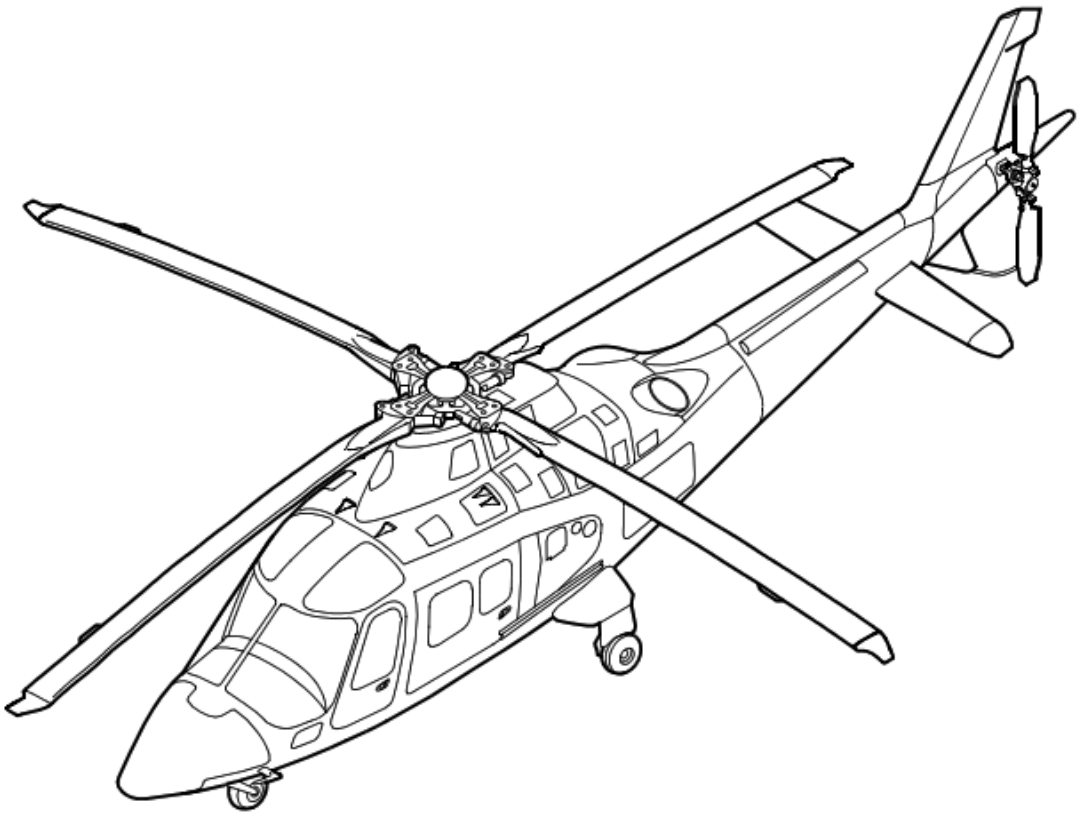
KAAN AIR

AW109SP MODEL HELICOPTER
AIRCRAFT MAINTENANCE PROGRAMME
AMP



Issue	**:**	**3**
Revision	**:**	**00**
Date	**:**	**23.12.2025**

Başvuru Detay Bilgisi

Süre: 11 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: 2026-01-02-00004

Ödeme Takip No: 2026-01-02-00014

Başvuru Tarihi: 02.01.2026

Başvuru Yapan Türü: Şirket Adına

Toplam Gereklilik Sayısı: 4

Değerlendirme Bekleyen Gereklilik Sayısı: 0

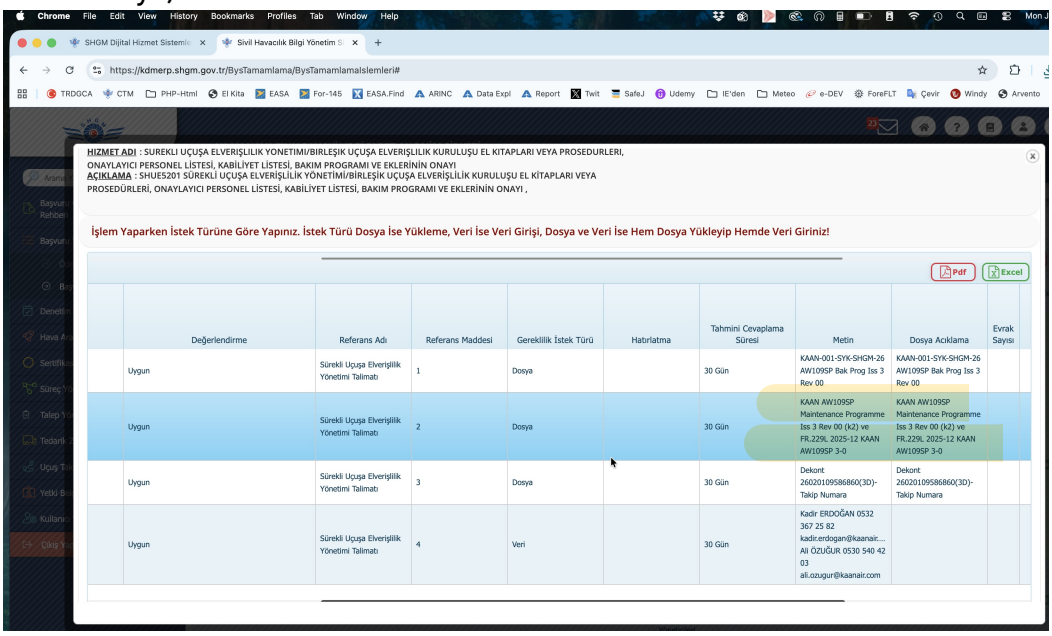
Kapsam Dışı Gereklilik Sayısı: 0

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 ,



02 / 01 / 2026

SAYI : KAAN-001-SYK-SHGM-26
KONU : AW109SP Bakım Programı Iss-3 Rev-00

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

İLGİ : 26.02.2025 tarih ve KAAN-018-SYK-SHGM-25 sayılı yazımız.

Issue 2 Rev-08 nüshası, ilgi yazımız ile dolaylı olarak onaylanmış olan AW109SP 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 009 & 010 da yer alan değişiklikler ve
- Motor üretici firması PRATT & WHITNEY tarafından yayınlanan 02.06.2025 ve 01.12.2025 tarihli EMM / IETP Rev. 52.0 ve 53.0 da yer alan, ancak değişiklik gerektirmeyen hususlar, 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 AW109SP Bakım Programı (KAAN) Iss-3 Rev-00 (23.12.2025)
EK-B FR.299L AMP Compliance Checklist

KAAN HAVACILIK SANAYİ ve TİCARET A.Ş.
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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. AW109SP 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		0-20	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		3-18	00	23.12.2025
3-2	00	23.12.2025		3-19	00	23.12.2025
3-3	00	23.12.2025		3-20	00	23.12.2025
3-4	00	23.12.2025		3-21	00	23.12.2025
3-5	00	23.12.2025		3-22	00	23.12.2025
3-6	00	23.12.2025		3-23	00	23.12.2025
3-7	00	23.12.2025		3-24	00	23.12.2025
3-8	00	23.12.2025		3-25	00	23.12.2025
3-9	00	23.12.2025		3-26	00	23.12.2025
3-10	00	23.12.2025		3-27	00	23.12.2025
3-11	00	23.12.2025		3-28	00	23.12.2025
3-12	00	23.12.2025		3-29	00	23.12.2025
3-13	00	23.12.2025		3-30	00	23.12.2025
3-14	00	23.12.2025		3-31	00	23.12.2025
3-15	00	23.12.2025		3-32	00	23.12.2025
3-16	00	23.12.2025		3-33	00	23.12.2025
3-17	00	23.12.2025		3-34	00	23.12.2025

Chapter 4 AMP Review, Amendments and Approval

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
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				4-5	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
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				5-5	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

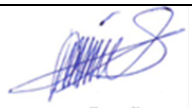
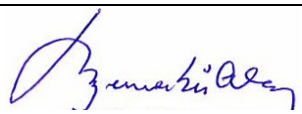
0.3 APPROVAL SHEET

AIRCARFT MAINTENANCE PROGRAMME

AW109SP

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

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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	E-COPY
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	*15*	*17.08.2021*	*Issue 1, Revisions 1 thru 15*	*A. ÖZUĞUR*	*SHGM*
2	*08*	*04.03.2022*	*Issue 2, Revisions 1 thru 08*	*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 - AW109SP manufacturer changes in "0B-B-AMPI-00-P". - Changes in the engine ITEP, not effective; only date updates.	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: 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 / AW109SP fleet composition is as follows:

Helicopter				Engine		
Manufacturer	**Model**	**Registration**	**Serial Numbers**	**Manufacturer**	**Model**	**S/N**
Leonardo	AW109SP	TC HKG	22278	Pratt & Whitney	PW207C	PCE-BH0624 PCE-BH0622

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	AW109SP Maintenance Planning Manual (MPM) (502700604_162C) 0B-B-AMPI-00-PChapters 00/04/05	Issue 002; 004; (09;10)	2022-10-31 2023-04-30 2025-09-24 2025-12-05	EASA / Leonardo
2	PW207C Engine Maintenance Manual (MM) 3043322	Rev. No: 52.0 - 53.0	Jun-02-2025 Dec-01-2025	Transport Canada / Pratt & Whitney
3	Sürekli Uçuşa Elverişlilik Talimatı (SHT-CAM)	06	03.02.2025	TR 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 AW109SP Airframe Technical Publications and Pratt & Whitney Engine PW207C 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
      1) AD’s of Turkish DGCA
      2) AD’s of Helicopter, Engine and Component Type Certificate authorities
      3) Turkish Technical Standard Order (TR-TSO)
      4) European Technical Standard Order (ETSO)
      5) USA Technical Standard Orders (TSO)
      6) 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 AD2021-0144) SBAW109SP144	ATA 64 - INSPECTION OF TAIL ROTOR SHAFT ASSY P/N 109-0445-08-(ALL DASHES) AND TAIL ROTOR SLEEVE ASSY P/N 109-0130-90-121	25 FH until installation of a non-affected sleeve	
(EASA AD 2021-0067) SB109SP-146	ATA 63 - Inspection of Rotor Brake Control Cable P/N 109-0506-17-115.	100 FH	
(EASA AD 2022-0037) SBAW109SP149	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) BT109SP-105	Tail rotor blade retention bolt P/N 709-0160-57-101.	200Hr	
(2016-0261R1) SBAW109SP108	ATA 26- INSPECTION OF FIRE EXTINGUISHER BOTTLE P/N 27300-1	200 FH or 12 months	
SBAW109SP178	ATA 65 – TAIL GEAR BOX OIL AND CHIP DETECTOR INSPECTION	In conjunction with the AMPI 100 flight hours or 6 months	
SBAW109SP171	ATA 62 – SWASHPLATE NUTS INSPECTION	200 FH until accomplishment of Part II or Part III.	
SBR109SP169	ATA 05 – TAIL ROTOR DRIVE SHAFT SAFETY PINS INSPECTION TIME UPDATE	Subsequently perform the task in accordance with AMPI scheduling	
SBR109S159	ATA 05 – AMPI UPDATED	Subsequently refer to AMPI scheduling.	
SBAW109SP154	ATA 64 – TAIL ROTOR HOUSING AND SLIDER GROUP DISASSEMBLY AND REASSEMBLY	Each assembly of the tail rotor duplex bearing housing.	
SB109SP123	ATA 63 – OIL COOLER FAN ASSY P/N 109-0455-01-101 (TECHNOFAN P/N 4611047900 AMDT B) SPECIAL REGULAR INSPECTION AND BELT CHECK (TECHNOFAN P/N 4611047900 AMDT B AND C).	200 FH and every fan belt removal/installation.	
SB109SP118	ATA 53 – LEFT AND RIGHT COUNTERTORQUE CROSSBEAM FITTING PLATE ASSEMBLIES P/N 109-0330-17 INSPECTION OF.	1500 landings	

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. AW109SP 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

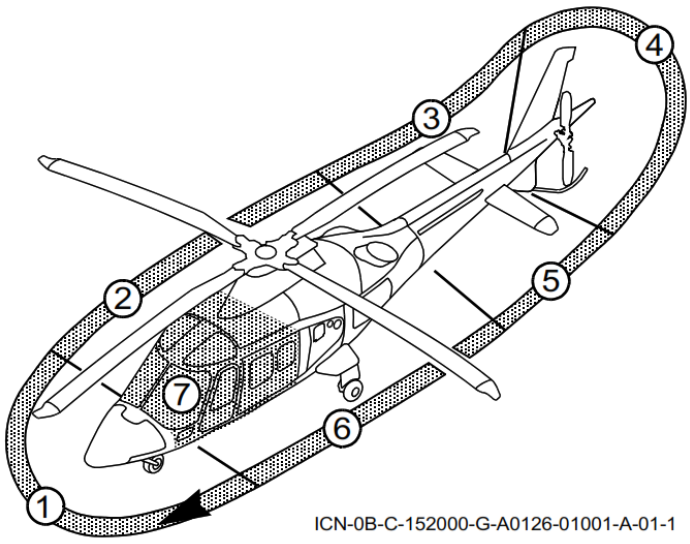
3.1.1. Flight Crew Pre-Flight Maintenance Tasks / Check

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 AW109SP RFM section 2 Normal Procedures).

Pre-Flight Check Sequence



ICN-0B-C-152000-G-A0126-01001-A-01-1

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 have 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. AW109SP AIRFRAME AND ENGINE SCHEDULED/UNSCHEDULED MAINTENANCE LIST

This chapter gives you the instructions applicable to the **scheduled** and **unscheduled** maintenance of the AW109SP helicopter. The reference data modules are included in the Maintenance Publication (0B-B-AMPI-00-P) and (3043322)

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. AW109SP Airframe Scheduled/ Unscheduled Inspection Intervals.

1) Scheduled maintenance checks
   a) 200 hours inspection
   b) 400 hours inspection
   c) 800 hours inspection
   d) 3200-hour inspections
   e) 12 months inspection
   f) Special inspections, for intervals and tasks see the table
   g) Servicing
2) Optional equipment scheduled/unscheduled inspections, for intervals and tasks see the tables
   a) Rotor brake system
   b) Environmental control system
   c) Emergency locator transmitter system
   d) Engine compartment fire extinguishing system
   e) Search light system
   f) External video camera system
3) Unscheduled maintenance checks, for intervals and tasks see the tables
   a) Out of phase inspections
   b) Conditional inspections

3.2.4. AW109SP Airframe Scheduled/ Unscheduled Inspection Intervals and tasks

50-hour / 60-day inspections			
No	**Item**	**Task**	**Reference (DMC)**
00-01	- -	Make sure that the helicopter is safe for maintenance	0B-A-00-20-00-00A-120A-A
00-02	- -	Refer to Chapter 04 - Airworthiness limitations. Obey with the requirements for retirement lives and inspections	- -
00-03	- -	Obey with the requirements for component overhaul schedule	0B-B-05-12-00-00A-028A-D
00-04	- -	Obey with the requirements for discard time schedule	0B-B-05-13-00-00A-028A-D
00-05	- -	Obey with the requirements for special inspections	0B-B-05-45-00-00A-028A-D
00-06	- -	Obey with the requirements for servicing	0B-B-05-46-00-00A-028A-D
00-07	- -	Obey with the requirements for out of phase inspections	0B-B-05-51-00-00A-028A-D
00-08	- -	Obey with the requirements for inspections of optional equipment	0B-B-05-70-00-00A-028A-D
22-01 [310]	AFCS yaw actuator	Examine for condition, security and unusual play	- -
29-01	Hydraulic pump	Do a check for leaks	- -
32-01 [159]	NLG actuator	Do a check for condition, security, leaks, cleanliness and corrosion (Note 4)	- -
62-01 [197]	Main rotor pitch change links	Examine for condition, security, corrosion and fretting of spherical bearing, loss of part of liner and unusual play. (Note 1)	- -
		Spring pin holes (both sides) check for presence and integrity of sealant above.	
62-02 [199]	Main rotor hub cover	Examine for condition and security	- -
62-03 [206]	Main rotor dampers (4 places)	Examine for condition, security, correct fluid level and unusual play of bearings. Inspect body lugs for presence of cracks and external damage.	0B-A-62-21-00-00A-283B-A
62-04 [227]	Main rotor grips (4 places)	Do a visual check for condition paying specific attention to root area (close to drop stop bracket) for presence of cracks and external damage.	- -
62-05 [225]	Main rotor hub and blades (4 places)	Examine for condition, damage and cleanliness	- -
62-06 [233]	Main rotor damper fittings (4 places)	Examine for condition, unusual play and cracks in area of attachment points to hub	- -
62-07 [228]	Flap and droop restrainers (4 places)	Examine for condition, freedom of movement and integrity of lockwire. Examine floating ring and droop stop plates for condition and make sure that there is grease on mating areas	- -
62-08 [229]	Ground jumpers between pitch control lever and damper, and between damper and attachment bracket to hub (4 places)	Examine for condition	- -
62-09 [230]	Interrupter magnetic pick-up on swashplate	Examine for condition and security	- -
62-10 [231]	Swashplate top and bottom boots	Examine for condition and integrity. Make sure that there is no grease contamination	- -
62-11 [364]	Main rotor head control levers	Examine for condition	- -

62-12 [365]	Swashplate and rotating scissors	Examine for condition, security and unusual play	- -
63-01 [258]	Main transmission and accessories	Examine for condition, security and oil leaks	- -
63-02 [259]	Main transmission oil filter	Examine to make sure that filter clogged indicator is retracted	- -
63-03 [262]	Cooler fan drive belt (visible part)	Examine for condition, security, wear and crazing	- -
63-04 [263]	Engine-to-transmission drive shafts	Examine for condition and damage	- -
64-01 [278]	Tail rotor pitch change mechanism	Examine for condition, security and unusual play.	- -
64-02 [279]	Tail rotor hub and blades	Examine hub for condition, contamination from oil/grease, security and freedom of flapping (Note 2). Examine flap stop bumpers and boots for condition and damages. Examine tail rotor hub for unusual play along flap axis. If necessary, check the flap axis play (Note 3). Examine blades for condition, scratches and dents	- -
67-01 [309]	AFCS actuators	Examine for unusual play, condition and security. Examine electrical connections for condition and security	- -
71-01 [323]	Engine exhaust ejector	Do a check for breakage and security	- -

Note

1) To do a check of axial play, move pitch link with your hand. To do a check of radial play, hold tip cap area of blade then turn blade long its pitch axis.

2) If movement of blades is too hard, do a check of flap hinge friction. Refer to 0B-B-64-21-00-00A-369A-A.

3) Refer to 0B-B-64-21-00-00A-361A-A.

4) For retractable landing gear only. For fixed landing gear, refer to 0B-B-05-70-27-00A-028A-D.

200-hour inspections

No	Item	Task	Reference (DMC)
00-01	- -	Do the 50-hour/60-day inspections	0B-B-05-44-00-01A-028A-D
22-01 [295]	AFCS pitch and roll linear actuators (on upper deck) and yaw linear actuator (on rear fuselage)	Examine for alignment of slippage marks between body and shaft	- -
62-01 [366]	Main rotor blades	Examine for condition, voids, swelling and cracks. This is very important near root end, trim tab, tip cap and trailing edge	0B-A-62-11-00-00A-281A-A
62-02 [367]	(For pitch change links with more than 800 hours) Pitch change links (removal required)	Examine for excessive play	0B-A-62-31-01-00A-281A-B
62- 03 [368]	Main rotor damper and damper fittings	Examine for condition and excessive play of bearings	0B-A-62-21-00-00A-281B-A
62-04 [371]	Flap limiter stops	Do a check for correct torque	0B-A-62-21-02-04A-281A-A
62-05	Swashplate support attachment nuts	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.	0B-A-62-32-00-00A-31AA-A
63-01 [234]	Upper case-to-main case attachment nuts	Examine for correct torque	0B-A-63-21-00-00A-281A-A
64-01 [264]	Tail rotor blades	Examine for voids	0B-A-64-11-00-00A-281A-A
64-02 [264]	Tail rotor blades	Examine for scratches, dents and cracks	- -

64-03 [264]	Tail rotor blades	Clean	0B-A-64-11-01-00A-251A-A
64-04 [265]	Elastomeric bushing (PN 709 0160V01-101) and related hub contact areas	Inspect for condition, fretting and wear (removal of blades necessary)	0B-A-64-11-01-00A-281A-B
64-05 [266]	Blade retention bolts (removal necessary)	Examine for condition, corrosion and nicks	0B-A-64-11-00-00A-281B-B
64-06 [267]	Bushings on flapping axis	Examine for wear and local bonding of teflon lining	0B-B-64-21-01-00A-281B-B
64-07 [268]	Pitch-change mechanism bolts connecting levers and scissors	Examine for wear and excessive play	0B-A-64-31-00-00A-281A-A
64-08 [269]	Bolts (AN174-14) that attach links and lever to housing of pitch change mechanism	Examine for damage	0B-A-64-31-00-00A-281A-A
65-02	Tail rotor drive	Perform a detailed inspection of tail gearbox output shaft for corrosion.	0B-A-65-21-00-00A-31AA-A
67-01 [296]	Tail rotor servo actuator	Examine for condition, security and leaks	- -
67-02 [297]	Main rotor servo actuators	Examine upper rod-end bearing for excessive play and lower spherical bearing for correct friction	0B-A-67-31-00-00A-281A-A
71-01 [311]	Engine mounts	Examine for corrosion, condition, security and absence of movements. Examine structure attachment areas for cracks and distortion. Examine mount bolts area for evidence of fretting	0B-A-71-21-00-00A-281A-A

400-hour inspections			
No	**Item**	**Task**	**Reference (DMC)**
00-01		Do the 200-hour inspections	0B-B-05-44-00-02A-028A-D
24-01 [17]	Starter-generators	Examine brushes for wear	0B-A-24-31-01-01A-281A-B 0B-A-24-31-03-01A-281A-B
24-02 [30]	Deleted		
24-03 [31]	Starter-generators	Examine commutator contacts for wear, pitting and burnings	0B-A-24-31-01-00A-281A-B 0B-A-24-31-03-00A-281A-B
29-01 [122]	Number 2 reservoir low level switch	Do operational test (Note 1)	0B-A-29-21-00-00A-320A-A
32-01 [132]	NLG actuator bracket-to-structure attachment bolts	Examine for correct torque (Note 1)	0B-A-32-31-10-00A-281A-A
62-01 [203]	Damper fittings (removal necessary)	Examine for condition, cracks and fretting in area of contact with hub	0B-A-62-21-02-02A-281A-B
63-01 [235]	Engine/transmission oil cooler	Examine for leaks, condition and security	- -
63-02 [236]	Engine-to-transmission drive shafts (external surfaces)	Examine for dents and scratches. Examine shaft attachment flanges and associated attaching hardware for integrity of slippage marks	- -
64-01 [270]	Pitch change mechanism components (rotating controls)	Examine for corrosion, wear and debonding	0B-A-64-31-00-00A-281B-B
64-02 [271]	Retention strap pin (PN 109-8131-08-1)	Examine for condition and wear	0B-B-64-21-01-00A-281A-B
64-03 [272]	Trunnion and trunnion covers (tail rotor hub disassembly necessary)	Examine for condition, wear, corrosion and damage	0B-B-64-21-01-00A-281A-B
65-01 [282]	Tail rotor drive shaft splined adapters	Examine for excessive radial play	- -
65-02 [283]	Tail rotor drive shaft Thomas couplings	Examine for condition and cracks on surfaces you can see	- -
65-03 [284]	Tail rotor Number 2 and Number 3 drive shafts	Examine for nicks, scoring, corrosion and security	0B-A-65-11-00-00A-281B-A

65-04 [285]	Tail rotor Number 1 drive shaft	Examine for axial freedom of movement. If shaft does not move freely, remove it and examine for condition	0B-A-65-11-01-00A-281A-A
65-05 [286]	Tail rotor 90-degree gearbox	Examine for condition and security. Examine mounting sleeve and adjacent area on tail boom final rib for cracks, loose rivets and security	- -
67-01	Main-rotor servo actuators (P/N 109-0110-42-144/-145/-146)	Examine the tab washer of the upper rod-end for condition and correct installation	0B-A-67-31-00-00A-281C-A
Note			
1) For retractable landing gear only. For fixed landing gear, refer to 0B-B-05-70-27-00A-028A-D.			

800-hour inspections – General			
No	**Item**	**Task**	**Reference (DMC)**
00-01		Do the 400-hour inspections	0B-B-05-44-00-03A-028A-D
29-01 [116]	Number 1 filter elements	Clean	0B-A-29-11-03-01A-251A-B
29-02 [117]	Number 2 filter elements	Clean	0B-A-29-12-03-01A-251A-B
32-01 [133]	MLG extension actuator fittings and adjacent areas on crossbeam	Examine for damage and cracks (Note 1)	- -
32-02 [134]	NLG centering-lock piston and its bushing in turning support	Examine for condition and wear	- -
53-01 [176]	Electrical and electronic component supports	Examine for condition and security	- -
53-02 [177]	Tail skid	Examine for wear and security	- -
53-03 [178]	MLG aft crossbeam-to-structure attachment areas	Examine for cracks	- -
55-01	Stabilizer torque tube	Perform a detail inspection of the torque tube for cracks and a tap test on the sleeves for debonding	0B-A-55-11-03-00A-281A-B
62-01 204]	Main-rotor head ring-nut bolts	Examine for correct torque	0B-A-62-21-00-00A-281C-A
62-02 [205]	Swashplate	Examine for correct friction	0B-A-62-32-00-00A-281A-A
63-01 [239]	Bolts (PN NAS625-14) (main-transmission support fittings-to-structure attaching parts)	Examine for correct torque	0B-A-63-32-00-00A-281A-A
67-01 [298]	Main rotor servo actuators (P/N 109-0110-42)	Examine lower spherical bearings for nicks and/or evidence of wear, upper rod-end bearings for radial play and dowel pin seats for wear, elongation and/or distortions (removal and disassembly necessary)	0B-A-67-31-00-00A-281B-B
67-02 [299]	Main-rotor servo actuators (P/N 109-0110-42)	Do operation test of microswitches	0B-A-67-31-00-00A-320A-A
71-01	Engine mounts	Perform a functional check (torque check) of the nuts securing engine mounts to fuselage attachments.	0B-A-71-20-00-00A-340A-A
1) For retractable landing gear only. For fixed landing gear, refer to 0B-B-05-70-27-00A-028A-D.			

3200-hour inspections – General			
No	**Item**	**Task**	**Reference (DMC)**
00-01		Do the 800-hour inspections	0B-B-05-44-00-04A-028A-D
28-01 [108]	Flame arrestor on vent tubes	Examine for cleanliness and obstructions	0B-A-28-14-00-00A-281A-A

32-01 [135]	Landing gear fittings and retraction/extension mechanism components	Examine for correct movement, corrosion, dents, damage and unusual play (Note 1)	0B-A-32-00-00-00A-281A-A
52-01 [168]	Access doors and panels, and service steps	Examine for condition, cracks, distortion, defective and/or missing rivets and hinge operation	0B-A-06-41-00-00A-281A-A
52-02 [169]	Landing gear doors	Examine for cracks, distortion, defective and/or missing rivets	0B-A-52-81-00-00A-281A-A
53-01 [179]	Fuselage	Examine for general condition, evidence of distortions, nicks, scratches, corrosion and defective and/or missing rivets	0B-A-53-10-00-00A-31AA-A
53-02 [180]	Fuselage	Examine attachment holes to tail boom for corrosion, wear and elongation.	0B-A-53-10-00-00A-281B-B
53-03 [181]	Main transmission anti-torque plate and deck structure attachment holes	Examine for corrosion, wear and elongation.	0B-A-63-21-00-00A-281B-B
53-04 [182]	Main-transmission lower fitting supports (four points)	Examine for condition of attachment bolts.	0B-A-63-32-00-00A-281A-A
53-05 [183]	Avionic equipment supports	Examine for security, cracks, corrosion and condition.	0B-A-53-10-00-03A-281A-A
53-06 [184]	Fuel tank compartment internal separation wall	Examine for cracks and distortion.	0B-A-53-10-00-02A-31AA-A
53-07 [185]	Tail boom (stabilizers removal necessary)	Examine internally and externally for general condition, distortion, nicks, scratches, corrosion, and defective and/or missing rivets.	0B-A-53-40-00-00A-281B-A
53-08 [186]	Tail boom	Examine attachment holes to fuselage for corrosion, wear and elongation.	0B-A-53-40-00-00A-281B-B
53-09 [187]	Tail skid	Examine for distortion, wear and condition.	0B-A-53-31-03-00A-281A-A
63-02 [241]	Engine-to-transmission drive shafts (removal necessary)	Do a detailed inspection	0B-A-63-11-00-00A-281A-B
63-03 [242]	Main-transmission support assemblies and related fuselage fittings (removal necessary)	Do a detailed inspection	0B-A-63-31-00-00A-281A-B
65-01 [287]	Tail rotor drive shafts (removal necessary)	Do a detailed inspection	0B-A-65-11-00-00A-281C-B
71-01 [314]	Transmission/engine cowling	Examine for condition, distortion and defective and/or missing rivets	0B-A-71-11-00-00A-281A-A
Note			
1) For retractable landing gear only.			

12-month inspections			
No	**Item**	**Task**	**Reference (DMC)**
00-01		Make sure that the helicopter is safe for maintenance	0B-A-00-20-00-00A-120A-A
00-02		Refer to Chapter 04 - Airworthiness limitations. Obey with the requirements for retirement lives and inspections	
00-03		Obey with the requirements for component overhaul schedule	0B-B-05-12-00-00A-028A-D
00-04		Obey with the requirements for discard time schedule	0B-B-05-13-00-00A-028A-D
00-05		Obey with the requirements for special inspections	0B-B-05-45-00-00A-028A-D
00-06		Obey with the requirements for servicing	0B-B-05-46-00-00A-028A-D

00-07		Obey with the requirements for out of phase inspections	0B-B-05-51-00-00A-028A-D
00-08		Obey with the requirements for inspections of optional equipment	0B-B-05-70-00-00A-028A-D
00-09		Open/remove the necessary access doors/panels	0B-A-06-41-00-00A-010A-A
00-10		Close/install the access doors/panels at the end of the inspections	- -
24-01 [18]	Inverter	Examine for security and condition	- -
24-02 [19]	Generator control boxes and connections	Examine for damage and security	- -
24-03 [20]	Relays and busses	Examine for security and condition	- -
24-04 [21]	Busses insulation	Examine for condition	- -
24-05 [39]	Battery vent lines	Examine for condition and obstruction	- -
24-06 [23]	Battery temperature sensor	Do operational test	0B-B-24-32-01-00A-320A-A
24-07 [24]	External power receptacle	Examine for condition and signs of burn	- -
24-08 [25]	Starter generators	Examine for condition and security	- -
24-09 [26]	Starter generators	Examine electrical connection for condition, signs of burn and/or evidence of short-circuit	- -
24-10 [27]	Overhead panel internal wirings, circuit breakers and connectors.	Examine for condition, chafing and signs of burn	- -
24-11 [28]	DC generation system	Do operational test	0B-B-24-31-00-00A-320C-A
24-12 [29]	AC generation system	Do operational test	0B-B-24-21-00-00A-320A-A
25-01	Safety belts and shoulder harness	Examine for condition, damage, security and operation.	0B-A-25-23-00-00A-281A-A 0B-A-25-11-00-00A-281A-A
26-01 [92/330]	Portable fire extinguisher	Weigh the portable fire extinguisher and examine the portable fire extinguisher iaw vendor recommendation.	0B-A-26-23-01-00A-281A-B
29-01 [115]	Hydraulic system drains and vents	Examine for condition and obstructions	- -
29-02 [119]	Flight control hydraulic system components and lines	Do a check for condition security and leaks	0B-A-29-11-00-00A-281A-A 0B-A-29-12-00-00A-281A-A
29-03 [120]	Flight control hydraulic system hoses	Examine for condition and chafing. This is very important in areas of main transmission mounts	- -
29-04 [121]	Utility hydraulic system (normal and emergency circuits)	Do operational test (Note 1)	0B-A-29-21-00-00A-320A-A
29-05 [123]	Utility hydraulic system emergency circuit	Do operational test for correct charge seal (Note 1)	0B-A-29-21-00-00A-364A-A
29-06 [124]	Utility hydraulic system components and lines	Do a check for condition security and leaks	0B-A-29-21-00-00A-281A-A
32-01 [137]	Nose landing gear (helicopter on jacks)	Examine for unusual play, condition, cracks, distortion corrosion and security	0B-A-32-21-00-00A-281A-A
32-03 [138]	Nose and main landing gear wheel bearings (helicopter on jacks)	Examine for corrosion, roughness and noise during turning	0B-A-32-41-00-00A-281A-A
32-04 [139]	Nose and main landing gear uplocks	Examine for condition, security and integrity of retaining spring (Note 1)	- -

32-05 [140]	Extension and retraction system	Do operational test (Note 1)	0B-B-32-31-00-00A-320A-A
34-01 [165]	Static ports	Examine for obstructions	- -
34-02 [166]	Pitot and static lines	Drain	- -
67-01 [294]	Parts of control tubes, bellcranks and supports you can see on upper deck, tail boom internal compartment, and areas adjacent to tail rotor pedals and 90-degree gearbox	Examine for condition, clearances, security and abnormal play of bearings	0B-A-67-00-00-00A-281A-A
67-02 [300]	Flight controls	Examine for freedom of movement	- -
67-03 [301]	Cyclic sticks, collective levers and anti-torque pedals	Examine for correct friction	0B-A-67-00-00-00A-369A-A
67-04 [303]	Servo actuators	Examine for leaks	- -
67-05 [307]	Flight control levers and supports	Do a check for condition and security	- -
71-01 [315]	Transmission/engine cowlings	Examine for cracks and defective and/or missing rivets	- -
91-01 [327]	Connectors and cables of transmission deck wiring	Examine for condition and corrosion	- -
91-02 [328]	Connectors and cables of engine compartment wirings	Examine for condition and corrosion	- -
91-03 [329]	Connectors and cables of landing gear compartment wirings	Examine for condition and corrosion	- -
Note			
1) For retractable landing gear only.			

Special inspections

No	Item	Task	Condition limit	Reference (DMC)
00-01		Obey with the requirements for inspections of optional equipment		0B-B-05-70-00-00A-028A-D
21-01	Ventilation air intake support (Note 7)	Perform a detailed inspection of ventilation air intake support and its attachment to the upper deck for security, condition and cracks	100	0B-A-21-21-19-00A-281A-A
22-01 [443]	AHRS1 and AHRS2 circuit breakers	Do operational check to verify that there are no hidden failures	10000	
22-02 [444]	Pilot pedal Force Trim Release (FTR)	Do operational check to verify that there are no hidden failures	10000	0B-B-22-11-00-00A-320C-A
23-01 [460]	RTU1 and RTU2 circuit breakers	Do operational check to verify that there are no hidden failures	10000	
23-02 [461]	ICS AMU circuit breakers	Do operational check to verify that there are no hidden failures	10000	
23-03 [462]	Pilot pedal-operated PTT capability	Do operational check to verify that there are no hidden failures preventing pilot use of the pedal-operated PTT capability	10000	0B-B-23-51-00-00A-320B-A
24-01 [22]	Battery (removal necessary)	Do reconditioning service	900/12 months	0B-B-24-32-01-00A-200A-A
26-01	Deleted			
26-02	Portable fire extinguisher	Perform a general visual inspection of the portable fire extinguisher for damage, corrosion, leakage and condition.	1 month	0B-B-26-23-01-00A-281A-B

28-01 [440]	Fuel Quantity Gauging System (FQGS)	Do operational check of FQGS protective devices/circuit	10000	0B-B-28-41-00-00A-320A-A
28-02	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/ 6 years	0B-A-28-10-00-00A-281A-A
31-01 [463]	PFD and MFD cooling fan1 and fan 2 operation	Do operational check to verify that there are no hidden failures preventing the PFD and MFD cooling fans operation	10000	0B-B-21-22-00-00A-320A-A
31-02 [464]	MFD automatic reconfiguration to PFD capability	Do operational check to verify that there are no hidden failures preventing the MFD automatic reconfiguration in PFD mode following loss of PFD	1200 (Note 2)	0B-A-31-64-00-00A-320F-A
31-03 [465]	EFIS/IDU CPU OFF-DIE thermal diode correct operation	Do operational check to verify that there are no hidden failures preventing the PFD and MFD off-die CPU thermal diodes to correctly protect the CPU and IDU CPM board from overtemperature occurrences	10000	0B-A-32-00-00-00A-283B-B
31-04	PFD and MFD circuit breakers	Do the operational check to verify that there are no hidden failures with the redundant circuit breakers powering the EFIS displays	10000	- -
32-01 [141]	Landing gear actuators (helicopters which operate over sea and/or in high humidity)	Examine for corrosion and damage (Note 3)	1200/3 years	0B-A-32-00-00-00A-283A-A
32-02 [142]	Landing gear actuators (helicopters which do not operate over sea and/or in high humidity)	Examine for corrosion and damage (Note 3)	2400/6 years	0B-A-32-00-00-00A-283A-A
32-03 [160]	Main landing gear compartments and extension actuators (actuators removal necessary)	Do a check for condition, security, leaks, cleanliness and corrosion (Note 3)	400/12 months	0B-A-32-00-00-00A-283B-B
32-04	Main landing gear (helicopter on jacks)	Examine for unusual play, condition, cracks, distortion, corrosion and security.	400/12 months	0B-A-32-11-00-00A-281A-A
32-05	Main landing gear shock absorber	Do a dimensional check of shock absorber height.	400/12 months	0B-A-32-10-00-00A-361A-A
52-01 [170]	Cockpit door emergency release mechanisms	Examine for correct operation	400/12 months	0B-B-52-13-00-00A-320A-A
52-02 [172]	Maintenance steps and restraint cables	Examine for condition, security and integrity.	400/12 months	- -
53-02 [173]	Tail boom internal area and related fuselage brackets	Examine for cracks, corrosion and distortion.	400/12 months	0B-A-53-40-00-00A-281A-A
53-03 [174]	Tail boom internal area, stabilizer attachment area and related locking system	Examine for security and cracks. Examine adjacent areas for distortion, cracks and defective and/or missing rivets.	400/12 months	- -
53-04 [175]	Internal surface of structure below engine mount fittings (left side of Number 1 engine and right side of Number 2 engine)	Examine for cracks	400/12 months	0B-A-53-10-00-00A-281A-A
53-05 [188]	Fuselage internal surfaces	Examine for condition, cracks, corrosion and distortion. This is very important in areas adjacent to battery and to attachment points of tail boom	400/12 months	- -
53-06 [189]	Fuselage external surfaces	Examine for condition, cracks corrosion, distortion and defective and/or missing rivets Inspection includes visible parts of all antennas installations and their supports, gaskets and bonding devices for corrosion, good condition and proper adhesion to the fuselage	400/12 months	- -

53-07 [190]	Tail boom external surfaces	Examine for condition, cracks corrosion, distortion and defective and/or missing rivets on upper fin. Inspection includes visible parts of all antennas installations and their supports, gaskets and bonding devices for corrosion, good condition and proper adhesion to the tail.	400/12 months	- -
53-08 [191]	Stabilizers	Examine for condition, dents, corrosion, defective and/or missing rivets	400/12 months	- -
53-09	Tail rotor drive shaft supports and adjacent fuselage/tail area	Examine all tail rotor drive shaft supports for condition and corrosion including adjacent fuselage/tail area for cracks	200/12 months	- -
53-10 [425/426]	Fuselage structure at STA 4460 (109-0344-23-101/102 and 109-0332-34-101/102)	Examine for cracks, dents and missing or loose rivets and screws	400/12 months	0B-B-53-10-00-00A-281C-A
53-11 [427]	Fuselage structure at STA 4327 (109-0332-07-101/102)	Examine for cracks, dents and missing or loose rivets and screws	400/12 months	0B-B-53-10-00-00A-281C-A
53-12 [428]	Fuselage structure at STA 2164.8 (109-0332-29-103/104)	Examine for cracks, dents and missing or loose rivets and screws	400/12 months	0B-B-53-10-00-00A-281C-A
53-13	FWD and AFT MGB fittings, LH/RH	Do a visual inspection for corrosion, cracks and proper condition of joints.	200/12 months	0B-A-53-10-00-00A-281D-A
53-14	Upper deck	Perform a detail inspection of the upper deck area and panels for cracks, corrosion, debonding and damage	800/ 4 years	- -
53-15	Upper horizontal beam STA 1815 (Note 5)	Perform a detail inspection for cracks to the upper horizontal beam at STA 1815	1200/ 6 years	- -
62-01 [208]	Swashplate duplex bearing (pitch change links and rotating scissors disconnection necessary)	Examine for noise and roughness of rotation	400/24 months	0B-A-62-32-00-00A-283A-A
62-03 [210]	Main rotor blades (removal necessary)	Examine blade root bushings and washers for wear and damage. Examine contact areas with grips for condition	2400	0B-A-62-11-01-00A-283A-B
62-04 [211]	Main rotor head control levers (removal necessary)	Examine for condition, damage and wear	2400	0B-A-62-21-02-03A-283A-B
62-05 [212]	Main rotor blade grips (removal necessary)	Examine for condition, damage and wear. Examine contact areas with blades for condition and washers for debonding	2400	0B-A-62-21-02-07A-283A-B
62-06 [213]	Main rotor flapping and drop restraint mechanism (removal necessary)	Examine for condition, damage and wear	2400	0B-A-62-21-02-23A-283A-B
62-07 [214]	Main rotor head and installation components (removal necessary)	Do a detailed inspection	2400	0B-A-62-21-00-00A-283D-B
62-08 [215]	Main rotor hub floating ring	Examine what to wear. Examine DU washers and internal Teflon shim for debonding	2400	0B-A-62-21-02-09A-283A-B
62-09 [216]	Swashplate (removal and disassembly necessary)	Examine duplex bearing for damage and corrosion. Examine teflon rings for wear. Examine fixed and rotating swashplate, the support and pivot sleeve slots for damage and wear	2400	0B-A-62-32-00-00A-283B-B
62-10 [372]	Main rotor floating ring and droop stop plate	Examine for wear and damage	2400	0B-A-62-21-02-23A-283A-B
62-11 [373]	Pitch change links	Do a detailed inspection	2400	0B-A-62-31-01-00A-283A-B
62-12 [374]	Main rotor hub (removal necessary)	Examine for condition, damage and wear	2400	0B-A-62-21-00-00A-283A-B
62-13 [375]	Main rotor elastomeric bearings (removal necessary)	Examine for condition, damage, wear and corrosion	2400	0B-A-62-21-00-00A-283A-B
62-14 [369]	Rotating scissors	Examine for damage, corrosion wear and excessive play	200/6 months	0B-A-62-31-02-00A-281A-A

62-15 [370]	Non-rotating scissors	Examine for damage, corrosion wear and excessive play	200/6 months	0B-A-62-31-03-00A-281A-A
63-01 [243]	Main transmission chip detectors	Do operational test	200/12 months	0B-A-63-41-00-00A-320A-A
63-02 [244]	Freewheel units (removal necessary)	Examine components and tracks for wear and damage	1200	- -
63-03 [237]	Fan drive belts	Do a check of belt tension	400/12 months	0B-A-63-23-00-00A-369A-A
63-04 [238]	Oil cooler fan attachment flanges (disassembly not necessary)	Examine for condition	400/12 months	- -
64-01 [273]	Tail rotor	Do a check for correct dynamic balance	100	- -
65-01 [288]	90-degree gearbox chip detector	Do operational test	200/12 months	0B-A-65-41-01-00A-320A-A
65-02 [289]	90-degree gearbox	Examine gearing teeth for unusual prints, pitting, scoring, damage. Examine bearings for freedom of rotation and roughness	1600	0B-A-65-21-00-00A-283B-B
65-03 [293]	Tail rotor drive shaft bearings	Examine for condition	300	- -
65-04	Tail rotor drive shaft fittings safety pins	Examine for freedom of rotation	100	0B-A-65-11-00-00A-281A-A
71-01 [312]	Fuel and oil hoses	Examine for condition and chafing	400/12 months	- -
71-02 [313]	Tubes and electrical wiring	Examine for condition, chafing, leaks and security of connections	400/12 months	- -
Note				
2) Task to be performed with EFIS CMR, refer to 0B-B-04-30-00-00A-028A-D.				
3) For retractable landing gear only.				
5) Task applicable to AW109SP model installing rescue hoist kit P/N 109-B810-16.				
7) Applicable only to ventilation air intake support 109-0716-79.				

Servicing				
No	**Item**	**Task**	**Condition limit**	**Reference (DMC)**
29-01 [126/127]	Utility hydraulic system accumulators (2 off) (Note 2)	Fill with nitrogen	400 / 12 months	0B-A-12-20-03-00A-214A-A 0B-A-12-20-04-00A-214A-A
29-02 [128/129]	Flight control hydraulic system accumulators (2 off)	Fill with nitrogen	200 / 12 months	0B-A-12-20-01-00A-214A-A 0B-A-12-20-02-00A-214A-A
32-01 [143]	Main landing gear strut torque links	Grease	400 /12 months	0B-A-12-20-05-00A-242A-A
32-02 [144]	Nose landing gear strut torque links and steering support	Grease	12 months	0B-A-12-20-06-00A-242A-A
32-03 [145/146]	Main landing gear struts (2 off)	Fill with nitrogen Fill with fluid	400/12 months 1600/36 months	0B-A-12-20-05-00A-214A-A 0B-A-12-20-05-00A-218A-A
32-04 [147/148]	Nose landing gear strut	Fill with nitrogen Fill with fluid	12 months 1600	0B-A-12-20-06-00A-214A-A 0B-A-12-20-06-00A-218A-A
32-05 [149/150]	Landing gear wheel tires (3 off)	Fill with nitrogen	12 months	0B-A-12-20-07-00A-214A-A 0B-A-12-20-08-00A-214A-A
32-06 [151/152]	Wheel bearings	Grease	12 months	0B-A-12-20-09-00A-242A-B 0B-A-12-20-10-00A-242A-B
62-01 [217]	Main rotor blade (4 off) (Note 1)	Apply surface protection	7 days	0B-A-12-20-11-00A-259A-A
62-02 [218]	Main rotor floating ring and droop stop plates	Grease	50 / 90 days	0B-A-12-20-13-00A-242A-A
62-03 [219]	Swashplate (2 places)	Grease	50 / 90 days	0B-A-12-20-14-00A-242A-A

63-01 [246]	Main transmission	Change of oil	400 / 12 months	0B-A-12-13-01-00A-292A-A
64-01 [276]	Tail rotor pitch change mechanism duplex bearing	Grease	100 / 6 months	0B-B-12-20-17-00A-242A-A
65-01 [290]	90-degree gearbox	Change of oil	100 / 6 months	0B-A-12-13-02-00A-292A-A
65-02 [291]	Tail rotor drive shaft bearings (7 off)	Grease	300	0B-A-12-20-15-00A-242A-A
67-01 [304]	Main rotor servo actuators (3 off)	Grease	200 / 12 months	0B-A-12-20-16-00A-242A-A
67-02 [305]	Main rotor servo actuator levers (3 off)	Apply surface protection	400 / 12 months	0B-A-12-20-18-00A-259A-A
67-03 [306]	Tail rotor servo actuator lever	Apply surface protection	400 / 12 months	0B-A-12-20-19-00A-259A-A
Note				
1) Only when the helicopter operates in severe environmental conditions.				
2) For retractable landing gear only. For fixed landing gear, refer to 0B-B-05-70-27-00A-028A-D.				

Scheduled/unscheduled inspections - Rotor brake system			
Item	**Task**	**Inspection interval**	**Reference (DMC)**
Rotor brake [247]	Examine for leaks	400	0B-A-63-51-00-00A-320A-A
Disk flange support [248]	Examine for security	400	- -
Rotor brake linings [249]	Examine for wear	400	0B-A-63-51-04-01A-361A-A
Rotor brake control cable [250]	Do operation test	12 months	0B-A-63-51-02-00A-320A-A
Scheduled/unscheduled inspections - Environmental control system			
Item	**Task**	**Inspection interval**	**Reference (DMC)**
Bleed air lines, pipes, joints and fittings [2]	Examine for condition and security	400 / 12 months	- -
Bleed air overtemperature switch [3]	Do function test	200	0B-A-21-91-08-00A-340A-B
Environmental control system [4]	Do operation test	12 months	0B-B-21-91-00-00A-320A-A
Heat exchanger [5]	Do detailed examination for condition and obstruction	Note 1	0B-A-21-91-02-00A-281A-A
Turbine - blower [6]	Lubricate	600	0B-A-21-91-02-00A-241A-B
Air conditioning unit pylon attachment bolts and pylon legs [14]	Examine for condition	When you do a maintenance operation in area where air conditioning unit is installed	0B-A-21-91-03-00A-282A-A
Note			
1) Do this inspection before 400 hours and subsequently at 100-hour intervals.			
Scheduled/unscheduled inspections - Emergency locator transmitter system			
Item	**Task**	**Inspection interval**	**Reference (DMC)**
ELT case and antenna [40]	Examine for correct installation	400 / 12 months	- -
Battery pack [41]	Examine for corrosion	12 months	- -

Controls and crash sensor [42]	Do operation test (Note 1)	12 months	0B-A-25-61-01-00A-320A-A
Antenna [43]	Do a check of radiated signal	12 months	0B-A-25-61-00-00A-340A-A
Note			
1) Always do the test within the first 5 minutes of the hour (UTC). Be sure to notify any nearby control owner of your intentions.			
Scheduled/unscheduled inspections - Engine compartment fire extinguishing system			
Item	**Task**	**Inspection interval**	**Reference (DMC)**
Engine compartment fire extinguishing system [93/94]	Do operation test	12 months	0B-B-26-21-00-00A-320A-A 0B-B-B-26-22-00-00A-320A-A
Bottle cartridges [95/96]	Do bridge wire resistance test	3 years (Note 1)	0B-A-26-21-01-01A-366A-B 0B-A-26-22-01-01A-366A-B
Bottles [97/98]	Weigh	3 years (Note 1)	0B-A-26-21-01-00A-369A-B 0B-A-26-22-01-00A-369A-B
Bottles [99/100]	Do hydrostatic test	5 years	Note 2
Note			
1) From the date of installation.			
2) To do the hydrostatic test, refer to the instructions printed on the decals of the bottles. The bottles must be removed from the helicopter: - refer to 0B-A-26-21-01-00A-520A-A for the Number 1 fire extinguishing bottle - refer to 0B-A-26-22-01-00A-520A-A for the Number 2 fire extinguishing bottle.			
Scheduled/unscheduled inspections - External video camera system – General			
Item	**Task**	**Inspection interval**	**Reference (DMC)**
Fairing and video camera group [404]	Do a DVI for general condition, corrosion, distortion and defective and/or missing rivets (support removal necessary)	12 months	- -
Scheduled/unscheduled inspections - Mast vibration absorber installation – General			
Item	**Task**	**Inspection interval**	**Reference (DMC)**
MVA locking nut	Functional check (torque check). After last flight of the day when 5 - 10 FH from the installation of the mast vibration absorber are reached and subsequently when 5 FH from any nut re-torque is reached until correct torque is obtained.		0B-A-18-64-00-00A-283A-A
MVA locking nut	Functional check (torque check).	400 FH after the installation of the locking nut	0B-A-18-64-00-00A-283A-A
MVA locking nut	Functional check (torque check).	800 FH	0B-A-18-64-00-00A-283A-A
MVA cap	Do a detailed inspection for condition, wear, fretting and damage.	After the removal of the cap or 4800 FH.	0B-A-18-64-04-00A-283A-B
MVA rod assembly and adapter group	Do a detailed inspection for condition, wear, fretting and damage. Task includes an inspection of the mating areas with the internal mast.	After the removal of the rod assembly and adapter group or 4800 FH.	0B-A-18-64-03-00A-283A-A

3.2.5. AW109SP 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”).

Engine Scheduled/ Unscheduled Inspection Intervals:

(1) 150 hours inspection
(2) 200 hours inspection
(3) 800 hours inspection
(4) 900 hours inspection
(5) 12 months inspection

Conditional Unscheduled inspections, for task list see the table.
Recommended Compressor and Turbine Desalination and Wash Intervals

150 hours inspections		
No	**Component**	**Action**
ENG 71-01	Engine	Do a power assurance check (Ref. 71-00-00, POWER PLANT – ADJUSTMENT/TEST).
200 hours inspections		
No	**Component**	**Action**
ENG 72-04	Shut-off Valve	Inspect the P3 air passage of the shut-off valve for the presence of debris (Ref. 72-11-00, RGB – MAINTENANCE PRACTICES).
NOTE: 1. Individual operators can adjust the interval that suits operating conditions.		
NOTE: 2. An engine operated with an air inlet filtering system since last inspection is exempted from the above scheduled inspection.		
ENG 73-04	EEC/Fuel Management Module	Do an auto to manual to auto mode response check (Ref. 73-21-00, FUEL MANAGEMENT MODULE (FMM) – MAINTENANCE PRACTICES).
NOTE: 1. Individual operators can adjust the interval that suits operating conditions.		
NOTE: 2. An engine operated with an air inlet filtering system since last inspection is exempted from the above scheduled inspection.		
ENG 73-05	FMM P3 Feed	Inspect the P3 nipple on the output shaft cover for presence of debris (Ref. 73-21-10, FUEL MANAGEMENT MODULE-INSPECTION CHECK).
Note: Individual operators can adjust intervals that suit operating conditions.		
800 hours inspection		
No	**Component**	**Action**
ENG 72-05	Air Inlet Screen	Do a visual inspection of the screen for blockage and damage. Make sure that the hardware that you attach is serviceable (72-21-00, AIR INLET – INSPECTION/CHECK). If the air inlet screen is removed, do an inspection of the centrifugal impeller (Ref. 72-00-00, ENGINE, GENERAL – INSPECTION).
ENG 72-06	Compressor Inlet Case	Do a visual Inspection (Ref. 72-21-00, AIR INLET INSPECTION/CHECK).
ENG 72-02	(PW207C) Combustor (Pre-SB28301)	Do an inspection of small exit duct (Ref. 72-00-00, ENGINE, GENERAL – INSPECTION).

ENG 79-01	Oil Filter	Remove and replace the oil filter (Ref. 79-21-00, OIL SYSTEM (DISTRIBUTION) – MAINTENANCE PRACTICES).
ENG 73-02	Fuel Filter	Remove and replace the fuel filter (Ref. 73-21-50, FUEL PUMP FILTER – MAINTENANCE PRACTICES).
ENG 74-01	Igniter Plug	Do a detailed visual check of the igniter plug for erosion (Ref. 74-11-00, ENGINE IGNITION – INSPECTION/CHECKS).
ENG 74-02		Do a functional check to verify operating capabilities (Ref. 74-11-00, ENGINE IGNITION – INSPECTION/CHECKS).
ENG 73-03	EEC/Fuel Management	Do a manual mode response check and do an operational check of the alternate engine shutdown

900 hours inspection

No	Component	Action
ENG 72-04	Fuel Nozzles	Clean and do a functional check of the fuel nozzles (Ref. CMM 3040870). Inspect the inlet screens for presence of debris. If debris is found, follow the Debris in Fuel Nozzle Inlet Screen fault isolation chart (Ref. 72-00-00).

Conditional & Unscheduled inspections

No	Component	Action	Interval
ENG 72-01	(PW207C) Turbo machinery	Do a Hot Section Inspection (Ref. 72-00-31, HIS – HEAVY MAINTENANCE PRACTICES)	Half the turbomachinery module TBO interval or on condition, based on the results of the engine trend monitoring (Ref. 71-00-00, POWERPLANT – FAULT ISOLATION)

NOTE: To get a satisfactory HIS “on condition” maintenance requirements, Operators must keep records of the power assurance checks, either electronically or on paper, and trend the data to monitor the engine health.

1	Foreign Object Damage (FOD)
2	Oil System (Chip Light, Filter Bypass, Loss of Oil, Unusual Oil System Conditions.)
3	Other Conditions (Lightning Strike, Engine Immersion in Water, Engine or Component Dropped During Handling, Main Rotor Strike/Stoppage, Fire Extinguisher Inadvertent Discharge, Fuel Pump Filter, Extended Use of Restricted Fuel, Helicopter Flown Through Volcanic Ash or Smoke, Non-preserved Engine Procedure, Helicopter Operation in High Erosive Environmental Condition, Starter – Generator Malfunction, Starter – Generator Removal)
4	Engine overspeed, over torque and overtemperature,
5	Hard Landing, Main Rotor Sudden Stoppage
6	Helicopter Flown Through Volcanic Ash or Smoke
7	Operations in high corrosive environments

Recommended Compressor and Turbine Desalination and Wash Intervals

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 or150 Whichever’s first.

NOTE: 1. Compressor or turbine washes are not recommended for engine flying continuously or frequently in sand/dust environments unless warranted by engine performance results. If you are operating simultaneously in saline environment, it is recommended to wash by the proposed saline frequency without interruption.

NOTE: 2. During dry season, engine wash will be maintained per recommended schedule to keep cooling air passages free of dust.

NOTE: 3. Regardless of frequency of operating in saline environments, incorporated in an island and surveillance or sea environment it is recommended you do a desalination wash after the last flight of the day.

NOTE: 4. Desalination washes done after last flight of the day provides maximum efficiency.

NOTE: 5. “On-condition” means based on power assurance check data and satisfactory

NOTE: 6. Refer to the CT blade inspection for category of sulfidation and adjust monitoring and washing frequency as required.

NOTE: 1. Compressor or turbine washes are not recommended for engine flying continuously or frequently in sand/dust environments unless warranted by engine performance results. If you are operating simultaneously in saline environment, it is recommended to wash by the proposed saline frequency without interruption.

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			
No	**Component**	**Part number**	**Overhaul interval**
21-02	Cooling turbine	1538D000-002	5000
21-03	Cooling fan	109-0716V03-101	3000
24-01	Starter generator	200SGL147Q-3 200SGL147Q-4	1000
25-05	Life jackets	66601-105 210225-2	Note 6 Note 7
62-01	Main rotor dampers	109-0112-39-103 or 109-0112-39-105	1200
63-01	Main transmission assembly	109-0400-03-113/119	4800
63-02	Oil cooler fan	109-0455-01-103	4800
65-01	90-degree gearbox assembly	109-0440-01-121	3000 (Note 4)

67-01	Main rotor servo actuator assembly	109-0110-42-134	2400
67-02	Main rotor servo actuator assembly	109-0110-42-135	2400
67-03	Main rotor servo actuator assembly	109-0110-42-136	2400
67-04	Tail rotor servo actuator assembly	109-0040-51-103	1800 (Note 5)
Note			
4) Tolerance: ± 60 FH.			
5) Tolerance: ± 30 FH.			
6) Every 10 years from manufacturing date or from the last overhaul date, send the component to the Manufacturer or its authorized Repair Center to inspect the sealed life jacket (disassembly and test equipment required). The inspections must be accomplished by qualified personnel to ascertain the airworthiness of the helicopter. The component must be sent to the Vendor.			
7) Every 5 years from manufacturing date or from the last overhaul date, send the component to the Manufacturer or its authorized Repair Center to inspect the buoyancy chambers and components, to perform the overpressure test and the air tightness test (disassembly and test equipment required).			

3.2.8. PW207C Engine Time Between Overhaul Recommendations

Rotor component life limitations outlined in the latest AIRWORTHINESS LIMITATIONS section of this manual override the TBO considerations.
Do a Hot Section Inspection Half the turbomachinery module TBO interval or on condition, based on the results of the engine trend monitoring.
The 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. The engine can be overhauled as two individual modules:
Do an overhaul of the turbomachinery module every **3500 hours.**
Do an overhaul of the reduction gearbox module every **3500 hours.**

Accessories Time Between Overhauls

Monitor the engine accessories, as defined by the Illustrated Parts Catalog, with a removal threshold that is based on the operator's experience, with the following exception:
Fuel Management Module (FMM) is engine **TBO plus 500 hours.**
No. 1 Bearing Retaining Nut: Remove and replace with new part at every **TBO**
No. 3 Bearing:Remove and replace with new part at every **TBO**
No. 3 Bearing Inner Race Retaining Nut Keywasher (Ref. to NOTES 1, 2, 3 and 4): Remove and replace with new part at every **TBO or every 5000 hours** whichever comes first
CT Disk Retaining Nut Keywasher (No.4 Bearing Keywasher): Remove and replace with new part at every **TBO or every 5000 hours** whichever comes first
CT Disk Retaining Nut: Remove and replace with new part at every **TBO or every 5000** hours whichever comes first
NOTE: 1. At engine overhaul the No. 3 bearing inner race retaining nut keywasher is discarded and replaced with a new one.
NOTE: 2. For engines in the shop for repair where No. 3 bearing inner race retaining nut keywasher removal is part of the repair workspace, it is recommended to replace the keywasher if its TSN is unknown or if its TSN does not permit it to make it overhaul without exceeding the keywasher service life.
NOTE: 3. For engines in the shop for repair where No. 3 bearing inner race retaining nut keywasher removal is NOT part of the repair work scope, keywasher can remain in engine until next overhaul regardless of its TSN.
NOTE: 4. No. 3 bearing inner race retaining nut keywasher, CT disk retaining nut and CT disk retaining nut keywasher replacement requirement is applicable to engines overhauled after June 2024.

3.3. AW109SP Discard Time Schedule - List of COMPONENTS

This section gives you the recommended replacement schedule for the non-critical part of the helicopter. This schedule is not an airworthiness limitation.
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 discard time 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.
When retiring from service the parts contained in this section, the relative standard parts have also to be retired from service.
Discard 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.
No tolerance is permitted on the discard time

Discard Time Schedule			
No	**Component**	**Part number**	**Discard time**
18-02	MVA rod assembly	109-0824-30-103	7000 FH
25-01	ELT battery pack	452-0133	Note 1
25-02	First aid kit	A425A002A	Note 2
26-01	Portable fire extinguisher	A072A02 AW003ZE02	10 years from the date of manufacture
26-02	Fire extinguishing cartridges	30600-22	12 years (installed) 15 years (installed and storage life)
26-03	Portable fire extinguisher	MB2620I00251 (Vendor P/N A344)	6 years from the date of manufacture
26-04	Portable fire extinguisher	337TS and A337TS	12 years from the date of manufacture
28-01	Fuel filter element	KD651510	400 FH / 12 months
29-01	Hydraulic pump Vespel splined adapter	45888	4800 FH
31-01	Digital clock 109-0740L42-101 battery	"AAA" or 2/3 "AA" size battery commercially available	2 years
31-03	DAU internal battery	B1612-A	Note 11
62-01	Elastomeric bearing	109-0111-04-101	Note 3
63-01	Toothed belt	109-0455-09-103	Note 4
64-01	Elastomeric bushing	709-0160V01-101	Note 5
Note			
1) The battery pack must be replaced after use in an emergency, inadvertent activation of unknown duration, when the total of all known transmission is more than 1 hour, when its shelf life is expired (see date on label).			
2) Discard the components when the date written on the related package is expired.			
3) Shelf life 5 years.			
4) The discard time of the toothed belt is 800 FH / 2 years (whichever comes first, from the first helicopter running after the belt installation) or before the discard date written on the belt. Use the limit that occurs first. A tolerance of 30 FH is permitted for the 800 FH limit.			
5) Shelf life 5 years from the date of manufacture. The shelf life applies also to the elastomeric bushings installed on the blades or on hub and blade assembly stored as spare parts.			
11) 10 years from battery installation.			

Out of phase inspections				
No	**Item**	**Task**	**Condition / limit**	**Reference (DMC)**
00-01		Obey with the requirements for inspections of optional equipment		0B-B-05-70-00-00A-028A-D
18-01	Vibration absorber-to-fuselage attachment bolts	Examine for correct torque. (Note 1)	5 thru 10 hours of flight, when the helicopter is new, or after the installation of a vibration absorber.	0B-B-18-61-00-00A-283A-A
32-01 [158]	Wheel half rims	Examine for cracks and corrosion	After each removal of a wheel tire.	0B-A-32-41-00-00A-283A-B
52-01 [171]	Emergency jettison mechanism	Examine for correct operation	At each removal of a cockpit door.	- -
53-01 [193]	Tail boom attachment bolts	Examine for correct torque (Note 1)	5 thru 10 hours of flight, when the helicopter is new or after the installation of the tail boom.	0B-A-53-40-00-00A-283A-A
62-01 [220]	Tape on leading edges of main rotor blades (if installed)	Examine for proper adhesion, condition, wrinkles, lifting or breaking at edges	Before the first flight of a day.	- -
62-02 [221]	Main rotor head ring nut bolts	Examine for correct torque (Note 1)	5 thru 10 hours of flight, when the helicopter is new or after the installation of the main rotor.	0B-A-62-21-00-00A-283A-A
62-03 [222]	Blade pins	Examine for condition, nicks and wear	After each removal of a main rotor blade	- -
63-01 [254]	Upper cover-to-main case attachment nuts	Examine for correct torque (Note 1)	5 thru 10 hours of flight, when the helicopter is new or after the installation of the main transmission.	0B-A-63-21-00-00A-281A-A
63-02 [255]	Fan pulleys (only for oil cooler fan P/N 109-0455-01-101)	Examine for condition, damage and wear	After each removal of a fan belt.	0B-A-63-23-00-00A-283A-A
63-03 [256]	Fan bearings (only for oil cooler fan P/N 109-0455-01-101)	Examine for excessive play and roughness	After each removal of a fan belt.	0B-A-63-23-00-00A-283A-A
63-04 [256]	Driven pulley assy (P/N 109G6320A26)	Examine for condition, damage and wear	After each removal of a fan belt.	0B-A-63-23-00-00A-283A-A
63-05 [256]	Driven pulley assy (P/N 109G6320A26)	Examine the driven pulleys for roughness of rotation	After each removal of a fan belt.	0B-A-63-23-00-00A-283A-A
65-01 [292]	Mounting sleeve attachment bolts	Examine for correct torque (Note 1)	5 thru 10 hours of flight, when the helicopter is new or after the installation of the 90-degree gearbox.	0B-A-65-21-00-00A-283A-A
71-01 [316]	Exhaust ejector-to-saddle attachment bolts	Examine for correct torque (Note 1)	5 thru 10 hours of flight, when the helicopter is new or after the installation of an engine exhaust ejector.	0B-A-78-11-00-00A-283A-A
71-02 [317]	Engine fitting-to-engine mount attachment nuts	Examine for correct torque	Before each removal of an engine.	0B-A-71-02-00-00A-283A-A
71-03 [318]	Engine mount-to-fuselage attachment nuts	Examine for correct torque	After each removal of an engine.	0B-A-71-20-00-00A-283A-A
71-04 [319]	Engine mount supports	Examine for corrosion, wear and elongation of bolt holes	After each removal of an engine.	0B-A-71-20-00-00A-283A-A
Note				
1) If you found that the torque is not in the approved limits, do a torque check again after 5 thru 10 hours of flight.				

Conditional inspections		
No	**Event**	**Reference (DMC)**
1	Heavy landing	0B-A-00-70-00-01A-28AA-A
2	Main rotor sudden stop	0B-A-00-70-00-02A-28AA-A
3	Tail rotor sudden stop	0B-A-00-70-00-03A-28AA-A
4	Overspeed	0B-A-00-70-00-04A-28AA-A
5	Overtorque	0B-A-00-70-00-05A-28AA-A
6	Engine overspeed, overtorque and overtemperature	0B-A-00-70-00-06A-28AA-A

7	Lightning strike	0B-A-00-70-00-07A-28AA-A
8	Operations in high corrosive environments	0B-A-00-70-00-08A-28AA-A
9	Wire strike	0B-A-00-70-00-10A-28AA-A
10	Strong winds	0B-A-00-70-00-12A-28AA-A
11	Sand/dust storms	0B-A-00-70-00-13A-28AA-A
12	Foreign Object Damage (FOD) strike or missing fastener	0B-A-00-70-00-11A-28AA-A
13	Birdstrike	0B-A-00-70-00-09A-28AA-A

3.4. AW109SP 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.

3.4.1 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)
MLG Strut and Doors	GVI	External	32-11-00 Para 1 Step A.	90days or (3)
MLG Strut and Doors	DVI	Disassembled	32-11-00 Para 1 Step B.	(3)
Wheels	GVI	External	32-41-00 Para 1 Step A.	90days or (3)
Wheels	GVI	Disassembled	32-41-00 Para 1 Step	(3)
Brakes	GVI	External	32-41-00 Para 2 Step A.	90days or (3)
Nose Landing Gear Wheel Well	GVI	External	53-11-01 Para 1 Step A.	90days or
Hydraulic Accumulator Compartment	GVI	Internal	53-11-03 Para 1 Step A.	90days or
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. AW109SP Airworthiness Limitations

This chapter gives the airworthiness limitations applicable to the AW109SP 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 AW109SP 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	**Part number**	**Retirement life**
32 - LANDING GEAR		
Main landing gear LH	109G3210V01-105	101000 landings
Main landing gear RH	109G3210V01-106	101000 landings
Nose landing gear strut	109-0503-44-103	40000 landings
Main landing gear servo actuator	109G3230V01-101	78000 landings
53 - FUSELAGE		
Forward interface fitting	109-0332-34-101/-102	13000
Aft interface fitting	109-0344-23-101/-102	13000
Fuselage	- -	On condition (Note 6)
55 - STABILIZER		
Left elevator	109-0200-02-803	3000
Right elevator	109-0200-02-804	6900

Torque tube clamp assembly	109-0210-03-13	4000
62 - MAIN ROTOR		
Blade (composite material)	709-0104-01-111	8800
Elastomeric bearing	109-0111-04-101	46000 landings or on conditions. Use limit that occurs first (Note 1)
Fixed swashplate assembly	109-0110-63-5	19000
Hub	109-0111-03-109/-113	89000 landings
Rotating swashplate	109-0134-03-105	9100
Rotating swashplate greasing bolt	109-0110-90-107	42000
Rotating swashplate locking ring	109-0134-11-103	8300
Sleeve	109-0110-21-3	15000
Spherical sleeve	109-0110-04-1	12000
Swashplate support	109-0134-29-101	24000
Upper fixed half-scissor	109-0110-54-111	48000
Upper fixed half-scissor attachment fitting	109-0110-38-1	3400
Lower fixed half-scissor	109-0110-60-1	20000
Lower fixed half-scissor support	109-0110-53-1	17000
63 - MAIN ROTOR DRIVE		
Aft rod	109-0325-03-113	13000
Forward rod	109-0325-02-107	16000
Lower fitting	109-0325-08-109	41000
Main rotor shaft assembly	109-0405-76-107	10000
Planetary carrier	109-0405-10-105	100000 landings
Upper case assembly	109-0402-45-101	9800
64 - TAIL ROTOR		
Blade	709-0160-48-101	10000
Elastomeric bushing	709-0160V01-101	On condition (Note 2)
Control lever	109-0040-48-117	11000
Hub assembly	109-0131-06-101	12000 landings
Link assembly	109-0040-47-1	11000
Retention strap assembly	109-8131-07-1	7200 landings
Retention strap bolt	709-0160-47-101	22000 landings
Strap plug	109-8131-06-1	20000 landings
Strap pin	109-8131-08-1	20000 landings
Support	109-0040-49-5	11000
Lever	109-0130-21-103	8600
Shaft	109-0130-33-1	8600
Double lever	109-0130-62-1	8600
Rod	109-0133-04-109	8600
Lever assembly	109-0130-43-113	8600
Lever	109-0130-60-3	8600
65 - TAIL ROTOR DRIVE		
90-degree gearbox gear	109-0443-01-103	41000
90-degree gearbox pinion	109-0433-01-107	30000
Shaft assembly	109-0425-41-1	134000 landings
Sleeve mounting	109-0435-31-1	3300
Tail rotor shaft assembly	109-0445-08-113	50000
Case assembly	109-0442-01-17	3300
Flange adapter	109-0425-01-3	40000 landings

Shaft assembly	109-8412-02-1/-3	78000 landings
67 - ROTOR FLIGHT CONTROL		
Main rotor servo actuator	109-0110-42-134/-135/-136	8000
Main rotor servo actuator attachment	28007GR90	1000
Tail rotor servo actuator	109-0040-51-103	11000
Note		
1) Each 60 FH, inspect elastomeric bearing. Refer to 0B-B-04-20-00-00B-028A-D.		
2) Each 200 FH, inspect elastomeric bushing. Refer to 0B-B-04-20-00-00B-028A-D.		
6) Each 450 FH, inspect fuselage. Refer to 0B-B-04-20-00-00B-028A-D.		

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 - List of affected parts

No	Part	Task	Interval	Reference (DMC)
53-01	Fuselage	Inspect for delamination and disbond on critical area	450	0B-B-53-10-00-00A-283A-A
62-01	Elastomeric bearing PN 109-0111-04-101 (Note 1)	Inspect for cracking, separation of shims, blowing, rubber powder and/or crumbs	60	0B-A-62-21-00-00A-281A-A
64-01	Elastomeric bushing PN 709-0160V01-101	Inspect for cracking, blowing, rubber and/or crumbs	200	0B-A-64-11-01-00A-281A-B
Note:				
1) Retirement life: 46000 landings. Refer to 0B-B-04-10-00-00A-028A-D.				

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 table:

No	System	Task	Interval	Reference (DMC)
21-04	Environmental control	DVI of hot air delivery tubes (P/N 109-0680-17-105,109-0716-98-121, 109-0691-26-105 and 109-0716-98-139)	2 years	0B-A-21-91-19-00A-281A-B
21-05	Environmental control	DVI of flexible ducts external to hot air delivery tubes	Note 1	0B-A-21-91-18-00A-282A-A
21-06	Environmental control	OC to verify the functional path that ensures the SOVs are automatically closed in the event of OEI	400	0B-B-21-91-00-00A-320C-A

	Environmental control	OC to verify the functional path that ensures the SOVs are automatically closed in the event of OEI	400	0B-C-21-91-00-00A-320B-A
21-07	Environmental control	DVI of internal tubes and joint duct (P/N 109-0691-26-105, 109-0714L12-101 and 109-B811-26-101)	2 years	0B-C-21-91-19-00A-281A-B 0B-C-21-91-41-00A-281A-B
21-08	Environmental control	GVI of flexible ducts (P/N N02L051D0760D and N02L051D0300D)	Note 1	0B-C-21-91-18-00A-282A-A 0B-C-21-91-40-00A-282A-A
22-01	Auto flight	OC to make sure that there is no WOW input mismatch from the FCC (1/2 AP MAINT caution message) (Note 7)	400	0B-B-22-11-01-00A-320A-A
22-02	Auto flight	OC to verify the flight control system (six checks) (P/N 109-0774-04-0A01 only)	100	0B-B-22-11-00-00A-320A-A
23-01	Communication	OC of RTU1 radio tuning capability to verify that there are no hidden failures preventing radio communications and radio navigation receivers tuning	400	0B-B-23-81-00-00A-320B-A
23-02	Communication	OC of VHF2 guarded emergency switch function to verify that there are no hidden failures preventing the switch to set the emergency VHF2 radio frequency	800	0B-B-23-12-00-00A-320B-A
24-01	Electrical power	OC of connection between emergency bus 1 and essential bus 1 for dormant open circuit failure	400	0B-B-24-61-00-00A-320E-A
24-02	Electrical power	OC of connection between emergency bus 2 and essential bus 2 for dormant open circuit failure	400	0B-B-24-61-00-00A-320E-A
24-03	Electrical power	OC of connection between essential bus 1 and essential bus 2 for dormant open circuit failure	400	0B-B-24-61-00-00A-320E-A
24-04	Electrical power	Do an operation test of trip capabilities of GCU1 and GCU2 field relays (KFR) for dormant failures	800	0B-B-24-31-00-00A-320B-A
24-05	Electrical power	Do an operation test of connection between generator bus 1 and emergency bus 1 for dormant open circuit failure	1200	0B-B-24-61-00-00A-320F-A
24-06	Electrical power	Do an operation test of connection between generator bus 2 and emergency bus 2 for dormant open circuit failure	1200	0B-B-24-61-00-00A-320F-A
24-07	Electrical power	OC of GCU1 and GCU2 overvoltage protection circuits for dormant failure	3000	0B-B-24-31-00-00A-320A-A
24-08	Electrical power	OC to bus feeder circuit breakers for dormant failures	400	0B-B-24-61-00-00A-320J-A
26-01	Fire protection	OC of bottle discharge head for correct operation	4000	0B-B-26-21-00-00A-320A-A
26-02	Fire protection	OC of CB205 and CB206 circuit breakers for dormant open circuit failures	4000	0B-B-26-21-00-00A-320A-A 0B-B-26-22-00-00A-320A-A
26-03	Fire protection	OC of BTL1 and BTL2 selection switches and ENG1 and ENG2 lighted push-button switches of fire extinguisher control panel for dormant open circuit failures	4000	0B-B-26-21-00-00A-320A-A 0B-B-26-22-00-00A-320A-A
26-04	Fire protection	OC of pressure-transducer alarm-switch contacts for dormant open circuit failures and integrity switch contacts for closed circuit failures	1200	0B-A-26-11-01-00A-340A-A 0B-A-26-12-01-00A-340A-A
31-01	Indicating/recording systems	OC of the PFD watchdog function to verify that there are no hidden failures with the IDU450 self-reset mechanism in case of detected failure	1200	0B-A-31-64-00-00A-320B-A
31-02	Indicating/recording systems	OC of the MFD sensor reconfiguration following to a RCP manual reconfiguration (ADU and AHRS rotactors) to verify that there are no hidden failures preventing reconfiguration of MFD to: ADU1 or ADU2, AHRS1 or AHRS2, GPS1 or GPS2 (Note 6)	1200	0B-A-31-64-00-00A-320C-A

32-01	Landing gear	OC of emergency extension system (for retractable landing gear only)	400	0B-B-32-31-00-00A-320B-A
63-01	Rotor brake	GVI of rotor brake disc for damage and condition.	Note 5	0B-A-63-51-03-00A-282A-A
63-02	Rotor brake	OC of pad microswitches for correct operation (4 off)	10000	0B-A-63-51-00-00A-320B-A

Note

1) This task is necessary all times you do a maintenance task in the areas where the flexible duct is installed.

5) This task is necessary all times you do a maintenance task in the areas where the rotor brake is installed.

6) When reconfigured to ADU1, to verify that:

- The baro-corrected altitude is digitally displayed on PFD (and on MFD when displays the PFD page or is reverted to PFD mode).

- The MFD (reverted to PFD mode) provides the pilot with the capability to adjust the baro-corrected altitude digitally displayed.

7) This task is applicable only to FCC assembly P/N 109-0774-04-0A01, 109-0774-04-0A02, 109-0774-04-0A03 and 109-0774-04-0A04.

3.6 AW109SP Engines Retirement Lives Schedule

The engine rotating components listed in Table are subject to low-cycle fatigue (LCF) due to cyclic operation of the engine. As a result, these parts must be replaced when the cycle limit is reached.

Under normal operations, automatic LCF counting is used on the engine to count the accumulated cycles on the life limited critical components. If a fault code or if the consistency check is not successful, the automatic LCF counting is unserviceable. It is necessary to record the accumulated cycles manually until such time the automatic LCF counting is serviceable. Every 40 to 50 hours, the operators must record the accumulated cycles for each LCF component. This data is obtained either from the helicopter display system or directly from the DCU. The consistency check by performed by calculating the percentage difference of accumulated cycles between Engine No. 1 and Engine No. 2. And making sure the cycles for each LCF component increase at a rate of at least 0.3 cycles per mission (start, flight(s), shutdown).

Engine Service Life Values and Factors (Low Cycle Fatigue (LCF) Life Limits)

Part Name	Part Number	Flight Count Factor	Life Limits Total Cycles	Automated Damage Tracking System (ADTS)(See Note)	
				Engine Data Table (EDT) Part Number	Data Collection Unit (DCU) Part Number
Impeller	3058672-01 (**Post-SB28248**)	1	15000	3059003-01	3054276-01 3054276-02 (**Post-SB28273**) 3075872-01 (**Post-SB28333**)
	3074666-01 (**PostSB28306**)	1	15000		
Compressor Turbine Disk	3048999-01	1	10000	3059003-01	3054276-01 3054276-02 (**Post-SB28273**) 3075872-01 (**Post-SB28333**)
	3075684-01 (**PostSB28349**)	1	10000		
Power Turbine Disk	3044188-01	1	15000	3059003-01	3054276-01 3054276-02 (**Post-SB28273**) 3075872-01 (**Post-SB28333**)
	3072542-01 (**PostSB28311**)	1	10000		
	3075689-01 (**PostSB28349**)	1	15000		

NOTE: The Automated Damage Tracking System (ADTS) uses the Engine Data Table (EDT) P/N identified on the Data Collection Unit (DCU) data plate. Older DCU listed in this table do not have an EDT identified on the DCU data plate. For older DCU, the ADTS uses the DCU P/N. The EDT P/N are cross-referenced to the DCU P/N provided in Table 201 of Section 77-41-01 DATA COLLECTION UNIT - MAINTENANCE PRACTICES.

3.7 Mandatory Scheduled Inspection/Maintenance Intervals for Twin Engine Operation

Power Assurance Checks must be done on the engine in intervals of less than **175 hours**. Refer to Chapter 71-00-00, Power plant - Adjustment/Test.

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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 at least 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 "AW109SP" 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 the 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 **WILL NOT BE APPLIED 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.		
Inspection	**Reference**	**Tolerance**
100 hours	Special inspection program	±10 hours
200 hours	Scheduled inspection program	+10 hours
300 hours	Special inspection program	±10 hours
400 hours	Scheduled inspection program	+30 hours
800 hours	Scheduled inspection program	+30 hours
1200 hours	Special inspection program	±30 hours
1600 hours	Special inspection program	±30 hours
2400 hours	Special inspection program	±30 hours
3200 hours	Scheduled inspection program	±60 hours
50 hours / 60 days	Scheduled inspection programs	+10 hours/10 days
200 hours / 6 months	Special inspection program	±10 hours/30 days
200 hours / 12 months	Special inspection program	±10 hours/2 months
400 hours / 12 months	Special inspection program	±30 hours/2 months
900 hours / 12 months	Special inspection program	±30 hours/2 months
400 hours / 24 months	Special inspection program	±30 hours/3 months
800 hours / 4 years	Special inspection program	±30 hours/3 months
1200 hours / 3 years	Special inspection program	±30 hours/3 months
1200 hours / 6 years	Special inspection program	±30 hours/3 months
2400 hours / 6 years	Special inspection program	±30 hours/3 months
3200 hours / 6 years	Special inspection program	±60 hours/3 months
1 months	Special inspection program	5 days
12 months	Scheduled inspection program	±2 months
7 days	Servicing	±3 days
300 hours	Servicing	±10 hours
800 hours	Servicing	±30 hours
1600 hours	Servicing	±30 hours
12 months	Servicing	±3 months
50 hours / 90 days	Servicing	±10 hours/10 days
100 hours / 6 months	Servicing	±10 hours/1 month
400 hours / 12 months	Servicing	±30 hours/3 months
5 years	Special inspection program	±3 months

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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. AW109S" 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.