary switch	Do an OC to detect dormant failure of reversionary switch function	39-B-31-61-16-00A-320B-A	X	X	X
SMC	34-03	MAU1 and MAU2 control I/O modules	Do an OC to detect dormant failure of the reversionary switch function. Opportune with OC of CCD selection switches (CMR)	39-A-31-40-00-00A-320A-A	X	X	X
SMC	46-01	PDF/MFD reversionary switches	Do an OC to detect dormant failure of reversionary switch function	39-B-31-61-00-00A-320C-A	X	X	X
SMC	52-04	Cabin Passenger doors locking system	Do a FC	39-A-52-12-01-01A-340A-A	X	N/A	X
SMC	62-02	Main rotor blade	Do a DI for debonding and delamination (blade removal required)	39-A-62-11-01-00A-31AA-B	X	X	X
SMC	62-04	Beanie attachments	Do a GVI for damage and condition	39-A-62-21-02-00A-310A-B	X	X	X
SMC	62-08	Main rotor upper conical ring	Do a DI for damage and condition. Includes inspection of hub-mast splines (hub removal required)	39-A-62-21-05-00A-31AA-B	X	X	X
SMC	62-11	Blade bolts	Do a DI	39-A-62-22-13-00A-31AA-B	X	X	X
SMC	62-17	Main rotor lower conical ring	Do a DI for damage and condition. Includes inspection of hub-mast splines (hub removal required)	39-A-62-22-16-00A-31AA-B	X	X	X
SMC	62-28	Spherical pivot and fixed swashplate	Do a FC for correct friction between pivot and swashplate	39-A-62-31-06-00A-320B-A	X	X	X
SMC	62-38	Main rotor tension link	Do a GVI for damage and condition	39-A-62-22-00-00A-310A-B	X	X	X
SMC	62-39	Rotating controls - centering plates	Do a DI of the surfaces for corrosion and condition (swashplate removal required)	39-A-62-31-05-00A-31AA-A	X	X	X
SMC	63-48	MGB oil cooling fan [63]	Do a GVI to verify the general status of the fan and the absence of dust, or sludge accumulation (fan removal not required)	39-A-63-20-03-00B-310A-A	X	X	X
SMC	64-02	Tail rotor blades	Do a DI for debonding and delamination (blade removal required)	39-A-64-11-01-00A-31AA-B	X	X	X
CM	23-01	Communication	OC of MCDU and audio panel backup functions (ICS backup relays will be checked when performing this task)	39-A-23-10-00-00A-320A-A 39-A-34-61-00-00A-320A-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
CM	23-02	Communication	OC of CCDs selection switches	39-B-31-61-00-00A-320B-A	X	X	X	
CM	24-02	Electrical Power	OC of diode modules (CR3, CR23 and CR24)	39-A-24-32-00-00A-320A-A	X	X	X	
SMC	64-36	TR blade damper attachments and hub damper brackets	Do a DI for damage (lag damper removal required)	39-A-64-11-00-00A-31AC-A 39-A-64-21-00-00A-31AG-A	X	X	X	
SMC	65-11	Bearing support assembly [27][28]	Do the FC of the locknut for check of correct torque. (Number 1 and Number 2 drive shafts disconnection required)	39-A-65-11-00-00A-31AC-A 39-B-65-11-00-00A-31AC-A	X	X	X	
SMC	65-12	Gearboxes - Intermediate gearbox [27][28]	Do a DI for condition, security, and damage	39-A-65-20-00-00A-31AA-A 39-B-65-20-00-00A-31AA-A	X	X	X	
SMC	65-17	Gearboxes - Tail gearbox [27][28]	Do a DI for condition, security, and damage	39-A-65-20-00-00A-31AB-A 39-B-65-20-00-00A-31AB-A	X	X	X	
SMC	65-26	Bearing support assembly [27][28]	Lubrication of ball bearings includes an OC to detect bearing roughness at rotation and a DI of the ball bearing external race for heavy wear caused by abnormal rotation into its housing. Do an OC of the three-rose bearing to verify the absence of play (No quantitative measurement necessary). (Number 1 and Number 2 drive shafts disconnection required)	39-A-65-11-11-00A-242A-A 39-B-65-11-11-00A-242A-A	X	X	X	
SMC	71-01	Engine mounts	Do a DI for condition, security, and damage (includes check of bolts torque loading)	39-A-71-21-00-00A-31AA-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
MI	53-13	Internal Engine Attachment Backup Structure	Detailed inspection for cracks	39-A-53-10-00-00A-31AE-A	X	X	X
4.4.26) 1300 Hours							
MI	53-09	Fuselage Structure Assembly (antitorque beam backup structure)	Detailed inspection for cracks	39-A-53-10-00-00A-31AB-A	X	X	X
4.4.27) 1500 Hours							
CM	22-01	Automatic Flight Control	OC of MAU AHRS input	39-A-34-23-00-00A-320A-A	X	X	X
4.4.28) 1800 Hours (optional maintenance)							
EN	75-30-00	Send the BOV to a qualified shop for refurbishment.	This is optional maintenance for operators who experience unscheduled BOV removals and wish to reduce the occurrence rate. For the engines that are past this interval at the time of EMM Rev. 23 release, compliance can be delayed until a spare BOV is available. D517 *An interval of 1800 hours is suggested but can be adjusted by the operator based on his experience*	75-30-00	X	X	X
4.4.29) 2400 Hours							
SMC	21-01	SOV body and flange, high pressure duct (internal to the engine bay), TCV body and HP duct (tail drive shaft tunnel area between the engine firewalls)	Do a GVI for damage and condition, fault finding task (removal of high-pressure duct thermal insulation required)	39-A-21-40-00-00A-310A-K	X	X	X
SMC	28-04	Flame arrestor	Servicing by cleaning	39-A-28-12-00-00A-251A-B	X	X	X
SMC	28-05	Flame arrestor	Do a DI to ensure serviceability of function	39-A-28-12-00-00A-31AA-A	X	X	X
SMC	62-13	Main rotor hub	Do a SDI	39-A-62-22-18-00A-31BA-B	X	X	X
SMC	62-32	Rotating controls	Do a SDI (removal and disassembly required)	39-A-62-31-00-00A-31BA-B	X	X	X
SMC	64-05	Tail rotor hub	Do a SDI	39-A-64-21-01-00A-31BA-B	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
SMC	64-26	Rotating controls installation - Components	Do a SDI for damage and condition (removal and disassembly required)	39-A-64-31-00-00A-31BA-B	X	X	X
4.4.30)	**2500 Hours**						
MI	62-04	Main Rotor Hub Assembly	Detailed inspection (without removal of blades)	39-A-62-22-00-00A-31AF-A	X	X	X
4.4.31)	**3000 Hours**						
SMC	21-06	ECS Compressor Pulley Bearings and Drive Shaft Bearings [40]	Do a DI for rough operation and freely of rotations (Compressor Pack drive belt removal required) Including the inspection for leakage from seals	39-D-21-90-02-00A-31AB-K 39-E-21-90-02-00A-31AB-K	N/A	X	N/A
SMC	28-02	Fuel quantity gauging system	Do a FC to verify correct operation of the low-level sensors	39-A-28-42-00-00A-320A-A	X	X	X
SMC	28-06	Low level sensor	Do an OC to determine if the FCU is able to indicate that the LLD probe has failed	39-A-28-42-00-00A-320C-A	X	X	X
CM	26-01	Engine Fire Protection	OC of pressure transducer alarm switch contacts	39-A-26-10-00-00A-320A-A	X	X	X
CM	67-02	Main Rotor and Tail Rotor Servo actuators	Check of redundant seal sets	Note 2	X	X	X
4.4.32)	**3500 Hours**						
CM	71-01	Engine Installation	OC of the NF/NPT overspeed limiter in the auto engine control system	39-A-76-10-00-00A-320A-A	X	X	X
4.4.33)	**3600 Hours**						
CM	29-03	PCM 1 and associated helicopter installation	OC of the return filter by-pass valve and ground test shuttle by-pass valve to verify the by-pass is not jammed in the close position	39-A-29-10-02-00A-320A-A	X	X	X
CM	29-04	PCM 2 and associated helicopter installation	OC of the return filter by-pass valve and ground test shuttle by-pass valve to verify the by-pass is not jammed in the close position	39-A-29-10-02-00A-320A-A	X	X	X
SMC	29-16	PCM 1 and associated helicopter installation	Do an OC of the return filter bypass valve and ground test shuttle by-pass valve to verify the by-pass is not jammed in the close position	39-A-29-10-02-00A-320A-A	X	X	X
SMC	29-17	PCM 2 and associated helicopter installation	Do an OC of the return filter by-pass valve and ground test shuttle by-pass valve to verify the by-pass is not jammed in the close position	39-A-29-10-02-00A-320A-A	X	X	X
SMC	63-08	Right input shaft freewheels (main gearbox)	Do a DI for damage and condition (freewheel and freewheel shaft or Freewheel Actuator assy removal required)	39-A-63-20-05-09A-31AA-A 39-B-63-20-05-49A-31AA-K	X	X	X
SMC	63-09	Left input shaft freewheel (main gearbox)	Do a DI for damage and condition (freewheel and freewheel shaft removal required)	39-A-63-20-05-08A-31AA-A	X	X	X
4.4.34)	**4800 Hours**						
SMC	24-08	K1 excitation circuit (CR11, CB45, CR13 and CB29)	Do an OC (fault finding task)	39-A-24-32-00-00A-320B-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
SMC	24-09	Manual bus tie function	Do an OC (fault finding task)	39-A-24-61-00-00A-320D-A	X	X	X
SMC	24-11	Main distribution bus feed circuit breakers (CB7, CB8, CB9, CB10, CB49 and CB50)	Do an OC (fault finding task)	39-A-24-61-00-00A-320B-A	X	X	X
4.4.35) 5000 Hours							
SMC	63-26	Torque strut bolts (8 off)	Do a DI for corrosion and condition. Torque strut bolt removal required	39-A-63-31-00-00A-31AB-A	X	X	X
SMC	63-30	Anti-torque beam bolts	Do a DI for corrosion and condition (bolt and barrel nut removal required)	39-A-63-31-00-00A-31AA-A	X	X	X
4.4.36) 6000 Hours							
SMC	53-08	Bolt and barrel nut seats of MGB right middle reinforcement	Do a DI for corrosion and condition (bolt/barrel nut removal and Boroscope required)	39-A-53-10-00-00A-31AU-A	X	X	X
SMC	53-12	Bolt and barrel nut seats of MGB left middle reinforcement	Do a DI for corrosion and condition (bolt/barrel nut removal and Boroscope required)	39-A-53-10-00-00A-31AU-A	X	X	X
SMC	63-42	Number 1 and Number 2 torque tube	Do a DI for wear and damages of the complete torque tube (elastomeric bushings removal required) (paint removal not required)	39-A-63-10-00-01A-31AA-B	X	X	X
SMC	63-43	Number 1 and Number 2 torque tube	Do an SDI of the bushing housing	39-A-63-10-00-01A-31BA-B	X	X	X
SMC	63-44	Number 1 and Number 2 crosshead	Do an DI for wear and damages of the complete crosshead (barrel nuts removal required) (paint removal not required)	39-A-63-10-00-02A-31AA-B	X	X	X
SMC	63-45	Number 1 and Number 2 crosshead	Do an SDI of the barrel nuts and bolt seat	39-A-63-10-00-02A-31BA-B	X	X	X
SMC	63-46	Bolts (gimbal to crosshead)	Do an SDI for wear and damages of the bolts	39-A-63-10-00-03A-31BA-B	X	X	X
4.4.37) 10000 Hours							
UMC	32-11	Landing gear control valve (Liebherr landing gear installation)	Do an SDI to detect internal leaks	[31]	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
4.4.38)	**50 Hours or 2 Months**							
SMC	01-07	RF gaskets on nose compartment door	Do a GVI for damage and condition	N/A	X	X	X	
4.4.39)	**150 Hours or 1 Year**							
SMC	62-27	Swashplate assembly duplex bearing	Lubrication of bearings (includes inspection of seals) [3]	39-A-12-20-07-00A-242A-A	X	X	X	
4.4.40)	**300 Hours or 1 Year**							
SMC	32-08	NLG center lock attachment, lock pin and torque link attachments and anti-shimmy device (Liebherr landing gear installation)	Do a DI for condition, security, damage, and leaks (anti-shimmy device only) (including electrical connector and its exposed wiring) [3]	39-A-32-20-00-00A-31AA-A 39-A-32-51-01-00A-31AA-A	X	X	X	
SMC	62-01	Main rotor blades continuity strip and damper bonding straps	Do a FC for electrical continuity. Includes a VC for damage, condition, and security of attachment and debonding (strips only) [3]	39-A-62-11-01-00A-365A-A	X	X	X	
SMC	62-26	Rotating controls installation - Swashplate assembly duplex bearing	Do an OC to detect bearing roughness (pitch change link end/upper boot lower end/scissors disconnection required) [3]	39-A-62-31-06-00A-320A-A	X	X	X	
SMC	64-01	Tail rotor blades - Lightning strip and lightning conductor jumper	Do a FC for electrical continuity including a visual check of components for damage, condition, and security of attachment [3]	39-A-64-11-01-00A-365A-A 39-B-64-11-01-00A-369A-A 39-D-64-11-01-00A-369A-A	X	X	X	
SMC	65-16	Intermediate gearbox [27] [28]	Servicing by drain and refill of oil. Includes check of low oil level sensor indication when oil is drained [3]	39-A-12-13-02-00A-292A-A	X	X	X	
SMC	65-20	Tail gearbox [27][28]	Servicing by drain and refill of oil. Includes check of low oil level sensor indication when oil is drained [3]	39-A-12-13-03-00A-292A-A	X	X	X	
4.4.41)	**400 Hours or 1 Year**							
SMC	24-13	Auxiliary battery (27 Ah)	Servicing (deep cycle recharge) to maintain battery condition (removal required) [3]	39-D-24-32-02-00A-200A-K	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
4.4.42)	**450 Hours or 18 Months**							
SMC	32-12	Landing gear control valve (Liebherr landing gear installation)	Do a GVI to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors.	39-A-32-31-02-00A-310A-A	X	X	X	
4.4.43)	**600 Hours or 1 Year**							
SMC	32-01	MLG shock absorber (Liebherr landing gear installation)	Do a FC for quantitative check of shock absorber extension [3]	39-A-32-10-00-00A-361A-A	X	X	X	
SMC	32-02	MLG assembly and retraction actuators (Liebherr landing gear installation)	Do a GVI for condition, security and damage including electrical connector, microswitches and wiring [3]	39-A-32-10-00-00A-310A-A 39-A-32-31-00-00A-310A-A	X	X	X	
SMC	32-05	NLG shock absorber (Liebherr landing gear installation)	Do a FC for quantitative check of shock absorber extension [3]	39-A-32-21-01-01A-361A-A	X	X	X	
SMC	32-06	NLG assembly and retraction actuator (Liebherr landing gear installation)	Do a GVI for condition, security and damage including electrical connector, microswitches and wiring [3]	39-A-32-21-00-00A-310A-A 39-A-32-31-00-00A-310A-A	X	X	X	
SMC	32-17	Wheel brake wear indicator pin (Liebherr landing gear installation)	Do an OC (brake application required) (task includes check for max brake wear) [3]	39-A-32-42-00-00A-320B-A	X	X	X	
SMC	52-01	Nose landing gear doors installation	Do a DI to detect free play, wear, or other mechanical malfunctions [3]	39-A-52-81-00-00A-31AA-K	N/A	X	X	
SMC	63-11	Main gearbox	Servicing by drain and refill of oil. Includes check of low oil level sensor indication when oil is drained [3]	39-A-12-13-01-00A-292A-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
SMC	64-25	Spider duplex bearing	Do an OC and a DI to detect bearing roughness (sliding control assy removal required) [3]	39-A-64-31-04-01A-320A-B	X	X	X
SMC	67-04	Yaw control pitch change rod connection	Do a DI [3]	39-A-64-31-00-00A-31AD-A	X	X	X
4.4.44)	**600 Hours or 2 Years**						
SMC	22-01	Autopilot control panel	Do a DI to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors (removal required)	39-A-22-11-01-00A-31AA-A	X	X	X
SMC	24-01	Diode assembly	Do an OC to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors (tester required) [3]	39-A-24-32-08-00A-320A-A 39-A-24-32-08-00A-320B-A	X	X	X
SMC	24-02	Diode modules	Do an OC to detect corrosion or mechanical damage of bundles and condition, safety, and security of connectors (tester required)	39-A-24-32-00-00A-320A-B	X	X	X
4.4.45)	**900 Hours or 1 Year**						
SMC	21-04	ECS Compressor drive belt [40]	Do a DI to check belt tension and condition (belt frequency tension meter required)	39-D-21-90-02-02A-31AA-K 39-E-21-90-02-02A-31AA-K	N/A	X	N/A
SMC	21-08	ECS compressor seals and fittings [40]	Do a DI of fittings and compressor seals for oil residue indicating refrigerant leakage Operational check for correct suction and discharge compressor refrigerant pressures	39-D-21-90-00-00A-340A-K 39-D-21-90-00-00A-364A-K 39-E-21-90-00-00A-340A-K 39-E-21-90-00-00A-364A-K	N/A	X	N/A
SMC	21-09	ECS Condenser Pack assy (2 off) [40]	Do a DI of condenser heat exchangers for dirt, damage, or other debris	39-D-21-90-03-00A-31AA-K 39-E-21-90-03-00A-31AA-K	N/A	X	N/A
EN	72-00-00	Exhaust Duct	Visually check for cracks, distortion, and corrosion.	72-00-00	X	X	X
EN	72-00-01	Tubing and Painted Casings	Visual check for cracks, distortion, corrosion, and security of connections, clamps, and brackets. Check for evidence of chafing, cracks, corrosion, and wear. Check for evidence of fuel or oil leaks as applicable.	72-00-00	X	X	X
EN	72-20-02	Air Inlet Screen	Visual check for cleanliness, distortion, corrosion, and overall condition (Ref. 72-20-00).	72-20-00	X	X	X
EN	72-20-03	Compressor Inlet Case	Visual inspection (Ref. 72-20-00, AIR INLET SECTION - MAINTENANCE PRACTICES).	72-20-00	X	X	X
EN	73-20-40	Electrical Wiring Harnesses	Visual check for evidence of chafing, cracks, corrosion, and wear. Do a security check to verify connector security (Ref. 73-20-40, Electrical Wiring Harness - MAINTENANCEPRACTICES)	73-20-40	X	X	X
EN	72-40-01	Gas Generator Case	Visual check for cracks, distortion, and corrosion.	72-40-01	X	X	X
4.4.44)	**1200 Hours or 1 Year**						
SMC	24-12	Main battery (44 Ah)	Servicing (deep cycle recharge) to maintain battery condition (removal required) [3][21]	39-B-24-32-01-00A-200A-K 39-C-24-32-01-00A-200A-K	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
4.4.46) 1200 Hours or 2 Years							
SMC	67-01	Main rotor control - Mixing unit	Do a DI [3][17]	39-A-67-10-00-00A-31AA-A	X	X	X
CM	67-01	Fixed Flight Control	VC of pitch, roll and yaw anchor spring mechanisms (Note 5)	39-A-67-10-00-00A-311A-A	X	X	X
SMC	67-02	Main rotor control - Control linkages	Do a GVI (cyclic and collective) [3][17]	39-A-67-10-00-00A-310A-A	X	X	X
SMC	67-03	Electrical cables in close proximity to fixed flight controls	Do a GVI to verify condition and clearance (fault finding task) [3][17]	39-A-67-31-00-00B-310A-A	X	X	X
SMC	67-05	Tail rotor control - Control linkages	Do a GVI [3][17]	39-A-67-20-00-00A-310A-A	X	X	X
SMC	67-07	Main rotor servo actuator installation	Do a GVI [3][17]	39-A-67-31-00-00A-310A-A	X	X	X
SMC	67-09	Tail rotor servo actuator installation	Do a GVI [3][17]	39-A-67-32-00-00A-310A-A	X	X	X
4.4.47) 1500 Hours or 2 Years							
SMC	29-04	Number 1 hydraulic system	Servicing by drain and refill of hydraulic fluid [3]	39-A-12-11-08-00A-218A-A 39-A-12-12-10-00A-228A-A	X	X	X
SMC	29-08	Number 2 hydraulic system	Servicing by drain and refill of hydraulic fluid [3]	39-A-12-11-09-00A-218A-A 39-A-12-12-09-00A-228A-A	X	X	X
4.4.48) 2400 Hours or 4 Years							
SMC	53-39	Main cabin and aft fuselage - Lower structure - Floor spars and bottom section of frames at STA 3900, STA 5700 and STA 6700	Do a DI for cracks and corrosion (both sides of spars and frames). Floor panels removal required [3]	39-A-53-10-00-00A-31AP-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB
4.4.49)	**5 Tyre Replacements or 1500 Landings**						
SMC	32-15	Nose and main wheel assemblies (Liebherr landing gear installation)	Do a SDI to detect defects in the wheel bead seat [3]	39-A-32-41-00-00A-31AA-A	X	X	X
4.4.50)	**4450 Landings**						
SMC	53-04	Nose landing gear actuator fitting and back-up structure	Do a GVI to detect damage	39-A-53-10-00-00B-310A-A	X	X	X
4.4.51)	**23450 Landings**						
SMC	53-04	Nose landing gear actuator fitting and back-up structure	Do a GVI to detect damage	39-A-53-10-00-00B-310A-A	X	X	X
4.4.52)	**27400 Landings**						
SMC	53-05	Main landing gear fittings at STA 5700 and STA 6700	Do a GVI to detect damage	39-A-53-10-00-00C-310A-A	X	X	X
4.4.53)	**The tasks, conjunction with maintenance, replacement, etc. Related to their systems, are be applied.** Conditional Inspections						
	00-01	Optional equipment	Do the EMC check [1] *(To be performed after replacement of any optional equipment unit)*	39-A-00-80-00-06A-369A-A	X	X	X
	18-06	Circular Force AVCS	Do a FC to check correct operation of system. (doors and access panels close required) *(Task to be performed after each major structural inspection and repair, after any change of role configuration and after any removal/installation of cabin floor)*	39-A-18-33-00-00A-320A-K 39-B-18-33-00-00A-320A-K 39-C-18-33-00-00A-320A-K 39-D-18-33-00-00A-320A-K	N/A	X	N/A
	24-10	Auxiliary battery charge line	Do an OC *(During each maintenance action relevant to auxiliary battery or its recharge circuit)*	39-A-24-61-00-00A-320C-A	X	X	X

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
	25-67	Cockpit and cabin seats	Do a DI of the pilot, copilot and passenger seats for damage, wear and conditions [42] *(Prior the installation of the new component on the helicopter)*	39-A-25-10-00-00A-31AA-A 39-A-25-20-00-00A-31AA-A	X	X	X	
	28-03	"FUEL LOW" caution light	Do an OC *(Opportune with any probe or FCU replacement)*	39-A-28-42-00-00A-320B-A	X	X	X	
	29-01	Number 1 and 2 hydraulic systems	Do a FC on a fluid sample to detect contamination *(Opportune in conjunction with HP or LP filter replacement for contamination)*	39-A-29-10-00-00A-255A-A	X	X	X	
	29-02	PCM 1 and associated helicopter installation	Do an OC to detect dormant failures of PCM 1 and associated aircraft installation *(Opportune at each PCM installation)*	39-A-29-10-02-00A-320A-A	X	X	X	
	29-05	PCM 2 and associated helicopter installation	Do an OC to detect dormant failures of PCM 2 and associated aircraft installation *(Opportune at each PCM installation)*	39-A-29-10-02-00A-320A-A	X	X	X	
	29-07	Tail rotor shutoff valve	Do an OC to detect dormant failures of TRSOV and PCM 2 oil level switches *(Opportune at each PCM 2 installation and in conjunction with the PCM 2 HP or LP filter replacement)*	39-A-29-12-04-00A-320A-A	X	X	X	
	29-09	PCM 1 flight control shutoff valve	Do an OC to detect dormant failures *(Opportune at each PCM 1 installation OC and in conjunction with the PCM 1 HP or LP filter replacement)*	39-A-29-10-02-00A-320A-A	X	X	X	
	29-13	PCM 2 flight control shutoff valve	Do an OC to detect dormant failures *(Opportune at each PCM 2 installation OC and in conjunction with the PCM 2 HP or LP filter replacement)*	39-A-29-10-02-00A-320A-A	X	X	X	
	29-15	Emergency landing gear shutoff valve	Do an OC to detect dormant failures *(Opportune at each PCM 1 installation OC and in conjunction with the PCM 1 HP or LP filter replacement)*	39-A-29-10-02-00A-320A-A	X	X	X	
	29-18	Tail rotor shutoff valve [39]	Do an OC to detect dormant failures of second TRSOV and PCM 2 oil level switches *(Opportune at each PCM 2 installation OC and in conjunction with the PCM 2 HP or LP filter replacement)*	39-A-29-12-04-00A-320B-A	X	X	X	
	31-08	ELT	Servicing by replacement of ELT battery. *(The battery must be replaced after use in an emergency, or inadvertent activation of unknown duration, or when the total of all known transmission exceeds 1 hour)*	39-A-25-61-05-00A-921B-K	N/A	X	N/A	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
	32-13	MLG wheel bearings, grease seals and retainer tube (Liebherr landing gear installation)	Do a DI Includes lubrication of bearings (wheels removal and disassembly required)	39-A-32-41-00-00A-31AA-A	X	X	X	
	32-14	NLG wheel bearings, grease seals and retainer tube (Liebherr landing gear installation)	Do a DI Includes lubrication of bearings (wheels removal and disassembly required) *(Every tyre replacement)*	39-A-32-41-00-00A-31AA-A	X	X	X	
	32-54	Nose and main wheel assemblies (Liebherr landing gear installation)	Do a DI for overheating. This will be shown by discolored paint or if the fusible plugs are melted (Every tyre replacement)	39-A-32-41-00-00A-31AC-B	X	X	X	
	62-12	Blade bolts	Do a DI for corrosion and condition. Including bolt seats (bolts removal required) *(At removal)*	39-A-62-22-13-00A-31AA-B	X	X	X	
	62-20	Main rotor damper bolts, including interface area of connected components	Do a DI for corrosion and condition (bolts removal required) *(At main rotor damper removal)*	39-A-62-22-00-00A-31AH-B	X	X	X	
	63-02	Engine drive shaft and gimbal installation (LH/RH)	Do a DI of drive shaft, crosshead, torque tube and shield for corrosion and condition, includes fixing bolts and barrel nuts (engine drive shaft components removal required) [50] *(At engine or MGB removal, whichever is first)*	39-A-63-10-00-00A-31AC-B	X	X	X	
	63-22	MGB upper fittings	Do an SDI for damage (non-destructive test) *(Task to be performed after any MGB upper fitting removal)*	39-A-63-20-05-00A-31BA-B	X	X	X	
	63-23	MGB anti-torque beam	Do a DI for damage and conditions, including the dimensional check of the bushing housings *(Task to be performed after any MGB anti-torque beam removal)*	39-A-63-32-05-00A-31AA-B	X	X	X	
	63-31	Main gearbox indicating system - Chip detectors	Do a DI for Condition and presence of debris, including OC for correct operational *(Task? to be performed in conjunction with MGB oil servicing)*	39-A-63-41-00-00A-31AA-A	X	X	X	
	63-36	MGB upper fittings (4 off)	Do a DI for condition, damage, and play, perform the check of the four fittings one step at a time (mounting rod disconnection and sling application required) (maximum axial play allowed 0.127 mm (0.005 in), maximum radial play allowed 0.035 mm (0.001 in) *(Task to be performed at any removal of the following components: MGB assy, MGB upper fittings, MGB mounting rods)*	39-A-63-20-05-00A-31AA-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
	63-37	MGB mounting brackets (4 off)	Do a DI for condition, damage, and play, perform the check of the four brackets one step at a time (mounting rod disconnection and sling application required) (maximum axial play allowed 0.127 mm (0.005 in), maximum radial play allowed 0.035 mm (0.001 in) *(Task to be performed at any removal of the following components: MGB assy, MGB upper fittings, MGB mounting rods)*	39-A-63-32-00-00A-31AA-A	X	X	X	
	64-04	Tail rotor blade damper attachments	Do a DI of the visible section only for damage caused by accidental damage (lag damper removal not required) (Task to be performed after any maintenance operation on the tail rotor using tools)	39-A-64-11-00-00B-31AC-A	X	X	X	
	64-06	Tail rotor hub and hub damper brackets	Do a DI of the visible section only for damage caused by accidental damage (lag damper removal not required) *(Task to be performed after any maintenance operation on the tail rotor using tools)*	39-A-64-21-00-00B-31AG-A	X	X	X	
	64-35	Blade bolts	Do a DI for corrosion and condition. Including bolt seats (bolts removal required) *(Opportune with any blade removal)*	39-A-64-11-04-00A-31AA-A	X	X	X	
	65-21	Intermediate gearbox indicating system - Chip detector [27] [28]	Do a DI for Condition and presence of debris, including OC for correct operational *(Task? to be performed in conjunction with IGB oil servicing)*	39-A-65-42-00-00A-31AA-A 39-B-65-42-00-00A-31AA-A	X	X	X	
	65-23	Tail gearbox indicating system - Chip detector [27] [28]	Do a DI for Condition and presence of debris, including OC for correct operational *(Task? to be performed in conjunction with TGB oil servicing)*	39-A-65-43-00-00A-31AA-A 39-B-65-43-00-00A-31AA-A	X	X	X	
	65-27	Tail rotor drive line components [27] [28]	Do a GVI due to maintenance operations to exclude accidental damage	39-A-65-00-00-00A-310A-A	X	X	X	

Section	No	Item	Task	Reference (DMC)	TC HKT	TC HZG	TC HKB	
	71-06	External engine special bolts, including engine mounting rod spherical bearing	Do a DI for corrosion and condition (special bolt removal required) *(At engine removal)*	39-A-71-21-00-00A-31AB-B	X	X	X	
	71-07	External engine bracket (LH/RH) and associated anchor bolts	Do a DI for corrosion and condition (engine bracket removal required). Pay particular attention to bolt holes *(At engine scheduled removal)*	39-A-71-22-00-00A-31AB-B	X	X	X	
	71-12	Internal engine bracket (LH/RH) and associated anchor bolts	Do a DI for corrosion and condition (engine bracket removal required). Pay particular attention to bolt holes *(At engine scheduled removal)*	39-A-71-22-00-00A-31AB-B	X	X	X	
	71-13	Internal engine special bolts, including engine mounting rod spherical bearing	Do a DI for corrosion and condition (special bolt removal required) *(At engine removal)*	39-A-71-21-00-00A-31AB-B	X	X	X	

4.4.54) SCM, UMC, CM, MI, NOTES

1) The optional equipment that requires the task is the following:
- Thermal imaging system
- Satellite communication system
- Multi-band radio communication system
- Laser point system.

3) Use the limit that occurs first.

11) Helicopters AW139 from S/N 31005 to 31200 and from S/N 41001 to 41200.
17) Inspection interval must be reduced from 1200 FH / 2y year to1200 FH / 1 year in case of saline and/or high humidity environment operation conditions.
19) If a step on rear fairing is installed on MLG sponson the task can be performed by the pilot prior first flight of the day. It is not necessary to apply this task only if it is performed by the pilot prior first flight of the day.
20) Task to be performed by following the instructions contained in the last issue of P&W PT6C-67C and PT6C-67C1 Engine Maintenance Manual.
21) The hourly service requirement must be reduced to 600 FH in case three or more battery starts per flight hour are performed on average.
22) Do this task only in case three or more battery starts per flight hour are performed on average.
23) Do this task at the specified interval or as agreed with the relevant Regulatory Authority.
25) Do this task one-off checks after any installation of mast vibration absorber. Do this task after the last flight of the day when 5 FH and 30 FH from any installation of mast vibration absorber is reached.
26) The first inspection required is after 2 years from the date of installation of a new component on the helicopter, then every year.
27) Helicopters AW139 that have the Tail rotor drive shaft installation P/N 3G6500A00112.
28) Helicopters AW139 that have the Tail rotor drive shaft installation P/N 4G6500A00212.
30) After 24 months of storage from manufacturing date or from the last overhaul date, do this task before installation on the aircraft; from there on the standard maintenance schedule will apply.
31) At the specified limit the component will be replaced, and the removed item will be sent to the Vendor supplier for schedule activities.
33) The first interval is at 300 FH, afterwards at each biweekly / 50-hour checks.
35) The task must be performed every year from the installation date that is intended as the date the assembly is installed on the aircraft either from new or from the last overhaul.
36) Also including the helicopters configuration that are compliant with BT139-355 (Retro Modification P/N 3G7806P04211 and P/N 3G7806P05211).
37) The 300 FH / 1 year interval is changed to 1 year to helicopters configuration that are compliant with the BT139-166 (Retro Modification P/N 3G5306P25411) and BT139-207 (Kit P/N 4G2150F00311).
40) Helicopters AW139 that have the Kit Air Conditioning part number 3G2150F00511, 3G2150F00512 and part number 4G2150F00611 Kit A/C Enviro Dual Zone.
41) New restraint systems that have been stored for more than 4 years from manufacturing date are subjected to the inspection prior to their installation on the helicopter.
42) New seats that have been stored for more than 1 year from manufacturing date are subjected to the inspection prior to their installation on the helicopter.
43) The specified limit is intended from the date of manufacturing or from the date of the last scheduled activity.
44) This task is applicable to the portable fire extinguisher bottle P/N A072A02 and AW003ZE02, P/N P3APP003010A and P/N P3APP003010D.
50) Helicopters AW139 that have the number 1 drive shaft and gimbal installation part number 3G6310A00112 and number 2 drive shaft and gimbal installation part number 3G6310A00212 and 4G6310A00212.

51) Helicopters AW139 that have the input module part number 3K6320A00133 and subsequent and the part number 4G6320A00232.
52) New restraint systems that have been stored for more than 1 year from manufacturing date are subjected to the inspection prior to their installation on the helicopter.
54) The 300 FH interval is extended to 600 FH if the protection caps P/N 3G7170A19151, 3G7170A19251, 3G7170A19351 and 3G7170A19451 are installed.
58) Tasks applicable only to main rotor damper P/N 3G6220V01353.
59) Do the task at least twice.
62) Tasks applicable only to MGB oil cooling fan P/N 3G6320V03853.
63) Tasks applicable only to MGB oil cooling fan P/N 3G6320A11231.
64) If average ITT Power Assurance Margin of last three power checks is < 10 ° C or average NG Power Assurance Margin of last three power checks is < 0.5%, the task must be performed daily.
65) Refer to Rotorcraft Flight Manual (RFM) for task procedure. Both CAT A and CAT B procedures may be used to perform this task.
66) Tasks applicable only to main rotor damper P/N 3G6220V02051
68) This check is applicable only to ADELT water activated switch mod strike 3 and subsequent. To identify the component mod strike, refer to the MOD RECORD label installed on the switch which reports the modifications applied to the component.
70) Task applicable to all kits which install a cargo net to secure cargo.
Notes CM
1) No tolerance above published intervals is allowed on Certification Maintenance Requirements.
2) Task to be performed by sending the components to the Manufacturer.
3) Task to be performed by following the instructions contained in the last issue of P&W PT6C-67C or PT6C-67C1 Engine Maintenance Manual, whichever applicable.
5) Use the limit that occurs first.
6) This task is applicable to the control panels P/N 3G9560V00553 and P/N 3G9560V00552 (NVG operation) only.
8) This task is applicable to tail rotor damper P/N 3G6420V00455 only.
9) This task is applicable to the tail rotor shut-off valve P/N 3G2910V00231 and P/N 3G2910V00731.
Notes MI
2) Rotor Starting or Stopping with wind speed above 33 kts. For each Rotor Start or Stop performed with wind speed above 33 kts the additional inspections
5) The 100 FH interval is extended to 1200 FH if the retro modification P/N 3G5306P08512 is applied to the frames P/N 3P5338A13352 (LH) and 3P5338A13452
6) The inspection requirement is not applicable to helicopters that install the following frame P/N: 3P5338A13354(LH) and 3P5338A13454(RH).
7) The 100 FH interval is extended to 1200 FH if the retro modification P/N 3G5306P08513 is applied to the frames P/N 3P5338A13353 (LH) and 3P5338A13453
8) When the 3750 FH are reached, the 300 FH interval is reduced to 150 FH if the retro modification P/N 3G5306P36711 or P/N 3G5306P39211 is not applied.
9) The inspection requirement is applicable to Main Rotor Blade Assembly part number 3G6210A00131 when the 10000 FH are reached.
10) The 300 FH interval is extended up to 1300 FH if the Fuselage Structure assembly P/N 3G5300X00135 or the Cruciform fitting retro modification P/N

11) The 300 FH interval is extended up to 1300 FH for all helicopters except S/N from 31003 to 31011.
12) The inspection requirement is not applicable to helicopters that install the Main Rotor Rotating Swashplate P/N 3G6230A00333.
13) The 200 FH interval is extended to 8350 landings for the following configurations: - Tail assembly P/N 3G5350A00136 - Tail assembly P/N 3G5350A00135 plus retro modification P/N 3G5309P02711 (Part I of Optional BT 139-419) - Rear Fuselage Assy P/N 3P5340A00134 or P/N 3G5340A11131 - Rear Fuselage assembly P/N 3P5340A00132 or 3P5340A00133 plus retro modification P/N 3G5306P38811 (Optional BT 139-418) - Tail assembly P/N 3G5350A00134 or P/N 3G5350A00133 or P/N 3G5350A00132 plus the following retro modifications: 1 P/N 3G5309P02711 (Part I of Optional BT 139-419) 2 P/N 3G5309P01812 (Optional BT 139-200)

4.5) Unscheduled maintenance checks		
	Conditional inspections - General	
No	Event	Reference (DMC)
1-1	Heavy landings	39-A-00-70-00-01A-28AA-A
1-2	Excess "g"	39-A-00-70-00-02A-28AA-A
1-3	Lightning strikes	39-A-00-70-00-03A-28AA-A
1-4	Exceeding maximum all up weight	39-A-00-70-00-04A-28AA-A
1-5	Transmission over-torque	39-A-00-70-00-05A-28AA-A
1-6	Exceeding rotor speed limits	39-A-00-70-00-06A-28AA-A
1-7	Exceeding maximum forward speed	39-A-00-70-00-07A-28AA-A
1-8	Exceeding maximum sideway speed	39-A-00-70-00-08A-28AA-A
1-9	Exceeding maximum rate of turn in flight	39-A-00-70-00-09A-28AA-A
1-10	Exceeding CG envelope limits	39-A-00-70-00-10A-28AA-A
1-11	Main rotor blade strike	39-A-00-70-00-11A-28AA-A
1-12	Tail rotor blade strike	39-A-00-70-00-12A-28AA-A
1-13	Engine overspeed	39-A-00-70-00-13A-28AA-A
1-14	Exposure to extreme weather conditions	39-A-00-70-00-14A-28AA-A
1-15	Engine cowlings not secured in flight by the primary latches	39-A-00-70-00-15A-28AA-A
1-16	OEI power rating condition	39-A-00-70-00-16A-28AA-A
1-17	Exceeding maximum speed limits	39-A-00-70-00-17A-28AA-A
1-18	In flight single MGB lubricating pump failure [1]	39-A-00-70-00-18A-28AA-A
1-19	In flight MGB lubricating oil overheating	39-A-00-70-00-19A-28AA-A
1-20	Load transfer from primary to secondary hook (HEC)	39-A-00-70-00-20A-28AA-A
1-21	Baggage compartment overload	39-A-00-70-00-21A-28AA-A
1-22	Loss of tail rotor blade heating (TR FAIL)	39-A-00-70-00-22A-28AA-A
1-23	Dust devil atmospheric event	39-A-00-70-00-23A-28AA-A
Note		
1	Repeat the GVI of the two MGB input modules to detect leakages from the rotating seals every 10 FH until next 50 FH.	

4.6) **STC INSPECTIONS** LIST APPLICABLE FOR		TC HKT	TC HZG	TC HKB	
1	300 Hours or 12 Months Inspections ICA-D139-1012. R3 02.05.2017	N/A	N/A	X	
2	300 Hours Inspections ICA-D139-799-015. R14 18.01.2018	N/A	N/A	X	
3	300 Hours or 12 Months STC Inspections EASA 10017267, Owner's Manual P/N: 6AB1WNM-2-16, Appendix AC, Section 4	N/A	X	N/A	
4	300 Hours or 12 Months STC Inspections EASA 10031938, Owner's Manual P/N: 6AB1WNM-2-20, Appendix AZ, Section 4	N/A	X	N/A	

4.7 PT6C-67C ENGINE RECOMMENDED WASH INTERVALS

4.7.1 Compressor, Turbine Wash and Engine External

Environment	Wash	Frequency	Remarks
Sea, Severe, Occasionally	Compressor wash (Ref. 71-00-00, POWER PLANT - CLEANING)	Every two weeks or 50 hours	On-condition (Ref. NOTE 5
	Turbine wash (Ref. 71-00-00, POWER PLANT - CLEANING)	Every two weeks or 50 hours	Monthly (Ref. NOTE3).
	External wash (Ref. 71-00-00, POWER PLANT - CLEANING)	Every two weeks or 50 hours	
Sea, Severe, Occasionally	Compressor Desalination (Ref. 71-00-00, POWER PLANT - CLEANING)	After the Last Flight of the day	NOTE: 4.

NOTE: 3. Regardless of frequency of operating in the saline environments, incorporated in an island and surveillance or sea environment it is recommended you do a desalination wash after the last flight of the day.
NOTE: 4. Desalination washes done after last flight of the day provides maximum efficiency.
NOTE: 5. “On-condition” means based on power assurance check data and satisfactory trend monitoring (Ref. 71-00-00, POWER PLANT - FAULT ISOLATION).

4.8 REPETITIVE AD AND SB LIST

AD/SB No.	Title of AD/SB	Intervals	Remarks	
AW139-654 (2020-0271)	Main Rotor Swashplate Boot Inspection	50H	TC HKT; TC HZG; TC HKB	
AW139-661 (2021-0044)	Overhead Panel Inspection	300H or 1 Y	TC HKT; TC HZG; TC HKB	
AW139-569	Tail Rotor Slider Assy Detailed Inspection	1 year, after first inspection (2450H) if the signs of refinishing are found.	TC HKT; TC HZG; TC HKB	
AW139-724	Tail Rotor Damper Bracket Inspection	50H	TC HZG;	
AW139-725	Tail Rotor Duplex Bearing Repetitive Inspections	2400H	TC HKT; TC HZG; TC HKB	
AW139-728	Tail Rotor Duplex Bearing Inspection and Replacement	50H; 100H;300/12months	TC HKT; TC HZG; TC HKB	
AW139-783	MLG Shock Absorber Inspection	2000 landings or12 months	TC HKT; TC HZG; TC HKB	