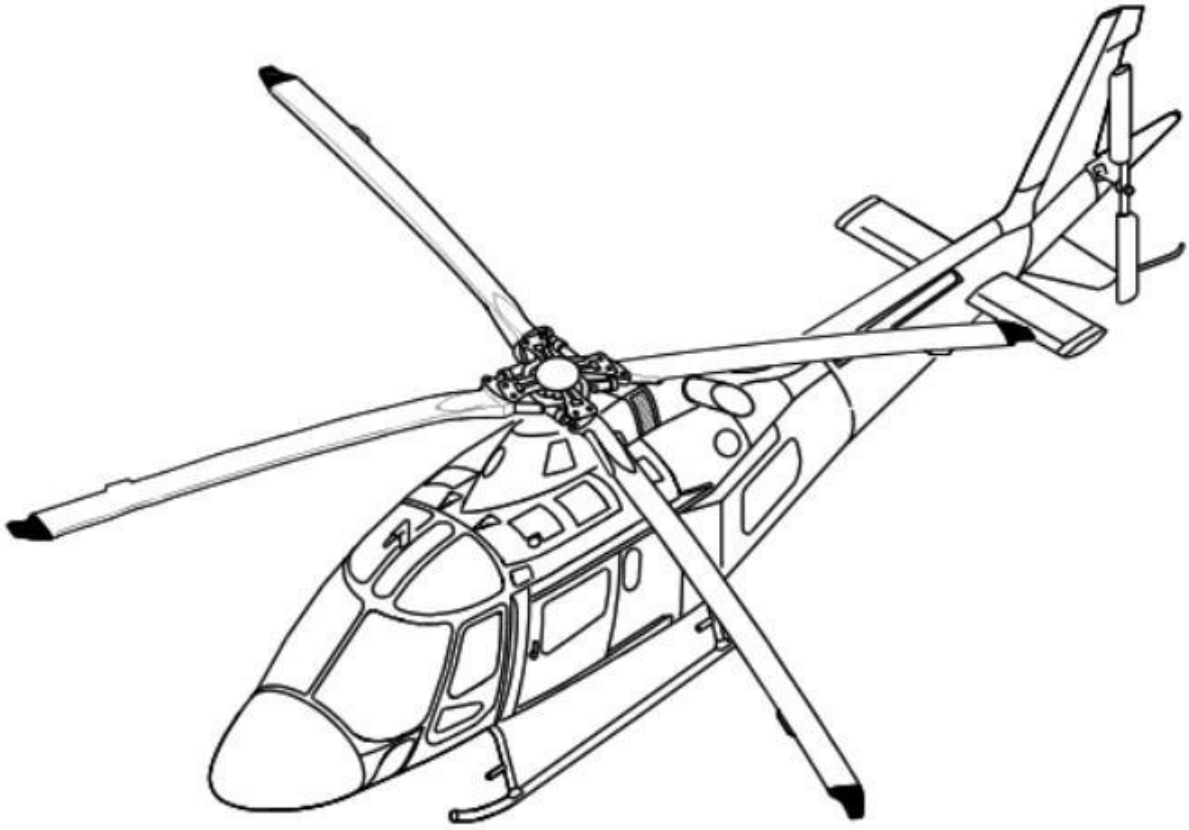
KAAN AIR

AW119MKII MODEL HELICOPTER
AIRCRAFT MAINTENANCE PROGRAMME
AMP



Issue : 3
Revision : 00
Date : 23.12.2025

Başvuru Detay Bilgisi

Süre: 9 Gün

Hizmet Süresi: 1 Yıl

Başvurulan:

Vatandaş/Firma: KAAN HAVACILIK SANAYİ VE TİCARET ANONİM ŞİRKETİ

Ödenen Tutar: 1845,00

İşlem Türü: İlave Değişiklik

Hizmet: SHUE5201-Sürekli Uçuşa Elverişlilik Yönetimi/Birleşik Uçuşa Elverişlilik Kuruluşu El Kitapları veya Prosedürleri, Onaylayıcı Personel Listesi, Kabiliyet Listesi, Bakım Programı ve Eklerinin Onayı

Başvuru Numarası: 2026-01-04-0020

Ödeme Takip No: 2026-01-04-00137

Başvuru Tarihi: 04.01.2026

Başvuru Yapan Türü: Şirket Adına

Toplam Gereklilik Sayısı: 4

Değerlendirme Bekleyen Gereklilik Sayısı: 0

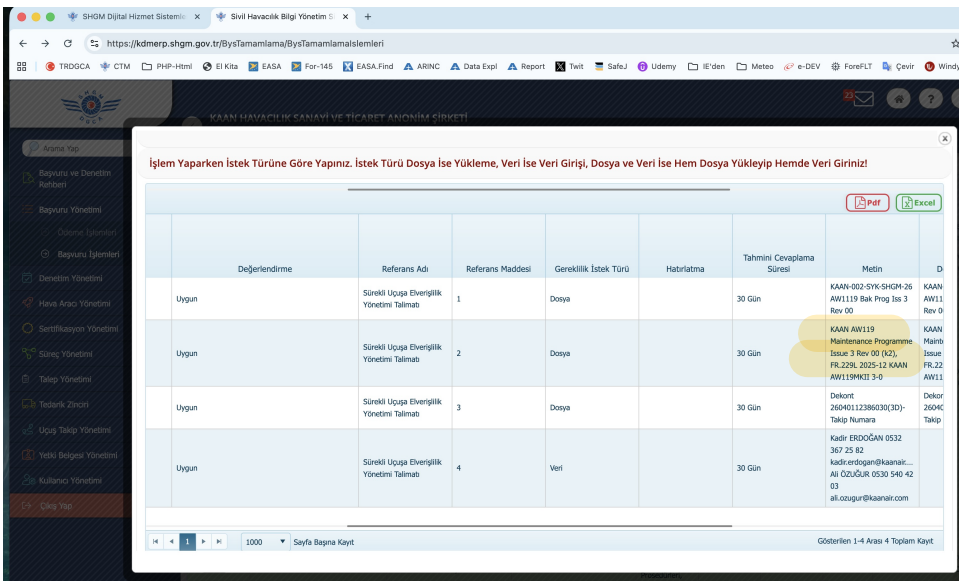
Kapsam Dışı Gereklilik Sayısı: 0

Uygun Gereklilik Sayısı: 4

Uygun Görülmeyen Gereklilik Sayısı: 0

Havaalanı/Heliport Adı:

Açıklama: SHUE5201 Sürekli Uçuşa Elverişlilik Yönetimi/Birleşik Uçuşa Elverişlilik Kuruluşu El Kitapları veya Prosedürleri, Onaylayıcı Personel Listesi, Kabiliyet Listesi, Bakım Programı ve Eklerinin Onayı ,



KAAN AIR

02 / 01 / 2026

SAYI : KAAN-002-SYK-SHGM-26
KONU : AW119 MkII Bakım Programı Iss-3 Rev-00

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

İLGİ : 28.08.2025 tarih ve KAAN-063-SYK-SHGM-25 sayılı yazımız.

Issue 2 Rev-10 nüshası, ilgi yazımız ile dolaylı olarak onaylanmış olan AW119 MkII Bakım Programı;

- **05.04.2024 tarihinde yayınlanan, SHGM "RD-01 Bakım Programı Hazırlanması için Rehber Doküman" da yer alan yeni format ve prosedürler,**
- Gövde üretici firması LEONARDO tarafından yayınlanan 24.09.2025 ve 05.12.2025 tarihli AMPI Chapter 05 / Issue 014 & 015 da yer alan değişiklikler,
- Motor üretici firması PRATT & WHITNEY tarafından yayınlanan 20.10.2025 tarihli EMM / IETP Rev. 38.0 de yer alan, ancak değişiklik gerektirmeyen hususlar ve
- SYK yetkilerimizde mevcut olan AW119 tipinde, filomuza yeni girecek olan TC-HKF tescilli helikopter dolayısıyla;

Issue 3 Rev-00 olarak yeniden hazırlanmış ve onaylanmak üzere ekte sunulmuştur. Gerekli incelemenin yapılarak revizyonun onaylanmasını arz ederiz.

Kadir ERDOĞAN
Uyumluluk İzleme ve Emniyet Md.
KAAN Hvcl. San. Tic. A.Ş.

E K İ :
EK-A AW119 MkII Bakım Programı (KAAN) Iss-3 Rev-00 (23.12.2025)
EK-B FR.299L AMP Compliance Checklist

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

Table of Contents

MAINTENANCE PROGRAMME

Chapter – 0

AMP Document Format

0 AMP DOCUMENT FORMAT

0.1. AMP REFERENCE

Kaan Havacılık San. ve Tic AŞ., Leonardo S.p.A. AW119MKII model MAINTENANCE PROGRAMME is prepared in the aim of guidance and transmitting information to TR DGCA, SHY-145 or EASA PART-145 Maintenance Organization and Kaan Havacılık San. ve Tic AŞ. 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, SHY-145, EASA PART M, EASA PART-145 and Manufacturer's Rotorcraft Maintenance Manual requirements.

TR DGCA AMP Compliance Checklist, Kaan Havacılık San. ve Tic AŞ. CAMO to demonstrate compliance with Part-M, M.A.302, AMC and Appendix I requirements, the checklist "FR.229 AMP Kontrol Formu" would also be used as a guidance by Kaan Havacılık San. ve Tic AŞ. CAMO to prepare maintenance programme satisfactory for TR DGCA, thus reducing any potential inconsistencies.

The AMP Compliance Checklist would be used in each part for the Initial AMP issue. For any subsequent AMP Revisions/Temporary Revisions only the affected parts would be filled in, identifying the remaining ones as “Not amended”.

0.2. LIST OF EFFECTIVE PAGES

Chapter 0 AMP Document Format

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
0-1	00	23.12.2025		0-11	00	23.12.2025
0-2	00	23.12.2025		0-12	00	23.12.2025
0-3	00	23.12.2025		0-13	00	23.12.2025
0-4	00	23.12.2025		0-14	00	23.12.2025
0-5	00	23.12.2025		0-15	00	23.12.2025
0-6	00	23.12.2025		0-16	00	23.12.2025
0-7	00	23.12.2025		0-17	00	23.12.2025
0-8	00	23.12.2025		0-18	00	23.12.2025
0-9	00	23.12.2025		0-19	00	23.12.2025
0-10	00	23.12.2025				

Chapter 1 AMP General Requirements

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
1-1	00	23.12.2025		1-4	00	23.12.2025
1-2	00	23.12.2025		1-5	00	23.12.2025
1-3	00	23.12.2025		1-6	00	23.12.2025

Chapter 2 AMP Basis and Concept

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
2-1	00	23.12.2025		2-4	00	23.12.2025
2-2	00	23.12.2025		2-5	00	23.12.2025
2-3	00	23.12.2025		2-6	00	23.12.2025

Chapter 3 AMP Tasks

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
3-1	00	23.12.2025		3-21	00	23.12.2025
3-2	00	23.12.2025		3-22	00	23.12.2025
3-3	00	23.12.2025		3-23	00	23.12.2025
3-4	00	23.12.2025		3-24	00	23.12.2025
3-5	00	23.12.2025		3-25	00	23.12.2025
3-6	00	23.12.2025		3-26	00	23.12.2025
3-7	00	23.12.2025		3-27	00	23.12.2025
3-8	00	23.12.2025		3-28	00	23.12.2025
3-9	00	23.12.2025		3-29	00	23.12.2025
3-10	00	23.12.2025		3-30	00	23.12.2025
3-11	00	23.12.2025		3-31	00	23.12.2025
3-12	00	23.12.2025		3-32	00	23.12.2025
3-13	00	23.12.2025		3-33	00	23.12.2025
3-14	00	23.12.2025		3-34	00	23.12.2025
3-15	00	23.12.2025		3-35	00	23.12.2025
3-16	00	23.12.2025		3-36	00	23.12.2025
3-17	00	23.12.2025		3-37	00	23.12.2025
3-18	00	23.12.2025				
3-19	00	23.12.2025				
3-20	00	23.12.2025				

Chapter 4 AMP Review, Amendments and Approval

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
4-1	00	23.12.2025		4-4	00	23.12.2025
4-2	00	23.12.2025		4-5	00	23.12.2025
4-3	00	23.12.2025				

Chapter 5 Permitted Variations to Maintenance Periods

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
5-1	00	23.12.2025		5-3	00	23.12.2025
5-2	00	23.12.2025		5-4	00	23.12.2025

Chapter 6 Reliability Programme and Reporting

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
6-1	00	23.12.2025		6-2	00	23.12.2025

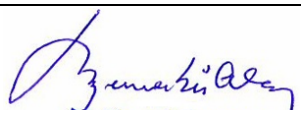
0.3. APPROVAL SHEET

AIRCARFT MAINTENANCE PROGRAMME

AW119MKII

ISSUE 3

REV. 00

	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	23.12.2025	23.12.2025	23.12.2025

Note: When the AMP is directly approved by TR DGCA, the Approval Letter (or any similar proof of approval) will be attached to the final document.

0.3.1 CONTACT ADDRESSES

Mustafa Kemal SÜLER, Accountable Manager of Kaan Havacılık San. ve Tic AŞ., during office-hours, to be reached at:
Mobile : +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 Havacılık San. ve Tic AŞ., 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 Havacılık San. ve Tic AŞ., 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

0.4. DISTRIBUTION LIST

JOB TITLE	PUBLICATION CONT. NO
Turkish DGCA	E-COPY
Accountable Manager	E-COPY
Continuing Airworthiness Manager	E-COPY
Compliance Monitoring Manager	E-COPY
Safety Manager	E-COPY
CAMO Engineering Department	E-COPY
Operator	N/A
CAMO Sub-Contractor (in case of valid contract in place)	N/A for now
Contracted SHT-145 Maintenance Organizations	N/A for now

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

0.5. RECORD OF REVISIONS

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	INDIRECT APPROVAL ?
1	0-18	13.08.2021	*Issue 1*	A. ÖZUĞUR	*SHGM*
2	00-10	23.12.2021	*Complete reissue due to audit finding and set with SHT-M Ek-2.1*	A. ÖZUĞUR	*SHGM*
3	00	23.12.2025	- New format and procedures according to; "RD-01 Bakım Programı Hazırlanması İçin Rehber Doküman" which dated 05.04.2024 - AW119MKII manufacturer changes in "19-A-AMPI-00-P". - Changes in the engine ITEP, not effective; only date updates. - Adding Helicopters to the Fleet (TC-HKF)	A. ÖZUĞUR	*SHGM*

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

0.6. RECORD OF EFFECTIVE TEMPORARY REVISIONS

ISS. NO.	T-REV. NO.	T-REVISION DATE	REASON FOR	THE CHANGE ENTERED BY SIGNATURE	INDIRECT APPROVAL ?

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

When Temporary Revisions (TR) are used, the Record of Temporary Revisions is used to keep record of all intermediate TR which are published **between two successive AMP** Issues/Revisions.

0.7. HIGHLIGHTS / SUMMARY OF CHANGES

List of all the changes affecting the current AMP Issue/Revision or Temporary Revision are shown in Chapter 05 Record of Revision and 06 Record of Effective Temporary Revisions tables' "**REASON FOR**" columns.

The content is contained as minimum:

1. The AMP section/appendix impacted.
2. A brief description of the change.

When AMP maintenance tasks are revised, each affected task has to be listed with the related description of the change.

0.8. TABLE OF CONTENTS

0.9. DEFINITIONS, GLOSSARY, ABBREVIATIONS

0.9.1 Terms and Definitions

Aircraft/ Helicopter: Every kind of air vehicle that can fly and have cruise capability.
Aircraft/ Helicopter component: Any component part of an helicopter up to and including a complete power plant and/or any operational/emergency equipment.
Aircraft/ Helicopter Avionics: All electronic devices covering the radio, automatic flight controls and instrument systems.
Airworthiness Data: Any information necessary to ensure that the helicopter or helicopter component can be maintained in a condition such that airworthiness of the helicopter, 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 helicopter 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 panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

Helicopter: helicopter with one or more power-driven horizontal rotors that enable it to take off and land vertically, to move in any direction, or to remain stationary in the air. Helicopters are classified as rotorcraft or rotary-wing helicopters to distinguish them from fixed-wing helicopter, because the helicopter derives its source of lift from the rotor blades rotating around a mast.

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

Landing: An helicopter 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 a helicopter 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 intervals specified by the manufacturer.

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

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

Restoration: That work necessary (ON/OFF helicopter) 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 will 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.

0.9.2 Abbreviations

A/C:	Aircraft
AD:	Airworthiness Directives
ADS-B:	Automatic Depended Surveillance – Broadcast
ALI:	Airworthiness Limitations Items
ALS:	Airworthiness Limitations Section
AMC:	Acceptable Means of Compliance
AMM:	Aircraft Maintenance Manual
AMP:	Aircraft Maintenance Programme
AMPI:	Air Vehicle Maintenance Planning Information
ARSP:	Air Vehicle Structural Repair Publication
AOC:	Air Operator Certificate
APU:	Auxiliary Power Unit
CA	Continuing Airworthiness
CAME:	Continuing Airworthiness Maintenance Exposition
CAMO:	Continuing Airworthiness Management Organization
CMM:	Component Maintenance Manual
CMR:	Certification Maintenance Requirements
CPCP:	Corrosion Prevention and Control Program
CSRP	Common Structural Repair Publication
CSN	Cycles Since New
DTI:	Damage Tolerance Instructions
EASA	European Aviation Safety Agency
EMM	Engine Maintenance Manual
EMPM	Engine Maintenance Planning Manual
EWIS:	Electrical Wiring Interconnection Systems
FAA	Federal Aviation Administration
FC:	Flight Cycles
FH:	Flight Hours
ICA:	Instructions for Continued Airworthiness
ICAO:	International Civil Aviation Organization
IETP	Interactive Electronic Technical Publications
LHD	LEONARDO Helicopter
LLI:	Life Limited Items
MEL	Minimum Equipment List
MFR	Manufacturer
MI	Mandatory Inspection
MLG	Main Landing Gear
MM	Maintenance Manual
MMEL	Master Minimum Equipment List
MOS	Manual Override System
MP	Maintenance Programme

MPD:	Maintenance Planning Document
MPM	Maintenance Planning Manual
N/A	Not Applicable
NLG	Nose Landing Gear
NO	Number
OAT	Outside Air Temperature
OEM:	Original Equipment Manufacturer
O/H	Overhaul
PAC	Power Assurance Check
P/N	Part Number
P&W	Pratt & Whitney
RFM	Rotorcraft Flight Manual
RoR	Record of Revisions
RoTR	Record of Temporary Revisions
SB:	Service Bulletins
SHT-CAM	Civil Aviation Regulation
SIB:	Safety Information Bulletin
SMC	Scheduled Maintenance Check
STC:	Supplemental Type Certificate
STCH:	Supplemental Type Certificate Holder
TC:	Type Certificate
TCDS:	Type Certificate Data Sheet
TCH:	Type Certificate Holder
TR:	Temporary Revision
TR DGCA:	Directorate of General Civil Aviation (SHGM)
TR-TCO:	Turkish Technical Standard Order
TSN	Time Since New
TSO	Time Since Overhaul
UMC	Unscheduled Maintenance Check
W&B	Weight & Balance

MAINTENANCE PROGRAMME

Chapter – 1

AMP General Requirements

1 AMP GENERAL REQUIREMENTS

1.1. PRODUCT IDENTIFICATION

Kaan Havacılık San. ve Tic AŞ., Air Leonardo S.p.A / AW119MKII fleet composition is as follows:

Helicopter				Engine		
Manufacturer	**Model**	**Registration**	**Serial Numbers**	**Manufacturer**	**Model**	**S/N**
Leonardo	AW119MKII	TC HKE	14707	Pratt & Whitney	PT6B-37A	PCE-PU0112
Leonardo	AW119MKII	TC HKY	14932	Pratt & Whitney	PT6B-37A	PCE-PU0293
Leonardo	AW119MKII	TC HKZ	14735	Pratt & Whitney	PT6B-37A	PCE-PU0145
Leonardo	AW119MKII	TC HKF	14748	Pratt & Whitney	PT6B-37A	PCE-PU0160

1.2. RESPONSIBILITIES

1.2.1 Operator Name And Address

KAAN HAVACILIK SANAYİ VE TİCARET A.Ş.

(TR.AT.038)

Ayazağa Mahallesi 208. Sokak No: 1

Sarıyer/İSTANBUL 34485 TURKEY

Telefon: +90 532 111 99 93

Fax: +90 216 425 17 02

1.2.2 Brief Description of the Organization

Kaan Havacılık San. ve Tic AŞ. detailed organization is explained in Continuing Airworthiness Management Exposition (CAME) Section 0.2.1

1.2.3 Type of Operation

Kaan Havacılık San. ve Tic AŞ. does Air Taxi in accordance with conditions explained in its AOC.

1.3. STATEMENT BY THE CAMO

In the preparation of this Maintenance Programme to meet the requirements of TR 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 Havacılık San. ve Tic AŞ.** 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 TR DGCA whilst taking into account new and / or modified maintenance instructions promulgated by the Type Certificate and Supplementary Type Certificate Holders and any other Organization 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 Havacılık San. ve Tic AŞ. 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 TR DGCA reserves the right to suspend, vary or cancel approval of the Maintenance Programme if the TR 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 Havacılık San. ve Tic AŞ.:

Ali ÖZUĞUR
Continuing Airworthiness Manager

1.4 PRACTICES AND PROCEDURES STATEMENT

Practices and procedures to satisfy the programme **will be to the standards** specified in TCH's maintenance instructions.

1.5. HELICOPTER UTILISATION

The helicopters are operated for air taxi operation has 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 **300 Flight Hours**.

1.6. LIMITATIONS OF THE MAINTENANCE PROGRAMME

This section is N/A for now.

1.7. REFERENCE DOCUMENTS

Item	Document	Rev. No	Rev. Date	Issued by
1	AW119MKII Maintenance Planning Manual (MPM) (502051506_1600C) 19-A-AMPI-00-P Chapters 00/04/05	Issue 005; 006; (14;15)	2022-11-08 2023-12-18 2025-09-24 2025-12-05	EASA / Leonardo
2	PT6B-37A Engine Maintenance Manual (MM) 3053102	Rev. No: 38.0	Oct-20-2025	Transport Canada / Pratt & Whitney
3	Sürekli Uçuşa Elverişlilik Talimatı (SHT-CAM)	06	03.02.2025	DGCA
4	Continuing Airworthiness Management Exposition (CAME)	28	28.11.2025	Kaan Havacılık San. ve Tic AŞ.

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MAINTENANCE PROGRAMME

Chapter – 2

AMP Basis and Concept

2 AMP BASIS AND CONCEPT

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 AW119MKII Airframe Technical Publications and Pratt & Whitney Engine PT6B-37A Technical Publications.

2.1. PROGRAMME BASIS DESCRIPTION

The AMP basic details of the following list:

1) IETP of the Airframe
   a) AMPI (EASA)
      1. Retirement lives
      2. Mandatory inspections
      3. Certification maintenance requirements
      4. Time limits
      5. Permitted inspection interval tolerances
      6. Component overhaul schedule
      7. Discard time schedule
      8. Scheduled maintenance checks
      9. Unscheduled maintenance checks
   b) Corrosion Prevention and Control Program (CPCP)
   c) Service bulletins (SB) İnformation Later of Helicopter and Component Manufacturer

2) IETP of the Engine
   a) MAINTENANCE MANUAL (TCA)
      1. Airworthiness Limitations
      2. Time Limits/Maintenance Checks
      3. Engine Operating Limits
      4. Scheduled Maintenance Checks
      5. Unscheduled Maintenance Checks
   b) Service bulletins (SB) Information Later of Engine and Component Manufacturer
3) AD’s of Turkish DGCA
4) AD’s of Helicopter, Engine and Component Type Certificate authorities
5) Turkish Technical Standard Order (TR-TSO)
6) European Technical Standard Order (ETSO)
7) USA Technical Standard Orders (TSO)
8) Operator/ Kaan Havacılık San. ve Tic AŞ. CAMO instructions

2.2. TASKS CLOCK STARTING POINT AND IMPLEMENTATION PERIODS

For Helicopter, engines and components, maintenance, component life cycles and their new and additional changes, starting times, dates or cycles, and their application starting points and durations will be determined from the content of the items specified below.

Unless otherwise stated, generally, new and additional changes of tasks will be performed at the first appropriate maintenance inspection. However, special attention will be paid to shortening first implementation times, dates, or cycles.

1. Helicopter Maintenance Planning Information (AMPI) Manual
2. Service Bulletin
3. Airworthiness Directives.
4. Vendor Recommendations.
5. STC Documents
6. Components Logs and documents
7. Information provided by the TCH/STCH/OEM

2.3. ADDITIONAL REPETITIVE MAINTENANCE TASKS

The management of the inclusion into the AMP of Maintenance Tasks derived from **Modifications and Repairs** and Management of instructions specified in **repetitive Airworthiness Directives (AD)** or **Service Bulletins (SB)** has been described in this section.

“Accomplishment and Control of Airworthiness Directives (AD)” is explained in detail in Kaan Havacılık San. ve Tic AŞ. CAME Chapter 1.4.

Note: According to AMC M.A.801 bullet point 6, after embodiment of a **Standard Change** or a **Standard Repair** it is necessary to assess if any associated changes in the Instructions for continuing airworthiness of the Helicopter require amending the AMP and to obtain its approval.

2.3.1 Repetitive AD and SB List

AD/SB No.	Title of AD/SB	Intervals	Remarks
(EASA AD 2022-0037) SBA SB 119 111	ATA 62 – INSPECTION OF MAIN ROTOR SCISSOR CHAIN	50 FH 200 FH	
EASA AD 2019-0235	Equipment/Furnishings – Emergency Locator Transmitter – Inspection/Modification/Replacement	12 Month	
(EASA AD 2016-0173)	Tail rotor blade retention bolt P/N 709-0160-57-101.	200Hr	
SB 119 087	Left and Right Counter Torque Crossbeam Fitting Plate Assemblies P/N 109-0330-17 Inspection of.	700 Landings	
SB 119 121	Starter-Generator Drive Shaft Inspection 2022-0148		At each starter-generator removal / installation

2.4. AGEING HELICOPTER SYSTEMS AND SPECIFIED SAMPLING PROGRAMME

Since the maintenance intervals, lifespans and overhaul cycles of all components of the helicopter, including the airframe, are given in great detail in the helicopter's maintenance planning book (AMP) and imported into the Kaan Havacılık San. ve Tic AŞ. AW119MKII maintenance program (MP), there is no need to follow up on the above-mentioned issues under this heading. And, also, the helicopter's Maintenance Planning Book is constantly updated with manufacturer information letters, Service Bulletins and Authority ADs.

2.5. CRITICAL DESIGN CONFIGURATION CONTROL LIMITATIONS TOGETHER WITH APPROPRIATE PROCEDURES (CRITICAL PARTS)

Helicopter and its Components MPM, AMM, and other publications do not include the definition "CRITICAL DESIGN CONFIGURATION CONTROL LIMITATIONS." Instead, the following definition is provided under the heading "Critical parts" in the AMM.

Critical parts are those parts that could have catastrophic consequences on the helicopter if they fail during ground or flight operations.

Kaan Havacılık San. ve Tic AŞ., applies and ensures that the following items are applied for the "CRITICAL PARTS" in its helicopter but is not limited to them.

1. Implements/ensures that the following AMM instructions are followed when removing, installing, maintaining, transporting, and storing critical parts from the helicopter.
2. Implements/ensures that the manufacturer's published CCP is followed to prevent damage and corrosion of critical parts.
3. Implements/ensures that maintenance planning information (MPM (0B-D-AMPI-00-P)) is applied for critical parts with a retirement life.
4. Applies/enforces maintenance planning information (MPM (0B-D-AMPI-00-P)) for critical parts requiring overhaul intervals or certified maintenance.

5. Manufacturer approval is required for all repairs and modifications to a critical part.
6. Reports of any unusual wear or deterioration found on a critical part to the Manufacturer. If necessary, sends the critical part to the Manufacturer for inspection.

2.6. WEIGHING

Kaan Havacılık Sanayi ve Ticaret A.Ş., applies and ensures helicopter weighing concepts, periods, procedures, and results management, with reference to the helicopter AMM Chapter 08, when the following reasons occur:

1. Major modifications.
2. Major airframe repairs.
3. Operational requirements.
4. When the helicopter is repainted.
5. When requested by the helicopter authority and manufacturer.

The weighing process, its calculations, transferring the results to the relevant forms, and entering them into the relevant section of the helicopter's RFM are carried out by an authorized maintenance center.

Also, how the results are processed by the CAMO is explained in detail in Kaan Havacılık San. ve Tic AŞ. CAME Chapter 1.12 “Helicopter Weighing.”

2.7. PARKING AND STORAGE

Kaan Havacılık San. ve Tic AŞ., applies and ensures, helicopter parking and storage maintenance procedures, which is detailed in the AMM Chapter 10 “Parking, Mooring and Storing” along with the parking/storage/return-to-service maintenance procedures and also applies and ensures, the helicopter AMM may also identify additional repetitive scheduled maintenance tasks related to the specific parking/storage option implemented. Taking into account the environmental conditions of the area where the helicopter and its components is parked/stored, the storage conditions are implemented and enforced in accordance with the instructions in the helicopter AMM. Such tasks are properly controlled and the associated procedure contained in the Kaan Havacılık San. ve Tic AŞ. CAME Chapter 1.11.2 “Post Flight Inspections and Storage Helicopter”.

2.8. BRIDGING PROGRAMME

Kaan Havacılık Sanayi ve Ticaret A.Ş. performs bridging maintenance to the helicopter in the following situations:

1. When transitioning between maintenance schedules, recommended to the operator in the helicopter's AMP.
2. When entering Camo operation for the first time.
3. When returning to Camo after becoming a state helicopter.
4. When the helicopter remains in an uncontrolled environment for any reason.

2.9. OPERATIONAL REQUIREMENTS FROM TR DGCA / STATE OF REGISTRY

This section is N/A for now.

If needed, this section will provide comprehensive explanations related special operational requirements applicable to the fleet.

2.10. STATE OF OPERATOR RECOMMENDATIONS

When needed, special maintenance recommendations will be listed by the TR DGCA / State of Operator (AOC). Kaan Havacılık Sanayi ve Ticaret A.Ş. CAMO will consult the Safety Information Bulletin (SIB) list, published by TR DGCA on a dedicated Safety Publications page.

TR DGCA SIB is an information tool that intends to alert, inform and draw the attention of the aviation community on safety issues. Since the SIBs contain non-mandatory information and guidance that do not qualify for an Airworthiness Directive (AD) for this reason, any potential impact of the SIB on the AMP will be assessed.

MAINTENANCE PROGRAMME

Chapter – 3

AMP Tasks

3. AMP TASKS

3.1. PRE-FLIGHT AND ROUTINE MAINTENANCE TASKS

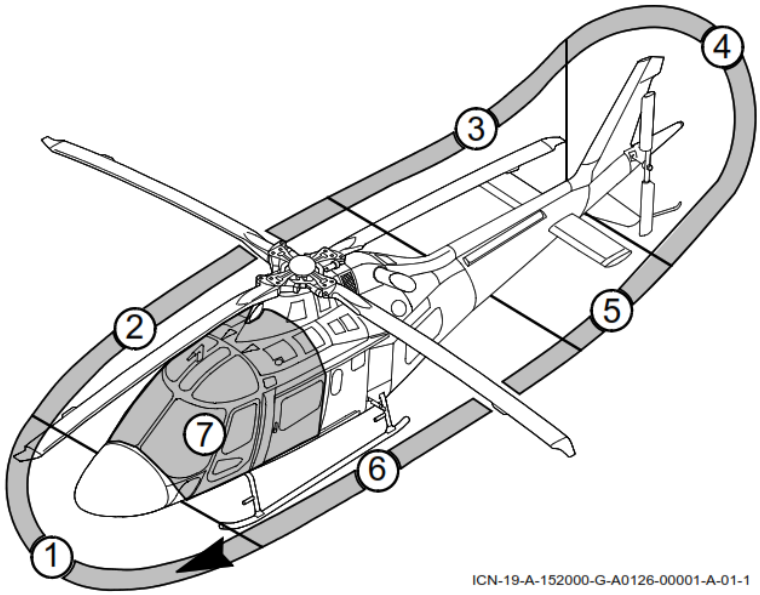
3.1.1. Flight Crew Pre-Flight Tasks / Check

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 will be carried out before the flight, in order to ascertain the helicopter airworthiness. Passengers will be briefed on relevant operational procedures and associated hazards. (Refer to the latest issue of the AW119MKII RFM section 2 Normal Procedures).

Pre-flight Check Sequence



AREA No. 1: Helicopter nose

AREA No. 2: Fuselage RH side

AREA No. 3: Tail boom RH side

AREA No. 4: Fins, 90° gearbox, tail rotor, tail skid

AREA No. 5: Tail boom - LH side

AREA No. 6: Fuselage - LH side

AREA No. 7: Helicopter interior

3.1.2.Routine Maintenance Tasks

Routine maintenance tasks completed by maintenance personnel constitute a package maintenance program that includes daily, weekly, hourly, etc., checks. If these maintenance packages are implemented using specific forms, these forms can be included in addition to the AMP.

3.2. MAINTENANCE TASKS

Detailed lists of all maintenance tasks and their respective intervals (frequencies) for each part of the helicopter, engine, components and equipment, as well as the associated systems and installations, is provided in the following paragraphs. The maintenance lists in this MP, based on AMPM of helicopter, engine and components, including the following information.

3.2.1. Maintenance Tasks

Tasks has been organized in a table format, containing the following information:

1. **Revision Status** of List is shown in the first row in the upper right corner of the page.
2. **Revision Date** of List is shown in the second row in the upper right corner of the page.
3. **Task Title, interval and Type** include in the title content of the list.
4. **Task ID** is indicated under the heading "NO" in the first column of the list.
5. **System** is shown under the heading "System" in the second column of the list.
6. **Task** Description is shown under the heading "Task" The third column of the list.
7. **Reference and Source** is indicated under the heading "Reference (DCM)" in the fourth column of the list.
8. **Effectively** the fifth column will be added to the list when a second helicopter is added to the maintenance program.

3.2.2. AW119MKII AIRFRAME AND ENGINE SCHEDULED/UNSCHEDULED MAINTENANCE LIST

This chapter gives you the instructions applicable to the **scheduled** and **unscheduled** maintenance of the AW119MKII helicopter. The reference data modules are included in the Maintenance Publication (19-A-AMPI-00-P) and (3053102)

By the helicopter's type certificate holder, a new introduce tasks or change existing tasks must be evaluated for incorporation into the operator maintenance program. Incorporation should be within six months of the date of receipt of the new issue of the AMPI by the operator. After incorporation in the OMP, the new or changed task shall be accomplished at the next suitable point in that program within the frequency designated for these tasks unless otherwise specified. The guidelines herein do not apply to the intervals of tasks resulting from Airworthiness Directives (AD) or Airworthiness Limitation Section (ALS).

The permitted tolerances for maintenance interval frequencies will be applied as recommended by the TR DGCA, as specified in section 5.1.1.

Exclusion cases

Unless otherwise specified, permitted variations DO NOT apply to:

1. Airworthiness directive
2. National requirements
3. Life limited part intervals specified by a manufacturer or identified in helicopter or engine Type Certification Data Sheets
4. Interval specified in MMEL
5. Airworthiness Limitations, including CMRs
6. Discard tasks
7. Overhaul tasks
8. Special Inspections whose interval requirement is not expressed only in FH or calendar parameters or through the identification of a specific event/operating condition (e.g. “At each engine removal/installation”, “At each blade retention bolt removal”, “Prior to the first flight of the day”, “Between 5-10 FH (new a/c or after reinstallation of major components)”, “At pilot doors removal/Installations”, “At each transmission removal/Installation”, ...).

3.2.3. AW119MKII Airframe Scheduled/ Unscheduled Inspection Intervals.

1) Scheduled maintenance checks
   a) 50 Hours/60 Days Inspection
   b) 200 hours inspection
   c) 400 hours inspection
   d) 800 hours inspection
   e) 3200-hour inspections
   f) 12 months inspection
   g) Lubrication and servicing
2) Optional equipment scheduled/unscheduled inspections, for intervals and tasks see the tables
   a) Bleed-air heater
   b) Cargo hook and safety cargo hook installations
   c) Emergency locator transmitter system
   d) Pulsed chip detector kit
   e) Rotor brake system
   f) Supplementary fuel tanks
   g) SWE400 camera
   h) Wire Strike Protection System
3) Unscheduled maintenance checks, for intervals and tasks see the tables
   a) Out of phase inspections
   b) Conditional inspections

3.2.4. AW119MKII Airframe Scheduled/ Unscheduled Inspection Intervals and Tasks

50 HOURS/60 DAYS (Extended inspection program)				
No	**Task title**	**Task intent**	**Reference (DMC)**	**Remarks**
1.1	Helicopter nose	Battery and relative mount attachments for condition and security. Vent lines for condition and obstruction		
1.2	Helicopter nose	Nose compartment electrical/avionic components, relative mounts and floor attachment area for condition, cracks and security		
1.3	Helicopter nose	Ventilation air intake screen and ducts for condition		
2.1	Fuselage - RH side	SAS pitch and roll actuators for unusual play, condition and security; electrical connections for condition and security		
2.2	Fuselage - RH side	Fuel system drain lines and valves for leaks		
2.3	Fuselage - RH side	Landing skid for damage, condition and forward and rear saddles connecting skid to crossbeams for sealing integrity		
2.4	Fuselage - RH side	Landing skid damper for condition and leaks. Support for condition		
2.5	Fuselage - RH side	Rear crosstube and central support for condition and security (visible parts)		
2.6	Fuselage - RH side	Forward crosstube and fuselage attaching clamps for condition and security		
2.7	Fuselage - RH side	Main rotor grips (2 places) visual check for condition paying specific attention to root area (close to drop stop bracket) for presence of cracks and external damage.		
2.8	Fuselage - RH side	Main rotor elastomeric bearings for separation or loss of bearing elements, eventual blowing and/or rubber extruding and absence of oil or grease; clean if contaminated	19-A-62-20-09-00A-258A-A	
2.9	Fuselage - RH side	Check interrupter and magnetic pick-up for condition and security (provision for main rotor balance and track)		
2.10	Fuselage - RH side	Main rotor dampers (2 places) for condition, security, unusual play of bearings and correct fluid level. Inspect body lugs for presence of cracks and external damage.	19-A-62-20-04-00A-281B-A	
2.11	Fuselage - RH side	Ground jumpers between pitch control lever (inside grip) and damper and between damper and attachment bracket to hub for condition		
2.12	Fuselage - RH side	Main rotor pitch change links for condition, security, corrosion and fretting of the spherical bearings, loss of part of the liner and unusual play (check axial play by moving the pitch link by hand and the radial play by rotating the blade along its pitch axis and by acting from the tip cap area). Pitch link spring pin holes (both sides) check for presence and integrity of sealant above.		
2.13	Fuselage - RH side	Swashplate upper and lower boots for condition, integrity and absence of grease on external surfaces		
2.14	Fuselage - RH side	Main rotor hub and blades (2 places) for condition, damage and cleanliness		

2.15	Fuselage - RH side	Main rotor damper fittings (2 places) for condition, unusual play and cracks in the area of the attachment point to the hub		
2.16	Fuselage - RH side	Main transmission and accessories for condition, security and leaks of lubricant		
2.17	Fuselage - RH side	Engine to transmission drive shaft (visible part) for condition and security of attaching hardware. Check bolts attaching shaft flange to the engine and to the main transmission for integrity of slippage marks.		
2.18	Fuselage - RH side	Visible parts of flight controls, levers and supports for condition and security		
2.19	Fuselage - RH side	Main rotor servo actuator (1 place) for condition, security and leaks. Examine bleed hole for leaks, lower spherical bearing for looseness and upper bearing for abnormal play.		
2.20	Fuselage - RH side	Forward and aft engine supports and rods for condition and security		
2.21	Fuselage - RH side	Engine exhaust duct for condition, security and cracks		
2.22	Fuselage - RH side	Ventilation air intake screen and ducts for condition		
2.23	Fuselage - RH side	Main rotor hub cover for condition and security		
2.24	Fuselage - RH side	Swashplate and rotating scissor for condition, security and unusual play.	19-A-62-31-02-00A-281A-A 19-A-62-31-02-00A-31EA-A	
2.25	Fuselage - RH side	Flap and drop restrainers for condition, freedom of movement and integrity of lockwire. Examine floating ring and droop stop plates for condition and check that grease is present in contact area.		
2.26	Fuselage - RH side	Hydraulic pump for leaks		
2.27	Fuselage - RH side	Fuel tank sump cover for condition and security		
2.28	Fuselage - RH side	Anticollision light for condition, security and cracks		
3.1	Tail boom and stabilizer - RH side	Tail boom exterior (pay particular attention to tail boom and fuselage attachment areas) and stabilizer for cracks, dents, missing and/or loose rivets and screws.		
3.2	Tail boom and stabilizer - RH side	Position and anticollision lights for condition, security and cracks		
4.1	Fins, 90° gearbox, tail rotor, tail skid	External fuselage for cracks, dents, missing and/or loose rivets and screws		
4.2	Fins, 90° gearbox, tail rotor, tail skid	Tail rotor hub and blades for condition, contamination of oil/grease, security and freedom of flapping. Flap stop bumpers and boots for condition and damage. Tail rotor hub for unusual play along flap axis. Tail rotor blades for condition, scratches and dents.		
4.3	Fins, 90° gearbox, tail rotor, tail skid	Tail rotor pitch change mechanism for condition, security and unusual play		
4.4	Fins, 90° gearbox, tail rotor, tail skid	Tail rotor (90°) gearbox for condition, security, oil leaks		

5.1	Tail boom and stabilizer - LH side	Tail rotor drive shafts for condition, security, proper bonding of balancing weights and rings in contact with dampers.		
5.2	Tail boom and stabilizer - LH side	Tail rotor drive shaft bearing for condition and excessive grease leakage. In case excessive grease leakage is detected examine for roughness to rotation.		
5.3	Tail boom and stabilizer - LH side	Tail rotor drive shaft Thomas couplings for condition and cracks of visible surfaces.		
5.4	Tail boom and stabilizer - LH side	Tail rotor drive shaft dampers for condition and freedom of movement.		
5.5	Tail boom and stabilizer - LH side	Tail boom exterior (pay particular attention to tail boom and fuselage attachment areas) and stabilizer for cracks, dents, missing and/or loose rivets and screws.		
5.6	Tail boom and stabilizer - LH side	Position lights for condition, security and cracks.		
6.1	Fuselage - LH side	Fuel system drain lines and valves for leaks.		
6.2	Fuselage - LH side	Landing skid for damage, condition and forward and rear saddles connecting skid to crossbeams for sealing integrity.		
6.3	Fuselage - LH side	Rear crosstube and central support for condition and security (visible parts).		
6.4	Fuselage - LH side	Landing skid damper for condition and leaks. Support for condition.		
6.5	Fuselage - LH side	Forward crosstube and fuselage attaching clamps for condition and security.		
6.6	Fuselage - LH side	Main rotor grips (2 places) visual check for condition paying specific attention to root area (close to drop stop bracket) for presence of cracks and external damage.		
6.7	Fuselage - LH side	Flap and drop restrainers for condition, freedom of movement and integrity of lockwire. Examine floating ring and droop stop plates for condition and check that grease is present in contact area.		
6.8	Fuselage - LH side	Main rotor dampers (2 places) for condition, security, unusual play of bearings and correct fluid level. Inspect body lugs for presence of cracks and external damage.	19-A-62-20-04-00A-281B-A	
6.9	Fuselage - LH side	Ground jumpers between pitch control lever (inside grip) and damper and between damper and attachment bracket to hub for condition (2 places).		
6.10	Fuselage - LH side	Main rotor pitch change links (2 places) for condition, security, corrosion and fretting of the spherical bearings, loss of part of the liner and unusual play (check axial play by moving the pitch link by hand and the radial play by rotating the blade along its pitch axis and by acting from the tip cap area). Pitch link spring pin holes (both sides) check for presence and integrity of sealant above.		
6.11	Fuselage - LH side	Swashplate upper and lower boots for condition, integrity and absence of grease on external surfaces.		

6.12	Fuselage - LH side	Main rotor damper fittings (2 places) for condition, unusual play and cracks in the area of the attachment point to the hub.		
6.13	Fuselage - LH side	Fan and oil cooler for condition and security.		
6.14	Fuselage - LH side	Transmission to fan drive shaft for condition, security and freedom of axial movement.		
6.15	Fuselage - LH side	Main transmission and accessories for condition, security and leaks of lubricant.		
6.16	Fuselage - LH side	Visible parts of flight controls, levers and support for condition and security.		
6.17	Fuselage - LH side	Forward and aft engine supports and rods for condition and security.		
6.18	Fuselage - LH side	Engine exhaust duct for condition, security and cracks.		
6.19	Fuselage - LH side	Ventilation air intake screen and ducts for condition.		
6.20	Fuselage - LH side	Main rotor hub cover for condition and security.		
6.21	Fuselage - LH side	Swashplate and rotating scissor for condition, security and unusual play.	19-A-62-31-02-00A-281A-A 19-A-62-31-02-00A-31EA-A	
6.22	Fuselage - LH side	Main rotor hub and blades (2 places) for condition, damage and cleanliness.		
6.23	Fuselage - LH side	Main rotor servo actuator (2 places) for condition, security and leaks. Examine bleed hole for leaks, lower spherical bearing for looseness and upper bearing for abnormal play.		
6.24	Fuselage - LH side	Hydraulic pump for leaks.		
6.25	Fuselage - LH side	Main rotor elastomeric bearings for separation or loss of bearing elements, eventual blowing and/or rubber extruding and absence of oil or grease; clean if contaminated.	19-A-62-20-09-00A-258A-A	
6.26	Fuselage - LH side	Tail rotor servo actuator for condition, security and leaks.		
6.27	Fuselage - LH side	Fuel tank sump cover for condition and security.		
6.28	Fuselage - LH side	Engine oil filter for condition, leaks and security.		
6.29	Fuselage - LH side	Gas Generator Control lever rigging check.	19-A-76-10-07-00C-271A-A	
7.1	Cabin interior	Magnetic compass for level of fluid. Correction card for legibility.		
7.2	Cabin interior	Safety belts for condition. Release mechanism for operation.		
7.3	Cabin interior	Passenger seats for condition and security.		
7.4	Cabin interior	Check the contents of the first aid kit onboard and expiring date of all the components.		
7.5	Cabin interior	Set radio master (RAD MSTR) switch to on and check that avionic cooler fan (nose compartment) operates.		

200 HOURS (Extended inspection program)				
No	**Task title**	**Task intent**	**Reference (DMC)**	**Remarks**
22-00.1	Auto flight	SAS yaw actuator for unusual play, condition and security; electrical connections for condition and security.		
53-00.1	Fuselage	Tail boom internal area surrounding the attachment points and relative fuselage brackets for cracks, corrosion and visual evidence of distortion.(Tail boom removal not required).	19-A-53-40-01-00A-31BA-A	
62-00.1	Main rotor	Non-rotating scissors for abnormal play, damage, corrosion and wear. Examine non-rotating scissors in case of abnormal play.	19-A-62-31-03-00A-31EA-A 19-A-62-31-03-00A-281A-A	
62-00.2	Main rotor	Main rotor blades for condition, voids, swelling and cracks particularly near root end, trim tab, tip cap and trailing edge.	19-B-62-10-00-00A-281A-A 19-B-62-10-00-00A-621A-A	
62-00.3	Main rotor	Pitch change links bearings for excessive play. **NOTE:** For bearings with more than 800 hours, remove pitch change links and check the play of bearings.	19-A-62-31-01-00A-31EA-A 19-A-62-31-01-00A-281A-A	
62-00.4	Main rotor	Check main rotor flapping limiter stop for correct torque.	19-A-62-20-07-00A-281A-A	
62-00.5	Main rotor	Examine main rotor damper and fitting for condition and excessive play of bearings.	19-A-62-20-04-00A-281A-A	
62-00.6	Main rotor	Rotating scissors hinge points for excessive play, damage, corrosion and wear. Examine rotating scissors hinge points in case of excessive play.	19-A-62-31-02-00A-31EA-A 19-A-62-31-02-00B-281A-A	
62-00.7	Main rotor	For rotating scissor P/N 109-0134-09-101 only: check painted markings for visibility and integrity.		
62-00.8	Main rotor	Only for damper fittings P/N 109-0111-07-101/105/-109: remove damper fittings and examine for condition and fretting in the area of contact with the hub.		
62-00.9	Main rotor	Only for P/N 109-0111-43-101 or –113: remove hub cover and examine for loose or missing rivets and for cracks to the internal ribs.	19-A-62-20-01-00A-281A-A	
62-00.10	Main rotor	Perform a detailed inspection for presence of cracks and/or fretting and/or misaligned slippage marks on the nuts and studs which attach the swashplate support to the main transmission.	19-A-62-31-04-00A-281A-A	
63-00.1	Main rotor drive	Do the operational checkout of circuit and chip detectors on coupling gearbox and upper case.	19-A-63-40-03-00A-320A-A	
63-00.2	Main rotor drive	Upper case to main case attachment nuts for correct torque.	19-A-63-20-02-00A-300A-A	
64-00.1	Tail rotor	Only P/N 709-0160-48-101: tail rotor blades for voids, scratches, dents and cracks.	19-A-64-12-00-00A-281A-A	
64-00.2	Tail rotor	Only P/N 709-0160-48-101: clean tail rotor blade to maintain an improved visibility of warning stripes.	19-A-64-12-00-00A-258A-A	
64-00.3	Tail rotor	Tail rotor hub for correct flap hinge friction.	19-A-64-20-00-00A-31FA-A 19-A-64-20-00-00B-31FA-A	
64-00.4	Tail rotor	Only for tail rotor hub and blade assy 109-0162-03-101 and 109-0162-03-105: examine blade elastomeric bushing for condition, fretting and wear, including relative hub contact area.	19-A-64-12-03-00A-281A-A	

64-00.5	Tail rotor	Only for tail rotor hub and blade assy 109-0162-03-101 and 109-0162-03-105: examine blade retention bolt for condition, corrosion and nicks.	19-A-64-12-00-00A-281A-A	
64-00.6	Tail rotor	Examine pitch change mechanism and related hardware for damage, corrosion and excessive wear.	19-A-64-30-00-00A-281A-A 19-A-64-30-00-00B-281A-A	
65-00.1	Tail rotor drive	Do the operational checkout of chip detector circuit.	19-B-65-40-00-00A-320A-A	
65-00.2	Tail rotor drive	Only for bearing P/N N651G10V1021: tail rotor drive shaft bearing for condition, corrosion, correct seating of retaining clips, overheating, roughness and freedom to rotation (shaft/adapter removal not required).		
65-00.4	Tail rotor drive	Perform a detailed inspection of tail gearbox output shaft for corrosion.	19-A-65-21-05-00A-281A-A	

400 HOURS (Extended inspection program)				
No	**Task title**	**Task intent**	**Reference (DMC)**	**Remarks**
22-00.1	Auto flight	SAS pitch and roll actuators, on roof deck, and yaw actuator, on rear fuselage; check slippage marks between body and shaft.		
24-00.1	Electrical power	Starter-generator brushes for wear. Commutator contacts for wear, pittings and burnings.(only for starter generator with XL2 marked after the S/N and P/N 200SGL129Q-2).	19-A-24-30-04-00A-283A-A	
28-00.1	Fuel	Perform operational test of engine fuel filter caution circuit.	19-A-28-40-03-00A-320A-A	
32-00.1	Landing gear	Skid tubes for yielding and skid shoes for corrosion and damage. Landing gear attachment points for damage, cracks, distortion and security. Crosstubes for warping.	19-A-32-11-00-00A-281A-A	
32-00.2	Landing gear	Ground handling wheels attachment for condition.		
32-00.3	Landing gear	Support of forward and aft crosstube for cracks, corrosion, distortion, damage and security.		
53-00.1	Fuselage	Tail boom internal area, stabilizer attachment area and relative locking system for security and cracks. Surrounding areas for distortion, cracks and defective and/or missing rivets.		
53-00.2	Fuselage	Tail boom vertical fin internal area surrounding aft spar attachment to the tail boom for cracks.	19-A-53-40-02-00A-280A-A	
53-00.3	Fuselage	Tail boom internal section surrounding vertical fin attachment for cracks; pay particular attention to rib upper portion.		
53-00.4	Fuselage	Examine Crew Door posts for cracks.		
53-00.5	Fuselage	Examine Upper crew windows aft support structure for cracks.		
62-00.1	Main rotor	Remove damper fittings and examine for condition, cracks and fretting in the area of contact with the hub.	19-A-62-20-04-00A-520A-A 19-A-62-20-04-00A-720A-A	
63-00.1	Main rotor drive	Examine the external surface of the engine to transmission drive shaft for dents, scratches and damage.	19-A-63-10-01-00A-258A-A 19-A-63-10-01-00A-280A-A	

64-00.1	Tail rotor	Examine bolt P/N 109-8131-09-1 or P/N 709-0160-47-101 and pin P/N 109-8131-08-1 of retention strap for condition, corrosion and wear.	19-A-64-20-00-00A-283A-A 19-A-64-20-00-00B-283A-A	
64-00.2	Tail rotor	Disassemble tail rotor hub and examine all components for wear, condition, corrosion and damage.	19-A-64-20-00-00B-258A-A 19-A-64-20-00-00B-281A-A 19-A-64-20-00-00B-283A-A	
65-00.1	Tail rotor drive	Tail rotor drive shaft bearing for condition, overheating, corrosion, correct seating of retaining clips, roughness and freedom to rotation (shaft/adapter removal not required) (Only for bearing P/N 109-0424L02-101).		
65-00.2	Tail rotor drive	Tail rotor 90° gearbox mounting sleeve for condition and security, surrounding area on tail boom final rib for cracks, loose rivets and security.		
67-00.1	Rotors flight control	Tail rotor servo actuator for condition, security, leaks and corrosion of control levers.		
71-00.1	Power plant	Engine cowling for cracks and defective and/or missing rivets.		
71-00.2	Power plant	Engine bay drain filters for obstruction.		
71-00.3	Power plant	Engine mounts, supports and rods surrounding area for condition, corrosion, cracks, distortions and security in particular in the area of fuselage aft mount fittings.		
76-00.1	Engine controls	Check engine control rigging (collective and power) for freedom of travel throughout range and for excessive looseness or lost motion in linkage.	19-A-76-11-00-00A-271A-A 19-A-76-10-02-00A-271A-A	
76-00.2	Engine controls	Check RVDT for proper operation.	19-A-76-10-01-00A-320A-A	
76-00.3	Engine controls	Check LVDT for proper operation.	19-C-76-10-08-00A-320A-A	
79-00.1	Oil	Fan shaft for freedom of rotation and spline for wear and fretting.	19-A-79-40-01-00A-281A-A	
79-00.2	Oil	Fan support group for damage. Impeller for damage and evidence of chafing on blade tips.	19-A-79-40-01-00A-281A-A	

800 HOURS (Extended inspection program)				
No	**Task title**	**Task intent**	**Reference (DMC)**	**Remarks**
28-00.1	Fuel	Fuel flexible and rigid tubes for condition, leaks and chafing.		
29-00.1	Hydraulic power	Clean the hydraulic filter elements.	19-A-29-11-03-00A-66AA-A 19-A-29-12-03-00A-66AA-A	
53-00.1	Fuselage	Tail boom attachment bolts for correct torque.	19-A-53-40-01-00A-369A-A	
53-00.2	Fuselage	Examine main transmission structural aft lower fittings, for condition of attachment bolts and condition of surrounding structure. Verify correct torque.	19-A-63-30-09-00A-281A-A	
62-00.1	Main rotor	Main rotor head ring nut bolts for correct torque.	19-A-62-20-00-00A-369A-A	
62-00.2	Main rotor	Swashplate for correct friction.	19-A-62-31-07-00A-271A-A	

63-00.1	Main rotor drive	Power plant and oil cooler fan: splined adapters of transmission to fan drive shaft for excessive radial play and Thomas couplings for cracks and corrosion of laminates.	19-A-63-10-02-00A-281A-A	
63-00.2	Main rotor drive	Main transmission: main transmission mounts for condition and/or chafing with tubing.	19-A-63-30-00-00A-280A-A	
63-00.3	Main rotor drive	Main transmission: Bolt P/N NAS 625-14 and -18 securing main transmission support fittings to the structure for correct torque.	19-A-63-30-00-00A-281A-A 19-A-63-30-09-00A-281A-A	
65-00.1	Tail rotor drive	Free bearing adapter of tail rotor drive shaft and examine bearing for roughness and freedom of rotation.	19-A-65-10-04-00A-280A-A	
65-00.2	Tail rotor drive	Remove tail rotor drive shaft forward and aft sections. Clean and examine shafts, adapters and thomas couplings.	19-A-65-10-01-00A-258A-A 19-A-65-10-01-00A-281A-A 19-A-65-10-02-00A-258A-A 19-A-65-10-02-00A-280A-A 19-A-65-10-03-00A-258A-A 19-A-65-10-03-00A-281A-A	
65-00.3	Tail rotor drive	Check drive shaft dampers for dimension, correct friction setting and integrity of supports.	19-A-65-10-05-00A-281A-A	
67-00.1	Rotors flight control	Lower spherical bearing of main rotor servo actuators for freedom of movement and correct rotation moment.	19-A-67-30-01-00A-281A-A	
67-00.2	Rotors flight control	Upper rod-end bearing of main rotor servo actuators for radial play.	19-A-67-30-01-00A-281A-A	
67-00.3	Rotors flight control	Main rotor servo actuators dowel pin seats for wear, elongation and/or distortion.	19-A-67-30-01-00A-281A-A	
67-00.4	Rotors flight control	Remove main rotor servo actuators and examine bolts securing the two half-bodies. **NOTE:** Applicable to main rotor servo actuators P/N 109-0110-42-124/-125/-126 up to S/N 2331 included. The subject servo actuators repaired or overhauled by Magnaghi after 13 May 1999, date shown on the related assembly historical record, do not require compliance with this inspection.	19-A-67-30-02-00A-281A-A	
71-00.1	Power plant	Attaching hardware securing engine mount and relative fittings secured to fuselage for correct torque.	19-A-71-20-00-00A-369A-A	
79-00.1	Oil	Oil flexible and rigid tubes for condition, leaks and chafing.		
79-00.2	Oil	Detach fan from oil cooler and thoroughly clean oil cooler mating surface with fan.		

3200 HOURS (Extended inspection program)				
No	**Task title**	**Task intent**	**Reference (DMC)**	**Remarks**
52-00.1	Fuel	Cowlings, fairings, doors and access panels, service steps for condition, cracks, distortions, defective and/or missing rivets and correct hinge operation.		
53-00.1	Fuselage	Visible electrical and electronic component supports for condition and security.		

53-00.2	Fuselage	Fuselage for general condition, visual evidence of distortions, nicks, scratches, corrosion, defective and/or missing rivets particularly in the area surrounding attachment points of main transmission, transmission supports, engine mounts, fan supports, tail boom and landing gear.		
53-00.3	Fuselage	Fuselage/tail boom attachment holes for corrosion, wear and elongation.	19-A-53-40-01-00A-281A-A	
53-00.4	Fuselage	Check transmission antitorque plate and deck structure attaching bolt holes for corrosion, wear and elongation.	19-A-63-20-00-00A-281A-A	
53-00.5	Fuselage	Fuel tank bays for cracks and distortions.		
53-00.6	Fuselage	Tail Boom. Visually examine externally and internally for general condition, distortions, cracks, corrosion, defective and/or missing rivets particularly area surrounding fuselage attachment points, stabilizers, lower fin, tail skid and 90° gearbox. Stabilizers, lower fin and 90° gearbox removed.		
63-00.1	Main rotor drive	Examine main transmission components.	19-A-63-20-00-00B-281A-A	

12 MONTHS (Extended inspection program)				
No	**Task title**	**Task intent**	**Reference (DMC)**	**Remarks**
24-00.1	Electrical power	External power receptacle for condition and arcing; door for correct closure.		
24-00.2	Electrical power	Starter-generator for condition and security. Electrical connections for arcing and/or short circuit evidence.		
24-00.3	Electrical power	Electrical wiring for interference and chafing with surrounding areas, for condition and security of connections.		
24-00.4	Electrical power	Overhead panel internal wirings, breakers and connectors for condition, chafing and arcing.		
24-00.5	Electrical power	Remove and recondition the battery, examine vent lines for obstructions and damage. (27Ah only)	19-A-24-30-01-00B-200A-A	
24-00.6	Electrical power	Perform DC electrical system operational check.	19-A-24-30-07-00A-320A-A 19-B-24-30-07-00A-320A-A 19-C-24-30-07-00A-320A-A 19-A-24-30-11-00A-320A-A 19-B-24-30-11-00A-320A-A 19-C-24-30-11-00A-320A-A	
24-00.7	Electrical power	Generator control Box, Relays box and related terminals for damage and security of connections.		
24-00.8	Electrical power	Perform operational test of AC electrical system.	19-A-24-20-00-00A-320A-A 19-B-24-20-00-00A-320A-A 19-C-24-20-00-00A-320A-A	
24-00.9	Electrical power	Perform operational test of the battery temperature warning circuit.	19-A-24-30-08-00A-320A-A 19-B-24-30-08-00A-320A-A 19-C-24-30-08-00A-320A-A	
24-00.10	Electrical power	Connectors and cables on transmission deck and engines bays for condition and corrosion.		
24-00.11	Electrical power	Examine inverters for security and connections.		
25-00.1	Equipment/Furnishing	Examine crew safety restraint system.	19-A-25-13-00-00A-280A-A	

25-00.2	Equipment/Furnishing	Examine passengers safety restraint system.	19-A-25-20-02-00A-280A-A	
26-00.1	Fire protection	Weigh the portable fire extinguisher and examine the portable fire extinguisher in accordance with the vendor recommendation.	19-A-26-21-00-00A-280A-A	
26-00.2	Fire protection	Fire detection system.	19-A-26-10-00-00A-340A-A 19-B-26-10-00-00A-340A-A	
28-00.1	Fuel	Drain and vent lines for condition and obstructions.		
29-00.1	Hydraulic power	Flexible tubes for condition and chafing; pay particular attention for chafing with main transmission mounts.		
29-00.2	Hydraulic power	Flight controls hydraulic components for leaks.		
34-00.1	Navigation	Antenna(s) for condition and security. Check sealant for voids and condition.		
34-00.2	Navigation	Drain pitot static and dynamic lines.		
52-00.1	Doors	Remove pilot doors and examine jettison mechanism for correct operation.	19-A-52-11-00-00A-281A-A	
53-00.1	Fuselage	Fuselage and tail boom exterior for general condition, corrosion, visual evidence of distortion and defective and/or missing rivets.		
53-00.2	Fuselage	Service steps, wire ropes and related fixing area on fuselage for condition, security and integrity.		
53-00.3	Fuselage	Examine placards and decals for integrity and legibility.		
53-00.4	Fuselage	Examine cockpit floor and cabin floor for cleanliness, corrosion, dents and damage (liners removal required).		
53-00.5	Fuselage	Tail skid for wear. Examine tail skid attachment area for corrosion, cracks and damage.		
53-00.6	Fuselage	Examine fuselage internal surfaces for condition, cracks, corrosion and distortion. This is very important in areas adjacent to battery and to attachment points of tail boom.		
55-00.1	Stabilizers	Stabilizer for condition, cracks and distortions, dents, corrosion, defective and/or missing rivets (pay particular attention to the attachment area). Tail plane removal required.	19-A-55-10-00-00A-280A-A	
67-00.1	Rotors flight control	Check control tubes, bellcranks and supports for condition, clearances, corrosion, security and bearings for abnormal play.		
67-00.2	Rotors flight control	Flight controls for freedom of movement.		
67-00.3	Rotors flight control	Check cyclic for correct friction value.	19-A-67-12-03-00A-31FA-A	
67-00.4	Rotors flight control	Check collective for correct friction value.	19-A-67-11-04-00A-273A-A	

Lubrication and servicing intervals

For information concerning the product used and the lubrication and servicing procedure, refer to 19-A-12-00-00-00A-018A-A.
Mixing oils of different brands, types and manufactures is prohibited.
Legend: L: Lubricate, S: Service, R: Replace

Item	Task	Condition / limit	Reference (DMC)	
N° 1 hydraulic system reservoir	S	On condition	19-A-12-20-06-00A-200A-A	
N° 2 hydraulic system reservoir	S	On condition	19-A-12-20-06-00A-200A-A	
Deleted				
Main rotor floating ring and drop stop	L	50 hrs or 3 months (*)	19-A-12-20-05-00A-242A-A	
Main transmission oil	S	On condition (Note 2)	19-A-12-20-05-00A-242A-A	
Main transmission oil	R	400 hrs or 12 months (Note 3)	19-A-12-12-05-00A-222A-A 19-A-12-11-05-00A-212A-A	
Tail rotor 90° gearbox oil	S	On condition	19-A-12-20-10-00A-200A-A	
Tail rotor 90° gearbox oil	R	100 hrs 6 months (*)	19-A-12-12-06-00A-222A-A 19-A-12-11-06-00A-212A-A	
Engine oil tank	S	On condition (Note 4)	19-A-12-20-11-00A-200A-A	
Main fuel tanks	S	On condition	19-A-12-11-01-00A-211A-A	
Auxiliary fuel tank	S	On condition	19-A-12-11-01-00A-211A-A	
Servo hydraulic system accumulators (2 places)	S	200 hrs or 12 months (*)	19-A-12-20-07-00A-200A-A	
Main rotor blade (only for helicopters which operate over the sea)	L	7 days	19-B-62-10-00-00A-69DA-A	
Main rotor swashplate (2 places)	L	50 hrs or 3 months (*)	19-A-12-20-01-00A-242A-A	
Main rotor servo actuators (3 places)	L	200 hrs or 12 months (*)	19-A-12-20-02-00A-242A-A	
Levers of main and tail rotor servo actuators. Protect with a corrosion preventive compound. Ref.	L	400 hrs or 12 months (*)	19-A-67-30-01-00A-259A-A 19-A-67-30-03-00A-259A-A	
Tail rotor drive shaft bearing	L	50 hrs or 3 months (*)	19-A-12-20-03-00A-242A-A	
Tail rotor pitch change mechanism duplex bearing	L	50 hrs or 3 months (*)	19-A-12-20-04-00A-242A-A	
Splined adapters of transmission to fan drive shaft	L	On condition	.--	
Rotor brake pump hydraulic fluid (if installed)	S	On condition	19-A-12-20-13-00A-200A-A	
Landing gear dampers (2 places)	S	1200 landings (Note 5)	19-A-12-20-12-00A-200A-B 19-B-12-20-12-00A-200A-B	

(*) Whichever occurs first.
NOTE 1: Deleted.
NOTE 2: Perform transmission oil level check after engine shut down without operating rotor brake (if installed).
NOTE 3: In addition to oil replacement, replace oil filter of main transmission.
NOTE 4: Refer to engine manufacturer's manual for engine oil change schedule.
NOTE 5: Remove dampers from the helicopter and replenish. Refer to 19-B-12-20-12-00A-200A-B.

Optional equipment's scheduled tasks and intervals

Bleed-air heater				
Item	**Task**	**Inspection interval**	**Reference (DMC)**	**Remarks**
Bleed air pipes, relevant joints and lines	Examine for condition and security	EIP - 400 FH		
Bleed-air heater	Do operation test	EIP - 12 months	19-A-21-40-00-00A-320A-A	
Cargo hook and safety cargo hook installations – General				
Item	**Task**	**Inspection interval**	**Reference (DMC)**	**Remarks**
Emergency cargo release system	Do a check for operation (leave the hook in stowed position)	EIP - 50 FH/60 days	19-A-25-92-03-00A-320A-A	

Cargo hook components, structure and electrical connection	Examine for condition and security	EIP - 50 FH/60 days		
Exterior of the cargo hook	Visually examine for corrosion, paying particular attention to the attach lug areas of the side plates. Corrosion on the side plates is cause for immediate overhaul.	EIP - 12 months		
Loading indicating system	Do a functional check	EIP - 12 months	19-A-25-92-06-00A-320A-A	
Area inside the fuselage in proximity of the front hook internal attachments	Do an inspection	EIP - 400 FH		
Cargo hook supporting frame, fittings and surrounding fuselage area	Examine for corrosion and damage	EIP - 12 months		
Exterior of the cargo hook	Visually examine for corrosion, paying particular attention to the attach lug areas of the side plates. Corrosion on the side plates is cause for immediate overhaul.	SI - every month (only if the cargo hook is used or stored in a marine atmosphere)		
Cargo hook weight system	Do a calibration	SI - every 1000 hours of external load operation or 5 years	19-A-25-92-05-00A-273A-A	
Visible and accessible electrical cables	Examine for security of attachment and chafing	SI - every 1000 hours of external load operation or 5 years		
Accessible connectors	Disconnect, examine for mechanical damage and/or oxidation and firmly reconnect.	SI - every 1000 hours of external load operation or 5 years		
Cargo hook and safety hook system	Do operation test	SI - 2000 FH	19-A-25-92-01-00A-320A-A 19-A-25-93-01-00A-320A-A	
Note: “Hours of external load operations” is defined as the time in which a helicopter is engaged in external load operations (with a load on hook). An external load operation hour “h” is counted as “2 x h” in case of sand and dust condition or logging application.				
Emergency Locator Transmitter (ELT) (C406-2HM) – General				
Item	**Task**	**Inspection interval**	**Reference (DMC)**	**Remarks**
ELT	Do operation test using cockpit switch. See **NOTE**.	EIP - 12 months		
ELT case and antenna	Examine for secure mounting	EIP - 12 months		
ELT battery pack	Examine for corrosion	EIP - 12 months		
Controls and crash sensor	Do operation test	EIP - 12 months	19-A-25-62-22-00A-340A-A	
NOTE: Always perform the test within the first 5 minutes of the hour (UTC). Be sure to notify any nearby control tower of your intentions.				
Pulsed chip detector kit – General				
Item	**Task**	**Inspection interval**		**Remarks**

Chip detectors	Verify cleanliness	CI - activation of pulsed chip detector burner - If the number of recorded activations during last flight is less than 4 and no previous activation has been recorded in the preceding flights, otherwise carry out the procedures as for the basic detection system activation.		
Electrical harness	Check continuity	CI - activation of pulsed chip detector burner - If the number of recorded activations during last flight is less than 4 and no previous activation has been recorded in the preceding flights, otherwise carry out the procedures as for the basic detection system activation.		
Rotor brake – General				
Item	**Task**	**Inspection interval**	**Reference (DMC)**	**Remarks**
Rotor Brake System	Do operation test	EIP - 800 FH	19-A-63-50-00-00A-320A-A	
Rotor Brake System	Do operation test	EIP - 800 FH	19-B-63-50-00-00A-320A-A	
Rotor Brake System	Do operation test	EIP - 800 FH	19-C-63-50-00-00A-320A-A	
Rotor Brake Assy	Examine for security of attachments	EIP - 50 FH/60 days		
Ring nut of rotor brake disk adapter	Do a check for correct torque	EIP - 800 FH	19-A-63-50-09-00A-369A-A	
Rotor brake linings	Examine for wear	EIP - 400 FH	19-A-63-50-06-00A-310A-A	
Rotor brake disk	Examine for corrosion and condition	EIP - 400 FH		
Rotor brake actuation	Examine the calliper surrounding area for evidence of overheating	CI - Rotor brake actuation with engine ON		
Rotor brake actuation	Start up the engine and apply after shutdown the rotor brake according to the limitations written in A119 RFM.	CI - Rotor brake actuation with engine ON		
Rotor brake actuation	If the time to stop the rotor from brake actuation is less than 7 sec, replace the disc and the linings and then repeat the test.	CI - Rotor brake actuation with engine ON	19-A-63-50-05-00A-520A-A 19-A-63-50-05-00A-720A-A 19-A-63-50-06-00A-921A-A	
Supplementary fuel tanks				
Item	**Task**	**Inspection interval**	**Reference (DMC)**	**Remarks**
Tank and internal component	Examine for condition	SI - 10 years		
Tank	Perform pressure test	SI - 10 years	19-A-28-10-00-00A-340A-A	
SWE400 CAMERA – General				
Item	**Task**	**Inspection interval**	**Reference (DMC)**	**Remarks**
External Mount Assembly	Examine for cracks and security	EIP - 50 FH/60 days		
Wire Strike Protection System – General				
Item	**Task**	**Inspection interval**	**Reference (DMC)**	**Remarks**
Wire Strike Protection System	Examine for condition and security	EIP - 50 FH/60 days	19-A-53-22-00-00A-280A-A	
Lower Wire Strike Protection System	Examine for damage	CI - ground contact of lower Wire Strike Protection System	Refer to Component Maintenance Manual	
Helicopter and external components	Examine for damage	CI - wire strike		
Wire Strike Protection System installation and components	Examine for damage	CI - wire strike	19-A-53-22-00-00A-280A-A	

Special inspections					
No	**Item**	**Task**	**Condition / limit**	**Reference (DMC)**	**Remarks**
53-00.1	Fuselage	Tail boom attachment bolts for correct torque.	Between 5-10 FH (new helicopter or after reinstallation of major components). See **NOTE**.	19-A-53-40-01-00A-369A-A	
62-00.2	Main rotor	Main rotor head ring nut bolts for correct torque.	Between 5-10 FH (new helicopter or after reinstallation of major components). See **NOTE**.	19-A-62-20-00-00A-369A-A	
63-00.1	Main rotor drive	Main transmission: upper case to main case attachment nuts for correct torque.	Between 5-10 FH (new helicopter or after reinstallation of major components). See **NOTE**.	19-A-63-20-02-00A-300A-A	
65-00.1	Tail rotor drive	Tail rotor (90°) gearbox: mounting sleeve attachment hardware for correct torque.	Between 5-10 FH (new helicopter or after reinstallation of major components). See **NOTE**.	19-A-65-21-00-00A-369A-A	
71-00.1	Power plant	Before engine removal, nuts securing engine fittings to engine mounts for correct torque.	At each engine removal	19-A-71-80-00-00A-369A-A	
71-00.2	Power plant	Nuts securing engine mounts to fuselage attachments for correct torque.	At each engine removal	19-A-71-20-00-00A-369A-A	
71-00.3	Power plant	Engine mount supports for corrosion, wear and elongation of holes for bolts.	At each engine removal	19-A-71-20-00-00A-280A-A	
62-00.3	Main rotor	Examine blade retention bolt and grip bushing for condition damage and scoring.	At each blade retention bolt removal		
63-00.2	Transmission antitorque plate and deck structure	Check transmission antitorque plate and deck structure attaching bolt holes for corrosion, wear and elongation.	At each main transmission removal	19-A-63-20-00-00A-281A-A	
21-00.1	Ventilation system	Perform a detailed inspection of ventilation air intake support and its attachment to the upper deck for security, condition and cracks.	100 FH	19-A-21-20-09-00A-281A-A	
64-00.4	Tail rotor	Perform tail rotor dynamic balance.	100 FH	19-A-64-00-00-00A-37BA-A 19-A-64-00-00-00B-010A-A	
64-00.5	Tail rotor	Examine bushing P/N 109-0135-14-101 / 109G6400L01-101 (internal diameter) and pitch change rod P/N 109-0135-02-101.	100 FH	19-A-64-30-00-00B-281A-A	
76-00.1	Engine controls	Perform engine controls setting check.	100 FH	19-A-76-10-00-00A-320A-A	
26-00.1	Deleted				
26-00.2	Fire protection	Perform a general visual inspection of the portable fire extinguisher for damage, corrosion, leakage and condition.	Every month	19-A-26-22-00-00A-281A-A	

31-00.1	Indicating/recording system	Perform fuel calibration test procedure.	12 months	19-A-31-42-19-00A-273A-A	
34-00.1	Standby controls and indicators	Perform capacity meter calibration procedure for stored and in service battery indicator. (for ESI-2000 standby P/N 9200-32500-0081 only).	12 months	19-A-31-20-06-00B-273A-A	
53-00.3	Fuselage	Examine all tail rotor drive shaft supports for condition and corrosion including adjacent fuselage/tail area for cracks.	200 FH/12 months		
63-00.3	Rotor drive	Examine main transmission structural fwd and aft lower fittings for corrosion, cracks and proper condition of joints.	200 FH/12 months	19-A-63-30-10-00A-283A-A	
62-00.4	Main rotor	Disconnect pitch change links and rotating scissors (removal is not required) and examine swashplate duplex bearing for noise and roughness to rotation.	400 FH/24 months	19-A-62-31-04-00A-282A-A	
53-00.4	Fuselage (Upper deck)	Perform a detail inspection of the upper deck area and panels for cracks, corrosion, debonding and damage.	800 FH/ 4 years		
28-00.1	Fuel	Only for GLOBE Fuel Pump MFR P/N 164A298: pump brushes for wear.	1200 FH	19-A-28-20-00-00A-280A-A	
29-00.1	Hydraulic power	Hydraulic pumps splined shaft seat on transmission for wear.	1200 FH	19-A-29-11-02-00A-31BA-A 19-A-63-20-07-00A-282A-A	
32-00.1	Landing gear	Landing skid attachments bolts for correct torque.	1600 FH	19-A-32-11-00-00A-369A-A	
63-00.4	Main rotor drive	Remove engine to transmission main drive shaft and examine shaft flanges for nicks, dents, scratches and fretting. Especially on surfaces in contact with engine flange and transmission shaft flange.	1600 FH		
63-00.5	Main rotor drive	Remove engine to transmission main drive shaft and examine Transmission drive quill splines for condition and wear.	1600 FH	19-A-63-10-01-00A-281A-A	
71-00.4	Power plant	Attaching hardware securing engine mount and relative fittings secured to fuselage for correct torque. Check for evidence of torque loss (fretting, black metallic powder, bright halo in the area, cotter pin condition), if suspected retorque.	1600 FH	19-A-71-80-00-00A-369A-A	
				19-A-71-20-00-00A-369A-A	
71-00.5	Power plant	Examine end bearings of engine mounts for play.	1600 FH	19-A-71-20-00-00A-280A-A	
71-00.6	Power plant	Examine bearing of LH and RH engine support trunnion for excessive play.	1600 FH	19-A-71-80-00-00A-280A-A	
71-00.7	Power plant	Examine oil cooler fan bearings for free of rotation, roughness and abnormal play.	1600 FH	19-A-79-40-01-00A-281A-A	
53-00.2	Fuselage	Upper deck: transmission support assemblies and relative fittings secured to fuselage.	2400 FH	19-A-63-30-00-00A-280A-A 19-A-63-30-00-00A-281A-A	
62-00.5	Main rotor controls	Remove and examine swashplate duplex bearing for damage and corrosion. Swashplate teflon rings (pivot sleeve and swashplate) for wear. Fixed and rotating swashplate, the support and pivot sleeve slots for damage and wear.	2400 FH	19-A-62-31-05-00A-282A-A	

62-00.6	Main rotor	Grips, pitch control levers, flap and droop restrainers for condition, damage and wear (hub disassembly required). Examine blades grips bushings (blade retention pin seat) for wear, nicks and condition. Examine contact area between blade and grip for condition and washers bondage.	2400 FH	19-A-62-20-03-00A-281A-A 19-A-62-20-02-00A-280A-A 19-A-62-20-05-00A-282A-A 19-A-62-20-06-00A-282A-A 19-A-62-20-07-00A-282A-A 19-A-62-20-10-00A-258A-A	
62-00.7	Main rotor	Main rotor head installation.	2400 FH	19-A-62-20-00-00A-282A-A	
62-00.8	Main rotor	Hub floating ring for wear and DU washers and internal teflon shim for debonds.	2400 FH	19-A-62-20-08-00A-282A-A	
62-00.9	Main rotor	Examine blade root bushings and blade root washers for damage and wear.	2400 FH	19-A-62-10-03-00A-280A-A 19-B-62-10-03-00A-280A-A 19-B-62-10-00-00A-282A-A	
62-00.10	Main rotor	Main rotor pitch change link assembly.	2400 FH	19-A-62-31-01-00A-281A-A	
62-00.11	Main rotor	Examine main rotor grip droop stop plate for wear and damage.	2400 FH	19-A-62-20-03-00A-281A-A	
65-00.2	Tail rotor drive	Examine gears for abnormal patterns, pitting and scoring. Examine gears for fretting, damage, wear, corrosion on input pinion teeth and output shaft. Examine gears for integrity of the packing carriers.	2400 FH and subsequently after 1200 hours of component operation	19-A-65-21-00-00B-71CA-A 19-A-65-21-00-00A-283A-A	
65-00.3	Tail rotor drive	Examine gearing teeth for unusual prints, pitting, scoring, damage and bearings for freedom of rotation and roughness.	2400 FH and subsequently after 1200 hours of component operation	19-A-65-21-00-00A-283A-A	
65-00.4	Tail rotor drive	Perform tail rotor (90°) gearbox backlash check.	2400 FH and subsequently after 1200 hours of component operation	19-A-65-21-00-00A-71CA-A	
32-00.2	Landing gear dampers	Shake helicopter laterally and check damper stem travel for hardness.	300 landings		
28-00.2	Fuel tanks	Perform a detail inspection of internal and external visible parts of the fuel tanks for debris, cleanliness, contamination and presence of fungus.	3200 FH/6 years	19-A-28-10-00-00A-281A-A	
31-00.2	Indicating and recording system	Perform an operational check to verify that there are no hidden failures preventing NR signal to be recovered from secondary source (i.e. GSC2 and the related NR sensor coil) in case of loss of primary source (i.e. GSC1 or the related NR sensor coil).	10000 FH	19-A-31-10-00-00A-320A-A	
31-00.3	Indicating and recording system (only helicopter equipped with G1000H	Perform an operational check in order to verify the availability of redundant power supply of the related items (i.e. PFD, MFD, GEA 1 and 2, GIA 1 and 2).	10000 FH	19-B-31-10-00-00A-320A-A	
31-00.3	Indicating and recording system (only helicopter equipped with G1000H	Perform an operational check in order to verify the availability of redundant power supply of the related items (i.e. PFD, MFD, GEA 1 and 2, GIA 1 and 2).	10000 FH	19-B-31-10-00-00A-320A-A	
NOTE: If incorrect torque is found, recheck within next 5 to 10 hours of flight.					

Conditional inspections			
No	**Event**	**Reference (DMC)**	**Remarks**
1	Hard landing	19-A-00-70-01-00A-28AA-A	
2	Main rotor sudden stoppage	19-A-00-70-02-00A-28AA-A	

3	Tail rotor sudden stoppage	19-A-00-70-03-00A-28AA-A	
4	Main rotor overspeed	19-A-00-70-04-00A-28AA-A	
5	Overtorque	19-A-00-70-05-00A-28AA-A	
6	Engine overspeed, overtorque and overtemperature	19-A-00-70-06-00A-28AA-A	
7	Lightning strike	19-A-00-70-07-00A-28AA-A	
8	Tail skid impact	19-A-00-70-08-00A-28AA-A	
9	Operations in high corrosive environments	19-A-00-70-09-00A-28AA-A	
10	Wire strike	19-A-00-70-10-00A-28AA-A	
11	Dust sandstorms	19-A-00-70-11-00A-28AA-A	
12	Strong winds	19-A-00-70-12-00A-28AA-A	
13	FOD strike or missing fastener	19-A-00-70-13-00A-28AA-A	
14	Birdstrike	19-A-00-70-14-00A-28AA-A	

Supplemental Type Certificate Inspection Intervals	EFFECTIVITY
2 years (STC ST03280NY) Garmin 1000	TC HKY
5 years (STC ST03280NY) Garmin 1000	TC HKY
400/12 months (STC SR00948SE; EASA.IM.R.S.01458) Heli Access Step	
400FH (STC SR02024SE; EASA.10040294) Skid tubes	TC HKY
400/1-year (STC SH14-145; EASA.10052022) Crosstube	TC HKY
2 years (STC SH14-145; EASA.10052022) Crosstube	TC HKY
100 Hours (STC SR00463DE) Cabin Air Conditioning System	TC HKY
400 Hours (STC SR00463DE) Cabin Air Conditioning System	TC HKY
1 year (STC SR00463DE) Cabin Air Conditioning System	TC HKY

3.2.5. AW119MKII Engine Scheduled/ Unscheduled Inspection Intervals.

This section contains the minimum Pratt & Whitney Canada approved engine maintenance inspection checks (based on flight hours or calendar times whichever comes first) and are intended to coincide with airframe inspection intervals (not to exceed the listed frequencies). Detailed procedures are provided, where applicable, in the relevant INSPECTION/CHECK sections of subject chapters in EMM manual. Unless otherwise specified, “Scheduled Periodic Inspections” based on calendar times do not apply during long-term storage (29 days or more) of engines or accessories preserved (on or off helicopter) as per engine maintenance manual instructions.

Hours or Engine Hours means Engine Flight Hours. Engine Flight Hour is defined as the engine operating time between helicopter take-off (weight-on-wheels/skid “OFF”) and landing (weight-on- skid “ON”).

Scheduled/ Unscheduled Inspection Intervals.

1) 50 Hours Inspections
2) 100 Hours Inspections
3) 300 Hours Inspections
4) 400 Hours Inspections
5) 600 Hours Inspections
6) 800 Hours Inspections
7) 300 Hours or 12 Months Inspections
8) 400 Hours or 12 Months Inspections
9) 800 Hours or 12 Months Inspections
10) 1200 Hours Inspections
11) 1500 Hours Inspections
12) 12 Months Inspections
13) Conditional Unscheduled inspections, for task list see the table.
14) Recommended Compressor and Turbine Desalination and Wash Intervals

50 Hours Inspections			
NO	**Component**	**Action**	**Remarks**
1	Manual Override System Static Check	Do a manual override system static check (Ref. 71-00-00, POWER PLANT- ADJUSTMENT/TEST).	
2	Control System Stability Check	Do a control system stability check (Ref. 71-00-00, POWER PLANT-ADJUSTMENT/TEST).	
3	Mechanical Mode Check	Do a mechanical mode check (Ref. 71-00-00, POWER PLANT-ADJUSTMENT/TEST).	
4	LCF Components Accumulated Cycles	Calculate the accumulated cycles (Ref. AIRWORTHINESS LIMITATIONS). Record the accumulated cycles for each LCF component in the engine logbook	
100 Hours Inspections			
NO	**Component**	**Action**	**Remarks**
1	Ground Idle Check	For post-SB39014 fuel control units with post-SB39027 fuel pump perform ground idle functional check (Ref. 71-00-00, ADJUSTMENT/TEST)	
2	EEC Engine Trim Check	Do an EEC engine trim (Ref. 71-00-00, ADJUSTMENT/TEST).	
3	P3 Air Filter Element	Clean and inspect (Ref. 72-00-24, P3 AIR FILTER - MAINTENANCE PRACTICES).	(Ref. NOTE)
4	P3 Air Filter Drain Valve	Clean and inspect (Ref. 72-00-24, P3 AIR FILTER - MAINTENANCE PRACTICES).	(Ref. NOTE)
		NOTE: Operators may adjust the interval based on operational experience, environmental conditions, or when helicopter is equipped with engine inlet filtration system.	
300 Hours Inspections			
NO	**Component**	**Action**	**Remarks**
1	Fuel Pump	If fuel pump gear-set or coupling operating time since new (**TSN) is MORE THAN 3500 hours** OR is UNKNOWN OR fuel pump was overhauled before 2007: (a) Remove fuel pump and inspect the drive coupling and cover accessory gearbox side for signs of reddish-brown (iron oxide) stains. If stains are observed, return the fuel pump to an approved overhaul facility (72-00-22, FUEL PUMP - MAINTENANCE PRACTICES).	
2	Fuel Nozzle Assemblies	**NOTE: 1.** As an alternative to the removal for inspection and functional check, a 300-hour in-situ cleaning procedure is offered (Ref. 72-00-00, ENGINE-CLEANING).	
3	Fuel Control Unit	Check FCU for bearing wash-out indicated by blue dye (grease and fuel mixed) at FCU vent hole. If evidence of blue dye is found, please follow the fault isolation procedure (Ref. 72-00-00, Engine Fault Isolation).	300 hours and whenever the area is accessible.
400 Hours Inspections			
NO	**Component**	**Action**	**Remarks**
1	Oil to Fuel Heater	Immediately after shutdown: Check the temperature of the heater at the heater fuel outlet or the low pressure (LP) filter housing. If the temperature is more than 140°F (60°C) replace the oil with a fuel heater. Immediately after shutdown apply a temperature recorder to the LP filter housing. Replace the oil with the fuel heater if the center of the recorder becomes black. NOTE: Use a Temp-Plate Temperature Recorder (PWC05-329) to see if the filter housing becomes hotter than 140°F (60°C). NOTE 2: Use a temp-plate temperature recorder (PWC05-329) or a handheld temperature measuring tool to see if the filter housing is hotter than 140°F (60°C).	
600 Hours Inspections			
NO	**Component**	**Action**	**Remarks**

1	Turbine Exhaust Duct	Cracks or distortion.	
2	Oil Filter Element	Replace the filter element.	
3	Chip Detectors	Accessory Gearbox - one detector. Reduction Gearbox - one detector. Check for metallic pick-up and clean using lint-free cloth. Using suitable ohmmeter check for continuity of electrical circuit when the two poles are shorted together. Reject components if there is no continuity. Loose pins and broken potting compounds are also cause for rejection. Perform lift test to check magnetism (Ref. 72-00-19).	
4	Fuel Pump	If fuel pump gear-set and coupling operating time since new (TSN) is LESS THAN 3500 hours: (a) Check fuel pump coupling in-situ for fretting and corrosion (Ref. 72-00-22, FUEL PUMP - MAINTENANCE PRACTICES).	
6	Fuel Filter	Install a new low pressure fuel filter (Ref. 72-00-23).	
7	Fuel Filter Post-SB39027	Install new high pressure pump fuel filter (Ref. 72-00-22).	
8	FCU Manual Override Check	Perform functional check (Ref. Rotorcraft Maintenance Manual).	
10	T5 System	Carry out functional check (Ref. 05-50-00) at major inspection. Check security of all accessible connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.	
11	Fuel Nozzle Assemblies	Functional Check (Ref. 72-00-04).For improved hot-section durability, inspect and clean fuel nozzle assemblies. NOTE: 1. As an alternative to the removal for inspection and functional check, a 300-hour in-situ cleaning procedure is offered (Ref. 72-00-00, ENGINE-CLEANING). If in-situ cleaning is used the fuel nozzle assemblies shall be removed for inspection and functional check (Ref. 72-00-04-04) to coincide with airframe maintenance schedule. 1200 hours	

800 Hours Inspections

NO	Component	Action	Remarks
1	Fire seals	Cracks and security of brackets.	
2	Ignition System	Check security, cleanliness, and condition. Functional check (Ref. 72-00-02). Inspect ignition excitement connectors for corrosion.	
3	Igniter Plugs	Inspect for wear and erosion.	
4	Fuel Pump	Check for security and fuel leaks.	

300 Hours or 12 Months Inspections

NO	Component	Action	Remarks
1	Compressor Inlet Area	At the required frequency and whenever condition of inlet screen warrants its removal, check compressor inlet area for dirt deposits and erosion and check first-stage blades and vanes (Ref. 05-50-00). **NOTE**: Engines operating in a highly erosive environment and/or conditions where there is a high potential for blade damage require more frequent inspections (Ref. 05-50-00)	whichever comes first (Ref. NOTE)

400 Hours or 12 Months Inspections

NO	Component	Action	Remarks
1	Gas Generator Case	Cracks, distortion, corrosion, and evidence of overheating.	Whichever comes first

800 Hours or 12 Months Inspections

NO	Component	Action	Remarks
1	Tubing	Check resistance of lead and heating element of heated pneumatic tubes using a suitable ohmmeter or resistance bridge (Ref. 72-00-08) Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths. NOTE: Damage limits and repair instructions for tubing (Ref. 72-00-08, PNEUMATIC LINES - MAINTENANCE PRACTICES).	Whichever comes first
2	Electrical Wiring Harness	Do a visual check on the wiring harness for evidence of chafing, cracks, corrosion and wear. Verify connector security (Ref. 72-00-26, ELECTRICAL WIRING HARNESS - MAINTENANCE PRACTICES).	

3	EEC Connectors Check	Do a visual check of the J2 connector and pins for evidence of corrosion and wear. Clean and use of contact enhancer (PWC05-256) if required (Ref. 70-00-00, STANDARD PRACTICES - CLEANING).	
1200 Hours Inspections			
NO	**Component**	**Action**	**Remarks**
1	Fuel Nozzle Assemblies	**NOTE**: 1. As an alternative to the removal for inspection and functional check, a 300-hour in-situ cleaning procedure is offered (Ref. 72-00-00, Page Block 701). If in-situ cleaning is used the fuel nozzle assemblies shall be removed for inspection and functional check (Ref. 72-00-04) to coincide with airframe maintenance schedule.	(See 600 hours)
1500 Hours Inspections			
NO	**Component**	**Action**	**Remarks**
1	Fuel Pump	(b) Remove fuel pump and inspect the drive coupling and cover accessory gearbox side for signs of reddish-brown (iron oxide) stains. If stains are observed, return the fuel pump to an approved overhaul facility (72-00-22, FUEL PUMP - MAINTENANCE PRACTICES). **NOTE:** As of January 2010, the fuel pump gear-set and drive coupling replacement are required at every pump overhaul.	
2	Compressor Bleed Valve Post-SB39024	Remove the compressor bleed valve and return it to an authorized accessory overhaul shop for inspection and test (Ref. 72-00-01).	
3	Compressor Turbine Blades	Send compressor turbine disk assembly to an approved overhaul facility for blade replacement (Ref. Creep Usage Counting, Para. 4.).	
12 Months Inspections			
NO	**Component**	**Action**	**Remarks**
1	Engine	Do an acceleration check (Ref. 71-00-00, ADJUSTMENT/TEST).	Acceleration Check

Recommended Wash Intervals Engine Compressor and Turbine Wash			
Environment	**External Wash**	**Compressor Wash**	**Turbine Wash**
Coastal	Do in conjunction with desalination washes. Refer to recommended schedule for desalination washes.	Monthly	Every two months or 150 Whichever's first.

Engine Conditional (Unscheduled) Inspection

Unscheduled inspection is done when the engine is subjected to unusual stress or operating conditions or exceeds operating limitations or gives unsatisfactory performance or handling.

Foreign Object Damage (FOD)
Over temperature
Overtorque
Overspeed
Lightning Strike
Immersion in Water
Engine Dropped During Handling
Hard Landing
Main Rotor Strike/Stoppage
Tail Rotor Strike/Stoppage
Contamination by Fire Extinguishing Agents
Rotorcraft Flown Through Volcanic Ash or Smoke
Non-preserved Engine
Intermittent Loss/Deviation of ITT Indication
Oil System Loss of Oil
Unusual Oil System Conditions

3.2.6. COMPONENTS MAINTENANCE AND OVERHAUL PROGRAM

Overhaul Program periods at which components will be checked, cleaned, lubricated, replenished, adjusted, tested, overhauled and/or replaced by new or overhauled components.
Component removal from and installation on a helicopter is considered to be Helicopter Maintenance and not Component Maintenance. Therefore, a procedure will be established on how component overhaul / life limits are managed when components are transferred between helicopters. Whereas the helicopter / component OEM provides guidance (e.g., MPD, ALS), such guidance will be included into this section of the AMP. Otherwise, the following guidelines are provided:

1. The form requirements for the components will be implemented according to SHT-CAM Part-M M.A.501 and M.A.502 and relevant AMC and GM guidelines.
2. If the task on the transferred component is performed as part of the installation process, then the next performance of the task will count from the installation date.
3. The threshold for Calendar Time tasks will be counted from either the date at which the helicopter to which it was originally fitted had its first Transfer of Title or, for a new component installed after delivery, the date at which the component accomplishes its first flight.
4. The threshold for Flight Hours, Flight Cycles or Landings tasks is counted from component/structure first flight.
5. Specific guidance for ALS will be assessed and implemented.

Unless specified differently, no tolerance is permitted on component overhaul schedule the permitted tolerances for maintenance interval frequencies will be applied as recommended by the TR DGCA, as specified in section 5.1.1.

3.2.7. Component overhaul schedule

The following table gives the overhaul interval for the components.
The overhaul intervals, specified for the any given part numbers written in components table, apply also to all successive dash numbers for that item, unless differently specified.
Unless it is specified differently, the overhaul interval is in flight hours. If there are two or more intervals, do the limit comes first.

No tolerance is permitted on component overhaul schedule.
Some parts presented in this section, with the same part number, are interchangeable among the various A109/A119 models. The replacement schedule for a particular part, even with the same part number, may be different depending upon which A109/A119 model the part is installed on. The replacement schedule of parts that have been interchanged among models must use the lowest replacement time listed for any model on which that part has been installed.
The overhaul components table gives the number of flight hours / months / years or the conditions at which point the component must be discarded. If there are two or more intervals, do the limit comes first.

Component overhaul schedule				
Part Number	**Denomination**	**Overhaul interval**	**Tolerance (Flight Hours)**	**EFFECTIVITY**
109-0400-05-103	Main transmission assembly	4800	60	
109-0440-06-101	Tail rotor (90°) gearbox assembly	4800	60	
109-0110-42-124/-125/-126	Main rotor servo actuator assembly	2400		
109-0040-51-103	Tail rotor servo actuator assembly	1800	30	
200SGL129Q 200SGL129Q-2	Starter generator	1000	30	
200-216-00	Cargo Hook assy	1000 hrs or 5 years Refer to NOTE 1	30/3 months	TC HKE TC HKZ TC HKF

109-0705V03-107	Cargo Hook assy	1000 hrs or 5 years Refer to NOTE 1	30/3 months	TC HKE TC HKZ TC HKF
109-0010-81-101	Pilot collective stick assembly	6000	80	
109-0010-81-105	Co-pilot collective stick assembly	6000	80	
109-0631-82-101	Droop compensator control cable assembly	30000	500	
109-0112-05-107	Main rotor damper (CMR)	1200	---	
NOTE 1: Send for overhaul every 1000 hours of external load operations or 5 years, whichever comes first. “Hours of external load operations” is defined as the time in which a helicopter is engaged in external load operations (with load on hook). An external load operation hour “h” is counted as “2 x h” in the following cases: – Sand and dust condition – Logging application.				TC HKE TC HKZ TC HKF

Miscellaneous Replacement Schedule			
Item	**Part number**	**Replacement Time (Flight Hours)**	**EFFECTIVITY**
Artex C406-2HM battery pack Artex C406-N-HM battery pack	452-0133	Note 5	
Portable fire extinguisher	A072A02 or AW003ZE02	Note 2	
Elastomeric bushing	709-0160V01-101	Note 4 Shelf life is 5 years from manufacture.	
L3 ESI-2000 battery package	9230-32501-01	Refer to NOTE 11	TC HKY
Compressor Isolator Mounts	ES36096-1	2 years	TC HKY
Portable fire extinguisher	337TS and A337TS	Refer to NOTE 12	
NOTE 2: 10 years from date of manufacturing on bottle label.			
NOTE 4: Shelf life 5 years from the date of manufacture. The shelf life applies also to the elastomeric			
Bushings are installed on the blades or on hub and blade assembly stored as spare parts.			
When the blade installed helicopter the bushing life becomes on condition.			
NOTE 5: 5 years from date (month) of shipment from Artex. For conditional replacements due to specific events, refer to Artex C406-2HM ELT or Artex C406-N-HM CMM.			
NOTE 11: 5 years from the date of manufacture. Send ESI to manufacturer for the battery replacement.			
NOTE 12: 12 years from the date of manufacture.			

3.2.8. PT6B-37A Engine Time Between Overhaul Recommendations

The Time Between Overhaul (TBO) recommendations take into consideration the average effect of the many variables which affect the overhaul life such as; average flight duration, percentage of time at any given power level, climatic conditions and environment, maintenance practices, utilization and engine modification standard.

Hours or Engine Hours means Engine Flight Hours. Engine flight hour is defined as the engine operating time between aircraft takeoff (weight-on-wheels/skid “OFF”) and landing (weight-on-wheels/skid “ON”).

Life Limitations

Rotor component life limitations outlined in the latest AIRWORTHINESS LIMITATIONS section of this manual override the TBO considerations.

Time Between Overhaul Recommendations

The engine can be overhauled as two individual modules:

Do an overhaul of the power section (includes accessory gearbox) **every 4500 hours**.

Do an overhaul of the reduction gearbox as follows:

Pre-SB39117: **Every 3000 hours.**

Post-SB39117: **Every 4500 hours.**

Hot Section Inspection Recommendations

Hot Section Inspection is required at **every 1500 hours.**

Accessories Time Between Overhaul as follow:

ACCESSORY	TBO
Fuel Control Unit	3500 hours or calendar time limit of 6 years (Ref. NOTE)
Engine Driven Fuel Pump	3500 hours
Oil to Fuel Heater	Power Section TBO + 500 hours
Flow Divider	Power Section TBO + 500 hours
Bleed Valve Post-SB39024	Power Section TBO + 500 hours
Mechanical Nf Governor	RGB TBO + 500 hours
Electronic Governor	Power Section TBO + 500 hours
Ignition Exciter	Power Section TBO + 500 hours
alendar time is tracked from when the unit enters into service. It excludes the time in storage immediately after manufacturing, overhaul, or when installed on brand new engines with no run time. For units that are removed with service time and put into storage, the calendar time must include the storage time. The calendar time continues to accrue for units that had been operated but remain installed on engines. For in-service units, only an overhaul will reset the calendar time.	

Engine accessories not listed are to be monitored, with removal threshold based on operator's experience.

3.3. AW119MKII STRUCTURAL Maintenance Program

This maintenance program does not include a helicopter-specific "Structural Maintenance Program". However, when necessary, for repairs to the helicopter fuselage, the "CSRP", "ASRP" documents issued by the manufacturer, and STC or ESTC approved by the type of authority or competent authority for this helicopter will be used as specified below.
The Common Structural Repair Publication (CSRP) is a publication common to all Leonardo Helicopters (LH) products that provides information for the repair of structural components installed on LH products. Further repair instructions and limitations are found in model-specific Helicopter Structural Repair Publication (ASRP).
Information not available on CSRP or ASRP will be requested to Leonardo Helicopters.
Kaan Havacılık San. ve Tic A.Ş. shall follow the procedures and policies defined by the Civil Aviation Authorities having jurisdiction on the helicopter and over the area of operations for the usage of instructions outlined in CSRP.
If a STC or ESTC installation is incorporated in the helicopter, the area of the structure affected by the installation shall be maintained in accordance with the maintenance program or Instructions for Continuing Airworthiness (ICA) supplied by the STC and ESTC holder, or to contact the owner of the STC or ESTC certification data for repair assistance.

3.4. CORROSION Protection and Control

The corrosion protection and control inspection program has been developed with the purpose an integration to the Maintenance Schedule provided within the MPM/AMPI in order to enhance the corrosion protection and control of the helicopter.
Each task will be performed at the scheduled maintenance frequency applicable to the installation/component as per AMPI/MPM Chapter 4 / 5, or at the calendar interval specified in these sections.
Kaan Havacılık San. ve Tic AŞ., based on his own operational experience, may adapt the suggested schedule as needed to optimize the effectiveness of the Corrosion Protection.

The Corrosion Protection Program will be effective only after the installation/components will be inspected and protected according to the instructions provided in this manual.
The corrosion control program is as shown in the table below.

Corrosion inspection area	Type of inspection	Access	Reference	Moderate
Helicopter exteriors washing (including areas under cowlings)	N/A	N/A	20-90-00	Weekly (1)
Helicopter interiors cleaning (Cabin & Baggage Compartment)	N/A	N/A	20-90-00	Bi-Weekly (2)
External Antennas	DVI	External/Removal	23-00-00Para 2	(3)
Upper Deck Electrical Connectors	GVI	Main Transmission Cowling	24-00-00Para 3	90days or(3)
Engine Fire Detectors	GVI	Engine cowlings	26.11.2000 Para 1 Step A.	90days or (3)
Engine Fire Detectors	DVI	Disassembly	26.11.2000 Para 1 Step B.	(3)
Engine Fire Extinguishers	GVI	AFT Cowling	26-21-00 Para 1 Step A.	90days or (3)
Engine Fire Extinguishers	DVI	Disassembled	26-21-00 Para 1 Step B.	(3)
Portable Fire Extinguishers	GVI	Cabin	26-21-00 Para 2 Step A.	(3)
Portable Fire Extinguishers	DVI	Removed	26-21-00 Para 2 Step B.	(3)
Hydraulic Tanks	GVI	XMSN Cowling	29.11.2000 Para 1 Step A.	90days or (3)
Hydraulic Tanks	GVI	Removed	29.11.2000 Para 1 Step B.	(3)
Hydraulic Filters	GVI	XMSN Cowling	29.11.2000 Para 2 Step A.	90days or (3)
Hydraulic Lines	GVI	Internal / External	29.11.2000 Para 3 Step A.	90days or (3)
Hydraulic Pump	GVI	External	29.11.2000 Para 4 Step A.	90days or (3)
Windshield Wipers	GVI	External	30-41-00 Para 1 Step A.	90days or (3)
Windshield Wipers	DVI	Disassembled	30-41-00 Para 1 Step B.	(3)
Nose Avionics Compartment	GVI	Internal	53-11-02 Para 1 Step A.	90days or (3)
Lower Windows Frames	GVI	External	53-11-04 Para 1 Step A.	90days or (3)
Lower Windows Frames	GVI	External / Windows removed	53-11-04 Para 1 Step B.	(3)
Lower Skin and Underbody	GVI	External	53-11-05 Para 1 Step A.	90days or (3)
Cabin Interiors	GVI	Internal	53-11-06 Para 1 Step A.	90days or (3)

Cabin Interiors	GVI	Liners removed	53-11-06 Para 1 Step B.	(3)
Doorway Areas	GVI	External / Liners removed	53-11-07 Para 1 Step A.	(3)
MGB Compartment and Strut Fittings	GVI	Cowlings	53-21-01 Para 1 Step A.	90days or (3)
Skin and Access Service Panels	GVI	Panels removed	53-21-02 Para 1 Step A.	(3)
Baggage Compartment Floor and Internal Surfaces	GVI	Internal	53-21-04 Para 1 Step A.	(3)
Cabin to Tail Boom attaching bolts	DVI	Internal	53-21-05 Para 1 Step A.	90days or (3)
Drain Holes and Lines	GVI	Internal	53-21-06 Para 1 Step A.	90days or (3)
Engine Bay Floor	GVI	Engine cowlings	53-21-07 Para 1 Step A.	90days or (3)
Engine Fire Extinguisher / Oil Cooler Compartment	GVI	AFT Cowlings	53-21-08 Para 1 Step A.	90days or (3)
Tail Boom Exterior Surfaces	GVI	External	53-31-01 Para 1 Step A.	90days or (3)
Tail Boom Interior Surfaces	GVI	Internal / Liners removed	53-31-02 Para 1 Step A.	90days or (3)
Stabilizers	GVI	External	55-11-00 Para 1 Step A.	90days or (3)
Stabilizers	DVI	Removed	55-11-00 Para 1 Step B.	(3)
MR Blade Bolts	GVI	External	62-11-00 Para 1 Step A.	90days or (3)
MR Blade Bolts	DVI	Disassembly	62-11-00 Para 1 Step B.	(3)
MR Blades	GVI	External	62-11-00 Para 2 Step A.	90days or (3)
MR Hub	GVI	External	62-21-00 Para 1 Step A.	90days or (3)
MR Hub	DVI	Disassembly	62-21-00 Para 1 Step B.	(3)
MR Dampers	DVI	External	62-21-00 Para 1 Step A.	90days or (3)
MR Dampers	DVI	Disassembly	62-21-00 Para 2 Step A.	(3)
MR Damper Brackets	DVI	Disassembly	62-21-00 Para 2 Step A.	90days or (3)
MR Rotating Controls	GVI	External	62-31-00 Para 1	90days or (3)
MR Shaft	GVI	Internal	63-11-00 Para 1 Step A.	90days or (3)
MR Shaft	GVI	Removed	63-11-00 Para 1 Step B.	(3)
MGB Assy	GVI	Cowlings	63-21-00 Para 1 Step A.	90days or (3)
MGB Assy	DVI	Removed	63-21-00 Para 1 Step B.	(3)
MGB Oil Cooling System	GVI	Cowlings	63-21-00 Para 2 Step A.	90days or (3)

MGB Oil Cooling System	DVI	Removed	63-21-00 Para 2 Step B.	(3)
MGB Chip Detector	GVI	External	63-21-00 Para 3	90days or (3)
MGB Servo Attaching Flange	DVI	Servo Support removed	63-21-00 Para 4	(3)
MGB Mounts and Attachments	GVI	Cowlings	63-31-00 Para 1 Step A.	90days or (3)
MGB Mounts and Attachments	DVI	Removed	63-31-00 Para 1 Step B.	(3)
Rotor Brake	GVI	Cowlings	63-51-00 Para 1 Step A.	90days or (3)
Rotor Brake	DVI	Removed	63-51-00 Para 1 Step B.	-3
TR Blade Bolts	GVI	External	64-11-00 Para 1 Step A.	90days or (3)
TR Blade Bolts	DVI	Disassembly	64-11-00 Para 1 Step B.	(3)
TR Blades	GVI	External	64-11-00 Para 2 Step A.	90days or (3)
TR Hub	GVI	External	64-21-00 Para 1 Step A.	90days or (3)
TR Hub	DVI	Disassembly	64-21-00 Para 1 Step B.	(3)
TR Rotating Controls	GVI	External	64-31-00 Para 1 Step A.	90days or (3)
TR Rotating Controls	DVI	Disassembly	64-31-00 Para 1 Step B.	-3
TR Drive Shafts	GVI	TRDS Cowling	65-11-00 Para 1 Step A.	90days or (3)
TR Drive Shafts	DVI	Disassembly	65-11-00 Para 1 Step B.	(3)
90 Degree Gearbox	GVI	Tail Cone	65-21-00 Para 1 Step A.	90days or (3)
90 Degree Gearbox	DVI	Removed	65-21-00 Para 1 Step B.	(3)
TGB Chip Detector	GVI	External	65-41-00 Para 1	90days or (3)
Collective Pitch Control	GVI	Internal	67-11-00 Para 1 Step A.	90days or (3)
Collective Pitch Control	DVI	Disassembly	67-11-00 Para 1 Step B.	(3)
Cyclic Pitch Control	GVI	Internal	67-11-00 Para 2 Step A.	90days or (3)
Cyclic Pitch Control	DVI	Disassembly	67-11-00 Para 2 Step B.	(3)
Mixing	GVI	Internal	67-11-00 Para 3 Step A.	90days or (3)
Mixing	DVI	Disassembly	67-11-00 Para 3 Step B.	(3)
Tail Rotor Control	GVI	Internal	67-21-00 Para 1 Step A.	90days or (3)
Tail Rotor Control	DVI	Disassembly	67-21-00 Para 1 Step B.	(3)
Pedal Assy	GVI	Internal	67-21-00 Para 2 Step A.	90days or (3)

Pedal Assy	DVI	Disassembly	67-21-00 Para 2 Step B.	(3)
MR Servo	GVI	External	67-31-00 Para 1 Step A.	90days or (3)
MR Servo	DVI	Disassembly	67-31-00 Para 1 Step B.	(3)
Engine Mounts and Attachments	GVI	Engine Cowlings	71-21-00 Para 1 Step A.	90days or (3)
Engine Mounts and Attachments	DVI	Removed	71-21-00 Para 1 Step B.	(3)
Oil Tanks	GVI	Cowlings	79-11-00 Para 1 Step A.	90days or (3)
Oil Tanks	DVI	Removed	79-11-00 Para 1 Step B.	(3)
Oil Distribution Lines	GVI	Cowlings	79-11-00 Para 2 Step A.	90days or (3)
Fan and Radiator System	GVI	Engine cowlings	79-11-00 Para 3 Step A.	90days or (3)
Fan and Radiator System	DVI	Removed	79-11-00 Para 3 Step B.	(3)
Sensors	GVI	Cowlings	79-21-00 Para 1	90days or (3)

NOTE 1: Helicopters exposed to salt spray water, firefighting chemicals, insecticides, herbicides, industrial chemicals, or other direct contact with chemical agents will be washed as soon as possible after exposure.

NOTE 2: When equipment that has been exposed to salt spray water, firefighting chemicals, insecticides, herbicides, industrial chemicals, or other direct contact with chemical agents is loaded inside the baggage compartment or in the passenger cabin, interiors will be washed as soon as possible after exposure.

NOTE 3: At the first scheduled maintenance applicable to the component/installation in accordance with AMPI/MPM Chapter 5.

3.5. AW119MKII Airworthiness Limitations

This chapter gives the airworthiness limitations applicable to the AW119MKII helicopter.
The airworthiness limitations are approved by the helicopter type certification authority or competent authority and cannot be changed without their approval.
The airworthiness limitations include the data modules that follow:
The retirement life
The mandatory inspections
The certification maintenance requirements
Engine airworthiness limitations Refer to the Engine Maintenance Manual for the airworthiness limitations applicable to the Pratt & Whitney Canada PW207C engine.
The Airworthiness Limitations section specifies mandatory Rotor Component Accumulated Cyclic Limits and Mandatory Scheduled Inspection/Maintenance Intervals required for type certification.
The Airworthiness Limitations Section is approved by engine type certification authority or competent authority and specifies maintenance required by any applicable airworthiness or operational rule, unless an alternative program has been approved by engine type certification authority or competent authority.

3.5.1 AW119MKII Retirement Lives Schedule

The parts listed in this section must be mandatorily retired from service when the indicated retirement life is reached. When retiring from service (if the life limit is reached or for other reasons) the parts contained in the airworthiness limitation schedules, all the non-serialized standard parts which connect the identified assembly / component shall be also replaced.
The retirement life specified for any given part number contained in this section applies to indicated and all successive dash numbers for that item, if not differently specified.
All retirement lives are expressed in Flight Hours (FH), if not differently specified. Flight 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.
If not differently specified, the retirement lives are based on the following assumptions:
600 landings in 100 flight hours, including 400 rotor start-stop cycles
Any mission profile using more cycles per hour than those listed above requires the retirement lives to be recalculated and approved by EASA.
If parts with the same part number can be interchanged between different A109/A119 helicopters, the retirement life of the part must be restricted to the lowest value of the helicopter where it has been installed.

Retirement lives			
Part Number	**Denomination**	**Retirement life**	**Remarks**
MAIN ROTOR HUB AND BLADES			
709-0104-01-111	Blade	14000 FH (see **NOTE 5**)	
109-0111-03-109/-113	Hub	64000 landings	
109-0111-04-101	Elastomeric bearing	46000 landings (see **NOTE 1**)	
TAIL ROTOR HUB AND BLADES			
709-0160-48-101	Blade	100000 landings	
109-8131-07-1	Retention strap assy	7200 landings	
109-8131-08-1	Strap pin	20000 landings	
109-8131-06-1	Strap plug	20000 landings	
109-0131-06-105/107	Hub assy	12000 landings	
109-0040-51-103	Servo actuator	54000 FH	
709-0160V01-101	Elastomeric bushing	See **NOTE 2**	

709-0160-47-101	Bolt, retention strap	20000 landings	
709-0160-57-101	Bolt, retention strap	49000 landings	
109-0135-16-101	Bearing housing assy	11000 FH	
109-0135-03-101	Lever assy	37000 FH	
109-0135-05-101	Scissor, half	22000 FH	
MAIN ROTOR CONTROLS			
109-0110-42-124/125/126	Servo actuator	27000 FH	
109-0110-05-5	Swashplate support	5600 FH	
109-0134-10-105	Lower rotating scissor	30000 FH	
109-0134-10-101	Half scissors	30000 FH	
109-0134-25-101	Lower half scissor	56800 FH	
TAIL ROTOR CONTROLS			
109-0135-02-101	Control Rod	6000 FH	
FUSELAGE			
109-0210-13-201	Elevator	7900 FH	
109-0324-60-105	Aft support structure assy	34000 FH	
109-0324-52-105/106	Ribs	47000 Landings	
109-0324-51-101	Crossbeam	56000 Landings	
MAIN TRANSMISSION, MAIN TRANSMISSION SUPPORT AND TAIL ROTOR (90°) GEARBOX			
109-0407-66-101	Antitorque plate	100000 Landings	
109-0402-24-9	Upper case assy	10000 FH (see **NOTE 3**)	
109-0402-45-101	Upper case assy	30000 FH	
109-0405-10-3	Planet gear	36000 FH (see **NOTE 3**)	
109-0405-76-107	Main rotor shaft assy	13000 FH	
109-0415-10-101	Engine to transmission driveshaft	30000 FH	
109-0325-03-113	Rod, aft	12000 FH (see **NOTE 3**)	
109-0425-77-101	Tail rotor shaft assy	39000 FH (see **NOTE 3**)	
109-0425-75-101	Tail rotor flange	32000 FH (see **NOTE 3**)	
109-0425-49-101	Adapter	32000 FH (see **NOTE 3**)	
109-0325-02-3	Rod, fwd	18000 FH (see **NOTE 3**	
109-0325-08-109	Fitting, lower	50000 FH	
SKID LANDING GEAR			
109-0570-69-103	Skid, landing, assy	41000 landings	

NOTE 1: Every 60 flight hours examine the elastomeric bearing. Refer to 19-A-04-20-00-00A-028E-A.

NOTE 2: Every 200 flight hours examine the elastomeric bushing. Refer to 19-A-04-20-00-00A-028E-A.

NOTE 3: Cargo hook operation penalty. For this part, a life penalty must be mandatorily applied whenever a cargo hook operation is performed. The penalty of this part is listed in the table below. To calculate the accumulate life, multiply the flight hours by the penalty coefficient of the table below. The flight hours must be calculated from take-off to landing. The cargo hook operations must be in accordance with the assumption of maximum 12 external load cycles in one hour. Example: for the upper case assembly: flight time = 2 hours, number of cargo hook operations = between 1 and 12 per flight hour. Total accumulated flight hours = 2 x 1.5 = 3. Refer to Table 3.

Cargo hook operation - Life penalty coefficient			
Part Number	**Denomination**	**Life penalty coefficient**	
109-0402-24-9	Upper case assy	1.5	
109-0325-02-3	Rod, fwd	2	

109-0325-03-113	Rod, aft	2.5	
109-0425-77-101	Tail rotor shaft assy	3.5	
109-0425-75-101	Tail rotor flange	3.5	
109-0425-49-101	Adapter	3.5	
109-0405-10-3	Planet gear	2	
NOTE 4: Rescue hoist lift definition. A lift is defined as an unreeling and recovery of the cable with a load attached to the hook, independently of the length of the cable that is deployed/recovered. An unreeling/recovery of the cable with no load on the hook is not considered to be a “lift”. Any operation where a load is applied for half the operation, i.e. unreeling or recovery, must be considered as a lift.			
NOTE 5: Every 130 FH (after 12000 FH), examine the main rotor blade tip cap for de-bondings. Refer to 19-A-04-20-00-00A-028E-A.			

3.5.2 Mandatory Inspections

The parts listed in this section must be mandatorily inspected according to the provided Data Module Code when the indicated interval is reached.

Mandatory inspections					
No	**Part**	**Task**	**Interval**	**Reference**	**Remarks**
32-01	Lower saddle, aft crosstube 109-0570-09-103	Examine the aft crosstube lower saddle.	300 Landings	19-A-32-11-00-00A-281A-A	
62-01	Elastomeric bearing 109-0111-04-101. Refer to NOTE 1.	Examine the bearing for cracking, separation of the shims, blowing, rubber powder and/or crumbs.	60 FH	19-A-62-20-09-00A-280A-A	
62-02	Blade 709-0104-01-111. Refer to NOTE 2.	Examine the main rotor blade tip cap for de-bondings.	130 FH (after 12000 FH)	19-B-62-10-10-00A-621A-A.	
64-01	Elastomeric bushing 709-0160V01-101	Examine the elastomeric bushing for cracking, blowing, rubber powder and/or crumbs.	200 FH	19-A-64-12-03-00A-281A-A	
NOTE 1 : Retirement life: refer to 19-A-04-11-00-00A-028E-A.					
NOTE 2 : Retirement life: 14000 FH. Refer to 19-A-04-12-00-00A-028E-A.					

3.5.3 Certification Maintenance Requirements (CMR)

This section gives you the data about the mandatory maintenance checks identified during the certification process. The parts listed in the schedule that follows must be mandatorily inspected according to the Data Module Code when the indicated interval is reached. The intervals for the component, unless it is specified differently, the interval is in Flight Hours (FH). No tolerance is permitted on Certification Maintenance Requirements.

Certification maintenance requirements			
ITEM	**TASK**	**C.M.R. PERIODICITY**	**Remarks**
ENVIRONMENTAL CONTROL - CHAPTER 21			
Air heating external duct P/NNAS1375A08SM196.	General visual inspection of external duct for damage and condition.	Whenever the maintenance activity is performed in duct surrounding area.	
Air heating hot air delivery pipe P /N 109-0680-14-101 and P/N 109-0680-15-101	Detailed visual inspection of hot air delivery pipe for damage and condition (removal of external duct required).	2 Years	

EQUIPMENT/FURNISHING - CHAPTER 25			
Cargo hook installation P/N 109-0810-31-139	Operational check of isolation relays for closed circuit failures.	2000 FH	
Safety hook installation P/N 109-0811-75-115	Operational check of isolation relays for closed circuit failures.	2000 FH	
FUEL - CHAPTER 28			
Impending bypass switch P/N 42D218	Operational check. (Refer to 19-A-28-40-03-00A-320A-A).	25 FH	
Impending bypass switch P/N 42D218	Functional check to verify operation at 1.4 PSID. (Refer to 19-A-28-40-04-00A-340A-A).	300 FH	
LH tank Jet Pump P/N 109-0611-53-103 (and associated pipe union)	Operational check. (Refer to 19-A-28-40-02-00A-320A-A).	600 FH	
Forward probe P/N 109-0900-54 with low level sensor and Fuel Control Unit P/N 109-0900-54-207/307 (and associated connectors).	Operational check. (Refer to 19-A-28-40-02-00A-320A-A).	600 FH	
Flame arrestors P/N 109-0900-47-101	Discard. (Refer to 19-A-28-00-01-00A-520A-A, to 19-A-28-00-01-00A-720A-A, to 19-A-28-00-02-00A-520A-A, and to 19-A-28-00-02-00A-720A-A).	4 Years	
LANDING GEAR - CHAPTER 32			
Landing gear damper P/N 109-0570-32-107	Operational check to verify freedom of movement of piston (Refer to 19-A-05-51-00-00A-028E-A).	300 landings	
MAIN ROTOR - CHAPTER 62			
Main rotor damper P/N 109-0112-05-107	Remove and return the damper to the TC holder or Authorized Service Center for inspection according to MDT 08-001.	1200 FH	
MAIN ROTOR DRIVES - CHAPTER 63			
Rotor brake P/N 109-0506-56-103	Detailed visual inspection of the rotor brake assembly disc for damage and condition.	Following any maintenance activity in the area of the rotor brake assembly.	
TAIL ROTOR - CHAPTER 64			
Tail rotor hub bushing P/N 109-8131-36-101.	Detailed inspection for damage and condition (removal required). (Refer to 19-A-64-20-00-00B-283A-A).	110 FH	
IGNITION SYSTEM - CHAPTER 74			
Engine starting. Igniter plugs P/N 3032096 (and associated leads)	Operational check. (Refer to 19-A-74-20-00-00A-281A-A).	600 FH	
ENGINE CONTROLS - CHAPTER 76			
Engine Controls P/N 109-0010-81-101/-201 P/N 109-0010-81-105/-205	Operational check of MEC and MOS.	2000 FH **NOTE:** Periodicity does not apply if the subject check is performed as part of the Engine pre-start check and starting procedure.	

3.6. AW119MKII Engines Retirement Lives Schedule

Engine Components-Service Life

Description	Part No.	Abbr'd Cycle Factor	Flight Count Factor	Extended Cycle Factor AREA A or C (Ref. NOTE 1)	Life Limit	
					Hours	Cycles
Compressor Hub	3041255	2.0	1.4	-	-	35,000
2nd Stage Disk	3040312	2.0	1.0	-	-	29,000
3rd Stage Disk	3040213	2.0	1.4	-	-	29,000
Impeller	3027798	2.0	1.0	-	-	29,000
Compressor Turbine Disk	3041241	4.0	0.9 (Ref. NOTE 2)	-	-	7,200
Power Turbine Disk	3045622	10.0	1.12 (Ref. NOTE 3)	1.5	-	15,000

NOTE: 1. Refer to Figure 5, 05-10-00, ENGINE OPERATING LIMITS for definition of Area A and Area C power turbine disk excursions.

NOTE: 2. A flight count factor of 1.0 applies when operated in an installation that permits operation to 102% Npt speed at 100% torque (For BS1242 engines: Mechanical Take-off rating of 917 SHP).

NOTE: 3. A flight count factor of 1.3 applies when operated in an installation that permits operation to 102% Npt speed at 100% torque (For BS1242 engines: Mechanical Take-off rating of 917 SHP).

Description	Part No.	Creep Life Limit
Compressor Turbine Blade	3050091-01	1500 hrs
Power Turbine Blade	3050092-01	1500 hrs

Remaining component life is determined by subtracting the Accumulated Total Cycles from the Life Limit Cycles or the Accumulated Total Hours from the Life Limit Hours shown in Table 1. Remaining Service Life = Life Limit Cycles - Accumulated Total Cycles Or Remaining Service Life = Life Limit Hours - Accumulated Total Hours

$$\text{Accumulated Total Cycles} = \left[\text{No. of Starts} + \left(\frac{\text{No. of Flights} + \text{No. of Auto-rotations*} - \text{No. of Starts}}{\text{Abbreviated Cycle Factor}} \right) + \left(\text{No. of Area A or Area C excursions} \times \text{Extended cycle factor} \right) \right] \times \text{Flight Count Factor}$$

3.7. Engine Mandatory Scheduled Inspection/Maintenance Intervals

Not Applicable.

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MAINTENANCE PROGRAMME

Chapter – 4

AMP Review, Amendments and Approval

4. AMP REVIEW, AMENDMENTS AND APPROVAL

4.1. PERIODIC REVIEW OF MAINTENANCE PROGRAMME CONTENTS

The AMP is required to be reviewed (and amended accordingly, when necessary) **on a regular basis** to ensure that the programme continues to be up to date and valid in light of the operating experience and instructions from TR DGCA, while taking into account new or modified maintenance instructions issued by the Type Certificate Holder (TCH), the Supplemental Type Certificate Holder (STCH) and any other organization that publishes such data in accordance with SHT-21.

4.1.1. Content of the Periodic Review

Content of the Periodic Review, agreed with TR DGCA is covering as minimum (but not limited to):

1. **New/modified** maintenance instructions by the **TCH/STCH**.
2. **New/modified mandatory requirements**.
3. **Revisions** to the MRBR / MPD (if applicable).
4. Current **TCH/STCH's** recommendations.
5. **Modifications and repairs** embodied in the particular helicopter, which may require compliance to additional maintenance instructions (by Design Approval Holder).
6. **In-service experience** collected for particular helicopters or for the fleet.
7. **Maintenance needs** of the helicopter.
8. **Changes in the type** and **specificity of operations**.
9. **Changes** in helicopter **utilization**.
10. **Addition or deletion** on **fleet composition**.
11. **Requests by TR DGCA, EASA, FAA, TCAA.**

4.1.2. Periodic Review Frequency

The AMP will be **reviewed annually** for continued validity in the light of operating experience; after each revision effective for helicopter configuration issued on Maintenance Manual and other airworthiness documents by helicopter and engine/ helicopter 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.

4.2. ESCALATION OF ESTABLISHED TASK INTERVALS

Permanent escalation of established check periods / task intervals, where applicable and acceptable to TR DGCA is NOT APPLICABLE for the present. Moreover, according to AMPM and EMPM any kind of maintenance intervals of "AW119MKII" the permanent escalation is N/A.

4.3 AMP AMENDMENTS PROCEDURE

Amendment **types** of the AMP are **Full (Regular)** or **Partial (Temporary)** Revisions.

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

Possible amendment and revision **reasons** triggering an amendment of the AMP are:

1. Revision and/or temporary revision (whenever a Temporary Revision is issued, it is expected that the full compiled AMP is provided) of the Manufacturer's Helicopter / Engine / Component Maintenance Manual on which the program is based,
2. Change in the helicopter configuration due to modification, etc.,
3. Changes based on operational experiences,
4. Changes based on defect reports from the SHT-145 or Part-145 Maintenance Organization.
5. Changes based on the periodic review of the program,
6. Helicopter phase-in/out,
7. Changes in source documents, AD, etc.

Changes are identified by highlighting/colorized (preferable RED color letters) the text. If the change is made for adding new pages (pagination), the 'rev no', page no' and 'rev date' are highlighted in header or footer section of the page to indicate the changes.

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

Where changes in the AMM/ MPM/ AMPI/ EMPM are identified as being necessary, these will be submitted by CA Manager to TR DGCA as an amendment **not more than 90 days**; while it has been implementing accordingly after change notification achieved.

Related to the **traceability** and **control of the changes** to the AMP; the validity of the amendment is maintained when receiving the approval of the revision from TR DGCA. After this approval the revision is to be entered to the Revision Page of the Maintenance Program.

4.4 AMP APPROVAL

4.4.1. Approval by TR DGCA (Direct Approval)

All the amendments to the AMP require TR DGCA Direct Approval, except for those changes agreed to be part of the Indirect Approval procedure (ref. to 4.4.2).

Detailed AMP Approval by TR DGCA (Direct Approval) procedure is in Kaan Havacılık San. ve Tic AŞ. CAME 1.2.1 which includes the following:

1. The communication flow between the Owner/ Kaan Havacılık San. ve Tic AŞ. CAMO and TR DGCA, when a new revision/temporary revision is issued for approval,
2. To support the TR DGCA approval process, TR DGCA recommends including in the procedure:
   a) The submission of the referenced **source documents** which have initiated the changes, together with the revision proposal,
   b) If require **planning a meeting** with TR DGCA to briefly introduce the changes.

4.4.2. Approval by the CAMO (Indirect Approval)

Detailed and approved by TR DGCA, AMP **Indirect Approval** procedure is in Kaan Havacılık San. ve Tic AŞ. CAME 0.6.3.

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MAINTENANCE PROGRAMME

Chapter – 5

Permitted Variations to Maintenance Periods

5. PERMITTED VARIATIONS TO MAINTENANCE PERIODS

This procedure is for guidance to Permitted Variation that is detailed in SHT-BPU.

5.1. GENERAL RULES FOR PERMITTED VARIATIONS

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,** but as a **one-time short-term extension** of a maintenance task for a single helicopter.

Kaan Havacılık San. ve Tic AŞ. 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:

1. Variations will 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 Havacılık San. ve Tic AŞ.
2. The decision to extension of the wrote out periods in the MPMs will be taken only by the **Compliance Monitoring Manager** and **Continuing Airworthiness Manager** or Helicopter's Owner, **without exceeding the extension limits specified in the SHT-BPU**. If Kaan Havacılık San. ve Tic AŞ. have to use exceeding tolerance of maintenance inspection and O/H life of parts, Kaan Havacılık San. ve Tic AŞ. will give information with explanations to the Turkish DGCA **within 72 hours**.
3. Any extension needs to be approved by TR DGCA. On case-by-case basis, TR DGCA might grant an Indirect Approval privilege.
4. For a maintenance task that has been previously subject to Permitted Variation, the **next due date** will be calculated using the **previous due date** (as opposed to accomplishment date) or as agreed by TR DGCA.

5.1.1. TR DGCA Recommended Maximum Allowed Variations

For reference, here follow a list of TR DGCA recommended maximum allowed variations:

Maintenance Interval		Interval Usage Parameter **Maximum Allowed** Variation **(Up to)**
FH Intervals	5000 FH or less	10%
	More than 5000 FH	500 FH
Calendar Intervals	12 MO (1 YR) or less	10%
	More than 12 MO (1 YR), but Not Exceeding 36 MO (3 YRS)	2 MO
	Equal or More than 36 MO (3 YRS)	3 MO
Flight Cycle/Landing (FC/L) Intervals	5000 FC/L or less	5% or 25 FC/L, whichever is less
	More than 5000 FC/L	5% or 250 FC/L, whichever is less
Items controlled by more than one interval usage parameter (e.g., FH and Calendar or FH and FC/L)		More restricted allowed variation will be applied

5.1.2. Exceptions to Permitted Variations

When establishing the list of exceptions, the Owner or Kaan Havacılık San. ve Tic AŞ. CAMO will always review the instructions provided by TCH.

As a general rule, Permitted Variations are not applicable to any **mandatory task** which are defined in **SHT-BPU**, such as (non-comprehensive list); AD, ALI, CMR, FAL, LLI, Engine ALS and Helicopter Weighing.

Unless otherwise specified, permitted variations **DO NOT apply to**:

1. Airworthiness Directive,
2. National Requirements,
3. Life limited part (discard, retirement and O/H) intervals specified by a manufacturer or identified in helicopter or engine Type Certification Data Sheets,
4. Airworthiness Limitations, including CMRs and MIs.
5. Those periods included in this maintenance program which have been classified as mandatory by TR DGCA.

5.1.3. Permitted Inspection Interval Tolerances of Manufacturers

This sub-section gives the permitted inspection interval tolerances for the scheduled maintenance inspections/operations in this publication.	
The approval of the Airworthiness Authority is necessary if the permitted inspection interval tolerances are exceeded.	
Note	
The tolerances are not cumulative. They do not change the date at which the subsequent inspection was scheduled.	
Nominal task interval	**Maximum variation of prescribed period**
Below 50FH	No variation permitted
From 50FH (included) up to 400FH (excluded)	+10 FH
From 400FH (included) up to 3200FH (excluded)	+30 FH
More than 3200 FH	+60 FH
Items controlled by Calendar Time	
Nominal task interval	**Maximum variation of prescribed period**
Below 2 months	No variation permitted
From 2 months (included) up to 12 months (excluded)	+10 days
12 months (included) or more	+ 2 months
Items controlled by more than one limit	
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.	

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MAINTENANCE PROGRAMME

Chapter – 6

Reliability Programme and Reporting

6. RELIABILITY PROGRAMME AND REPORTING

Reliability programme and reporting procedure are compatible with TR DGCA **UED-2022/1 circular**.

6.1. RELIABILITY PROGRAMMES

Details of the reliability programmes are in Kaan Havacılık San. ve Tic AŞ. CAME 1.10 which having the method used to periodically monitor the effectiveness of the AMP through (noncomprehensive list):

1. Helicopter reliability monitoring,
2. Engine condition monitoring,
3. Component reliability monitoring,
4. Any other reliability and/or condition monitoring means.

Kaan Havacılık San ve TIC. AŞ. AW119MKII " Maintenance Programme" based on "manufactures Leonardo. S.p.a Helicopter Maintenance Planning Manual" and "Pratt&Whitney Engine Maintenance Planning Manual" those manuals meet the requirements of 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.**

6.2. REPORTING

As per SHT-CAM CAMO.A.160, occurrence reporting is an essential part of the overall monitoring function.

The objective of occurrence-reporting; collection, investigation and analysis systems described in the applicable requirements of SHT-OLAY and the delegated and implementing acts adopted on the basis thereof is to use the reported information to contribute to the improvement of aviation safety and it will not be used to attribute blame or liability or to establish benchmarks for safety performance.

Detailed reporting procedures are in Kaan Havacılık San. ve Tic AŞ. CAME :

a) **1.8.4 Reporting Defects,**
b) **2.2 Internal Safety Reporting and Investigations**, and
c) **2.11 Occurrence Reporting**

Chapters.