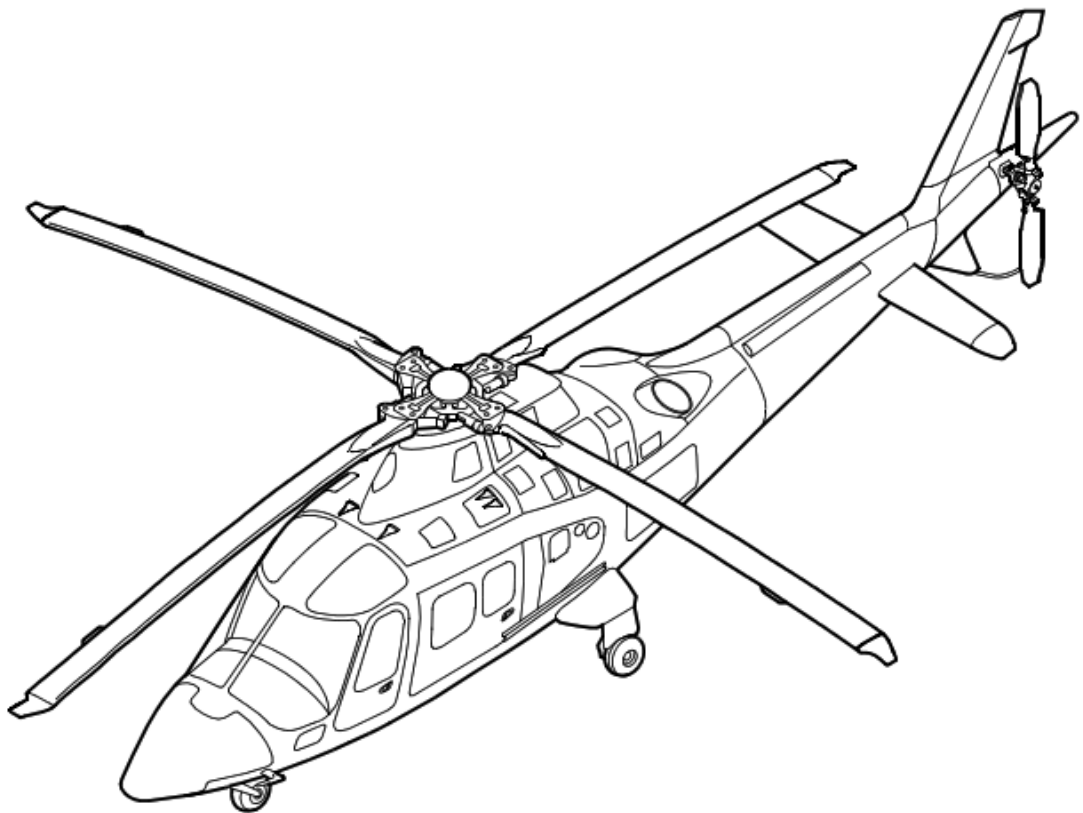




**AW109S TREKKER HELICOPTER
MAINTENANCE PROGRAMME
AMP**



A109S Trekker

Issue : 1
Revision : 00
Date : 15.06.2026

İşlemler	Durum	Vatandaş/İşletme	Başvurulan	Hizmet	İşlem Türü	Başvuru Tarihi	Başv... Geçen Süre	Ortalama Hizmet Süresi
	Süreç Tamamlandı	KAAN HAVACILIK SANAYİ VE TİCARET ANONİM ŞİRKETİ		SHUE5201- Sürekli Uçuşa Elverişlilik Yönetimi/Birle... Uçuşa Elverişlilik Kuruluşu El Kitapları veya Prosedürleri, Onaylayıcı Personel Listesi, Kabiliyet Listesi, Bakım Programı ve Eklerinin Onayı	İlk Veriliş	18/06/2026	2 Gün	1 Yıl

İstek Türü	Hatırlatma	Tahmini Cevaplama Süresi	Metin	Dosya Açıklama	E... S...	Son İşlem Tarihi	Değerlendirme Tarihi	Evrak Yükl... ve Veri Girişi Zoru...	E- İmza Zoru...	Evrak Aslı Alın...
Sürekli Uçuşa Elverişlilik El Kitabı Revizyonu ...		30 Gün	KAAN-057-SYK-SHGM-26 A109S-Trek Bak Prog Iss 1 Rev 00	KAAN-057-SYK-SHGM-26 A109S-Trek Bak Prog Iss 1 Rev 00		19.06.2026 09:36	19.06.2026	Evet	Hayır	Hayır
Talep kapsamında güncel / güncellenen CAME/SEK ...		30 Gün	KAAN A109S Trekker Maintenance Programme Iss 1 Rev 00 (g1)	KAAN A109S Trekker Maintenance Programme Iss 1 Rev 00 (g1)		19.06.2026 09:36	19.06.2026	Evet	Hayır	Hayır
		30 Gün	Bu başvuruda yer alan bilgilerin tam ve doğru olduğunu beyan ederiz. Uyumluluk İzleme Md Gözde ÜNLÜ 0546 640 11 46 Sürekli Uç Elv Md Ali ÖZÜĞÜR 0530 540 42 03 Sorumlu Md Kadir ERDOĞAN 0532 367 25 82			19.06.2026 09:36	19.06.2026	Evet	Hayır	Hayır
Veri		1 Ay	FR.229L 2026-06 KAAN A109S T 1-0	FR.229L 2026-06 KAAN A109S T 1-0		19.06.2026 09:36	19.06.2026	Evet	Hayır	Hayır

1000 Sayfa Başına Kayıt

Gösterilen 1-5 Arası 5 Toplam Kayıt

İstek Türü	Hatırlatma	Tahmini Cevaplama Süresi	Metin	Dosya Açıklama	E... S...	Son İşlem Tarihi	Değerlendirme Tarihi	Evrak Yükl... ve Veri Girişi Zoru...	E- İmza Zoru...	Evrak Aslı Alın...
Talep kapsamında güncel / güncellenen CAME/SEK ...		30 Gün	KAAN A109S Trekker Maintenance Programme Iss 1 Rev 00 (g1)	KAAN A109S Trekker Maintenance Programme Iss 1 Rev 00 (g1)		19.06.2026 09:36	19.06.2026	Evet	Hayır	Hayır
		30 Gün	Bu başvuruda yer alan bilgilerin tam ve doğru olduğunu beyan ederiz. Uyumluluk İzleme Md Gözde ÜNLÜ 0546 640 11 46 Sürekli Uç Elv Md Ali ÖZÜĞÜR 0530 540 42 03 Sorumlu Md Kadir ERDOĞAN 0532 367 25 82			19.06.2026 09:36	19.06.2026	Evet	Hayır	Hayır
Veri		1 Ay	FR.229L 2026-06 KAAN A109S T 1-0	FR.229L 2026-06 KAAN A109S T 1-0		19.06.2026 09:36	19.06.2026	Evet	Hayır	Hayır
		30 Gün	FR.229L 2026-06 KAAN A109S T 1-0	FR.229L 2026-06 KAAN A109S T 1-0		19.06.2026 09:36	19.06.2026	Evet	Hayır	Hayır

1000 Sayfa Başına Kayıt

Gösterilen 1-5 Arası 5 Toplam Kayıt

Table of Contents

0	AMP DOCUMENT FORMAT	6
0.1.	AMP REFERENCE	6
	<i>TR DGCA AMP COMPLIANCE CHECKLIST</i>	6
0.2.	LIST OF EFFECTIVE PAGES	7
0.3.	APPROVAL SHEET	10
0.4.	DISTRIBUTION LIST	12
0.5.	RECORD OF REVISIONS	13
0.6.	RECORD OF EFFECTIVE TEMPORARY REVISIONS	14
0.7.	HIGHLIGHTS / SUMMARY OF CHANGES	14
0.8.	TABLE OF CONTENTS	15
0.9.	DEFINITIONS, GLOSSARY, ABBREVIATIONS	16
0.9.1	TERMS AND DEFINITIONS	16
0.9.2	ABBREVIATIONS	ERROR! BOOKMARK NOT DEFINED.
1	AMP GENERAL REQUIREMENTS	2
1.1.	PRODUCT IDENTIFICATION	2
1.2.	RESPONSIBILITIES	2
1.2.1	OPERATOR NAME AND ADDRESS	2
1.2.2	BRIEF DESCRIPTION OF THE ORGANIZATION	2
1.2.3	TYPE OF OPERATION	2
1.3.	STATEMENT BY THE CAMO	3
1.4.	PRACTICES AND PROCEDURES STATEMENT	4
1.5.	HELICOPTER UTILISATION	4
1.6.	LIMITATIONS OF THE MAINTENANCE PROGRAMME	4
1.7.	REFERENCE DOCUMENTS	5
2	AMP BASIS AND CONCEPT	2
2.1.	PROGRAMME BASIS DESCRIPTION	2
2.2.	TASKS CLOCK STARTING POINT AND IMPLEMENTATION PERIODS	3
2.3.	ADDITIONAL REPETITIVE MAINTENANCE TASKS	3
2.3.1	REPETITIVE AD AND SB LIST	4
2.4.	AGEING HELICOPTER SYSTEMS AND SPECIFIED SAMPLING PROGRAMME	5
2.5.	CRITICAL DESIGN CONFIGURATION CONTROL LIMITATIONS TOGETHER WITH APPROPRIATE PROCEDURES	5
2.6.	WEIGHING	5
2.7.	PARKING AND STORAGE	6
2.8.	BRIDGING PROGRAMME	6
2.9.	OPERATIONAL REQUIREMENTS FROM TR DGCA / STATE OF REGISTRY	6
2.10.	STATE OF OPERATOR RECOMMENDATIONS	6
3.	AMP TASKS	2
3.1.	PRE-FLIGHT AND ROUTINE MAINTENANCE TASKS	2
3.1.1.	FLIGHT CREW PRE-FLIGHT MAINTENANCE TASKS / CHECK	2
3.1.2.	ROUTINE MAINTENANCE TASKS	3
3.2.	MAINTENANCE TASKS	3
3.2.1.	REVISION STATUS	ERROR! BOOKMARK NOT DEFINED.
3.2.2.	TASK ID	ERROR! BOOKMARK NOT DEFINED.
3.2.3.	TASK TITLE	ERROR! BOOKMARK NOT DEFINED.
3.2.4.	TASK TYPE	ERROR! BOOKMARK NOT DEFINED.
3.2.5.	TASK PERIODS	ERROR! BOOKMARK NOT DEFINED.
3.2.6.	ZONES	ERROR! BOOKMARK NOT DEFINED.
3.2.7.	SOURCE	ERROR! BOOKMARK NOT DEFINED.
3.2.8.	REFERENCE	ERROR! BOOKMARK NOT DEFINED.
3.2.9.	EFFECTIVITY	ERROR! BOOKMARK NOT DEFINED.
3.2.10.	REVISION DATE	ERROR! BOOKMARK NOT DEFINED.
3.2.11.	AW109S TREKKER AIRFRAME AND ENGINE MAINTENANCE PROGRAMS LIST	4
3.3.	COMPONENTS MAINTENANCE AND OVERHAUL PROGRAM	20
3.4.	STRUCTURAL MAINTENANCE PROGRAM	ERROR! BOOKMARK NOT DEFINED.
4.	AMP REVIEW, AMENDMENTS AND APPROVAL	2
4.1.	PERIODIC REVIEW OF MAINTENANCE PROGRAMME CONTENTS	2

4.1.1.	CONTENT OF THE PERIODIC REVIEW.....	2
4.1.2.	PERIODIC REVIEW FREQUENCY	2
4.2.	ESCALATION OF ESTABLISHED TASK INTERVALS	3
4.3	AMP AMENDMENTS PROCEDURE.....	3
4.4	AMP APPROVAL	4
4.4.1.	APPROVAL BY TR DGCA (DIRECT APPROVAL).....	4
4.4.2.	APPROVAL BY THE CAMO (INDIRECT APPROVAL)	4
5.	PERMITTED VARIATIONS TO MAINTENANCE PERIODS.....	2
5.1.	GENERAL RULES FOR PERMITTED VARIATIONS	2
5.1.1.	TR DGCA RECOMMENDED MAXIMUM ALLOWED VARIATIONS	3
5.1.2.	EXCEPTIONS TO PERMITTED VARIATIONS	3
6.	RELIABILITY PROGRAMME AND REPORTING.....	2
6.1.	RELIABILITY PROGRAMMES.....	2
6.2.	REPORTING	2

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. AW109S TREKKER 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	15.06.2026		0-11	00	15.06.2026
0-2	00	15.06.2026		0-12	00	15.06.2026
0-3	00	15.06.2026		0-13	00	15.06.2026
0-4	00	15.06.2026		0-14	00	15.06.2026
0-5	00	15.06.2026		0-15	00	15.06.2026
0-6	00	15.06.2026		0-16	00	15.06.2026
0-7	00	15.06.2026		0-17	00	15.06.2026
0-8	00	15.06.2026		0-18	00	15.06.2026
0-9	00	15.06.2026		0-19	00	15.06.2026
0-10	00	15.06.2026				

Chapter 1 AMP General Requirements

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
1-1	00	15.06.2026		1-4	00	15.06.2026
1-2	00	15.06.2026		1-5	00	15.06.2026
1-3	00	15.06.2026		1-6	00	15.06.2026

Chapter 2 AMP Basis and Concept

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
2-1	00	15.06.2026		2-4	00	15.06.2026
2-2	00	15.06.2026		2-5	00	15.06.2026
2-3	00	15.06.2026		2-6	00	15.06.2026

Chapter 3 AMP Tasks

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
3-1	00	15.06.2026		3-26	00	15.06.2026
3-2	00	15.06.2026		3-27	00	15.06.2026
3-3	00	15.06.2026		3-28	00	15.06.2026
3-4	00	15.06.2026		3-29	00	15.06.2026
3-5	00	15.06.2026		3-30	00	15.06.2026
3-6	00	15.06.2026		3-31	00	15.06.2026
3-7	00	15.06.2026		3-32	00	15.06.2026
3-8	00	15.06.2026		3-33	00	15.06.2026
3-9	00	15.06.2026				
3-10	00	15.06.2026				
3-11	00	15.06.2026				
3-12	00	15.06.2026				
3-13	00	15.06.2026				
3-14	00	15.06.2026				
3-15	00	15.06.2026				
3-16	00	15.06.2026				
3-17	00	15.06.2026				
3-18	00	15.06.2026				
3-19	00	15.06.2026				
3-20	00	15.06.2026				
3-21	00	15.06.2026				
3-22	00	15.06.2026				
3-23	00	15.06.2026				
3-24	00	15.06.2026				
3-25	00	15.06.2026				

Chapter 4 AMP Review, Amendments and Approval

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
4-1	00	15.06.2026		4-4	00	15.06.2026
4-2	00	15.06.2026		4-5	00	15.06.2026
4-3	00	15.06.2026				

Chapter 5 Permitted Variations to Maintenance Periods

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
5-1	00	15.06.2026		5-3	00	15.06.2026
5-2	00	15.06.2026		5-4	00	15.06.2026

Chapter 6 Reliability Programme and Reporting

Page Nr.	Rev. Nr	Date		Page Nr.	Rev. Nr	Date
6-1	00	15.06.2026		6-2	00	15.06.2026

0.3. APPROVAL SHEET

AIRCRAFT MAINTENANCE PROGRAMME

A109S TREKKER

ISSUE I

REV. 00

	PREPARED BY	CONTROLLED & When Needed; INDIRECT APPROVED BY	FINAL APPROVED BY (On Behalf of Company)
NAME	Ali ÖZUĞUR	Gözde ÜNLÜ	Kadir ERDOĞAN
TITLE	Continuing Airworthiness Manager	Compliance Monitoring Manager	Accountable Manager
SIGN			
DATE	15.06.2026	15.06.2026	15.06.2026

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

Kadir ERDOĞAN, Accountable Manager of Kaan Air, during office-hours, to be reached at

Phone : +90 532 367 25 82

Fax : +90 216 425 17 03

Ayazağa Mahallesi 208. Sokak No:1 Sarıyer / İSTANBUL 34396 TURKEY

kadir.erdogan@kaanair.com

Ali ÖZUĞUR, Continuing Airworthiness Manager of Kaan Havacılık San. Ve Tic AŞ., during office hours, to be reached at:

Phone : +90 532 111 99 93 / 1505

Mobile : +90 530 540 42 03

Fax : +90 216 425 17 03

Ayazağa Mahallesi 208. Sokak No:1 Sarıyer / İSTANBUL 34396 TURKEY

ali.ozugur@kaanair.com

Gözde ÜNLÜ, Compliance Monitoring and Safety Manager of Kaan Havacılık San. ve Tic AŞ., during office-hours, to be reach at:

Phone : +90 546 640 11 46

Fax : +90 216 425 17 03

Ayazağa Mahallesi 208. Sokak No:1 Sarıyer / İSTANBUL 34396 TURKEY

gozde.unlu@kaanair.com

0.4. DISTRIBUTION LIST

JOB TITLE	PUBLICATION CONT. NO
Turkish DGCA	E-COPY
Accountable Manager	E-COPY
Continuing Airworthiness Manager	Paper Copy NO. 1
Compliance Monitoring and Safety Manager	E-COPY
CAMO Engineering Department	E-COPY
Operator	N/A
Contracted SHT-145 Maintenance Organizations	N/A

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	00	15.06.2026	Initial Issue	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

CHAPTER	NAME
0	AMP Document Format
1	AMP General Requirements
2	AMP Basis and Concept
3	AMP Tasks
4	AMP Review, Amendments and Approval
5	Permitted Variations to Maintenance Periods
6	Reliability Programme and Reporting

0.9. DEFINITIONS, GLOSSARY, ABBREVIATIONS

0.9.1 Terms and Definitions

Helicopter: Every kind of air vehicle that can fly and have cruise capability.

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

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

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

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

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

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

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

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

Damage: Physical deterioration of a component

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

Discard (DS)

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

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

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

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

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

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

of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

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

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

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

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

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

Modification: The alteration of a helicopter component in conformity with an approved standard.

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

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

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

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

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

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

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

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

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

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

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

0.9.2 Abbreviations

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

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

MAINTENANCE PROGRAMME

Chapter – 1

AMP General Requirements

1 AMP GENERAL REQUIREMENTS

1.1. PRODUCT IDENTIFICATION

Kaan Havacılık San. ve Tic AŞ., Air Leonardo S.p.A / AW109S TREKKER fleet composition is as follows:

Helicopter				Engine		
Manufacturer	Model	Registration	Serial Numbers	Manufacturer	Model	S/N
Leonardo	A109S TREKKER	TC-HKH	22705	Pratt & Whitney	PW207C	PCE-BH0864 PCE-BH0865

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 34396 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 ÖZÜĞÜR
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	A109S TREKKER Maintenance Planning Manual (MPM) (502700701_118C) 0B-D-AMPI-00-P Chapters 00/04/05	Issue 002; 004; 12	2022-10-31 2023-06-07 2026-02-20	EASA / Leonardo
2	PW207C Engine Maintenance Manual (MM) 3043322	Rev. No: 54.0	30/MAR/26	Transport Canada / Pratt & Whitney
3	Sürekli Uçuşa Elverişlilik Talimatı (SHT-CAM)	08	05.05.2026	TR DGCA
4	Continuing Airworthiness Management Exposition (CAME)	29	02.02.2026	Kaan Havacılık San. ve Tic AŞ.

INTENTIONALLY LEFT BLANK

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 AW109S Trekker 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) Information Later of Helicopter and Component Manufacturer
- 2) IETP of the Engine
 - a) MAINTENANCE MANUAL (TCA)
 1. Airworthiness Limitations
 2. Time Limits/Maintenance Checks
 3. Engine Operating Limits
 4. Scheduled Maintenance Checks
 5. Unscheduled Maintenance Checks
 - b) Service bulletins (SB) Information Later of Engine and Component Manufacturer
- 3) AD's of Turkish DGCA
- 4) AD's of Helicopter, Engine and Component Type Certificate authorities
- 5) Turkish Technical Standard Order (TR-TSO)
- 6) European Technical Standard Order (ETSO)
- 7) USA Technical Standard Orders (TSO)
- 8) Operator/ Kaan Havacılık San. ve Tic AŞ. CAMO instructions

2.2. TASKS STARTING POINT AND IMPLEMENTATION PERIODS

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

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

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

2.3. ADDITIONAL REPETITIVE MAINTENANCE TASKS

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

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

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

2.3.1 Repetitive AD and SB List

AD/SB No.	Title of AD/SB	Intervals	Remarks
EASA AD 2023-0105 BT 109S-115	Tail Rotor - Tail Rotor Duplex Bearing Housing and Slider Group Assembly - Replacement	At each assembly of the tail rotor duplex bearing housing.	
EASA AD 2022- 0037 SBA 109S-105	Main Rotor System – Main Rotor Rotating Scissor Assembly – Inspection	Part II – 25Hr Part IV – 50Hr Part V – 200Hr	
EASA AD 2017-0085-E BT 109S -081	Elevator Assembly – Inspection	25Hr	
EASA AD 2016-0261R1 BT 109S-073	Fire Extinguisher Bottles Inspection/Replacement	200Hr/12Mth	
EASA AD 2016-0173-E BT 109SP-072 Pt II	Tail Rotor Blade Retention Bolts Inspection	200Hr	N/A
EASA AD2021-0144 SBA 109S-101	Tail Rotor Shaft Assembly - Inspection	400Hr	
EASA SIB 2011-15 R2	Mode 'S' and Mode 'C' Transponder systems – Ground testing	24Mth	
EASA AD 2019-0235	Equipment/Furnishings – Emergency Locator Transmitter – Inspection/Modification/Replacement	12 Month	
BT 109SP-078	LEFT AND RIGHT COUNTERTORQUE CROSSBEAM FITTING PLATE ASSEMBLIES P/N 109-0330-17	1500Lndgs Repetitive	

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. AW109S Trekker 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

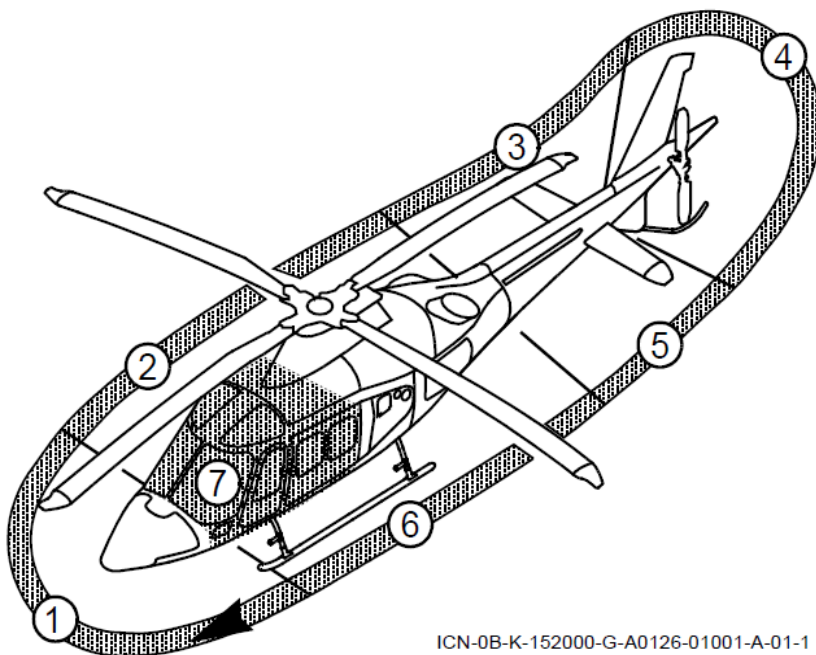
3.1.1. Flight Crew Pre-Flight Maintenance Tasks / Check

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 AW109S TK RFM section 2 Normal Procedures).

Pre-flight Check Sequence



ICN-0B-K-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 has been organized in a table format, containing the following information:

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

3.2.2. AW109S TREKKER AIRFRAME AND ENGINE SCHEDULED/UNSCHEDULED MAINTENANCE LIST

This chapter gives you the instructions applicable to the scheduled and unscheduled maintenance of the AW109S Trekker helicopter. The reference data modules are included in the Maintenance Publication (0B-D-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. AW109S Trakker Airframe Scheduled/ Unscheduled Inspection Intervals.

- 1) 50 hours / 60 days inspection
- 2) 50 hours / 90 days inspection
- 3) 100 hours inspection
- 4) 100 hours / 2 months inspection
- 5) 100 hours / 6 months inspection
- 6) 200 hours inspection
- 7) 200 hours / 12 months inspection
- 8) 300 hours inspection
- 9) 300 landings inspection
- 10) 400 hours inspection
- 11) 400 hours / 12 months inspection
- 12) 400 hours / 24 months inspection
- 13) 400 hours / 1200 landings inspection
- 14) 600 hours inspection
- 15) 800 hours inspection
- 16) 800 hours 4 years inspection
- 17) 900 hours / 12 months inspection
- 18) 1000 hours inspection
- 19) 1200 hours inspection
- 20) 1600 hours inspection
- 21) 2400 hours inspection
- 22) 3200 hours inspection
- 23) 3200 hours / 6 years inspection

- 24) 10000 hours inspection
- 25) 1 month inspection
- 26) 12 months inspection
- 27) 2 years inspection
- 28) 3 years inspection
- 29) 4 years inspection
- 30) 5years inspection
- 31) Conditional & Unscheduled inspections, for task list see the table.

3.2.4. AW109S Trakker Airframe Scheduled/ Unscheduled Inspection Intervals.

50 hours / 60 days inspection			
No	Item	Task Intent	Reference (DMC)
62-03 [24]	Main rotor hub and blades (4 places)	Examine for condition, damage and cleanliness.	- -
62-06 [26]	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.	- -
62-07 [27]	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
62-08 [28]	Main rotor damper fittings (4 places)	Examine for condition, unusual play and cracks in area of attachment points to hub.	- -
62-09 [31]	Main rotor pitch change links (4 places)	Examine for condition, security, corrosion and fretting of spherical bearing, loss of part of liner and unusual play. Note: 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. Spring pin holes (both sides) check for presence and integrity of sealant above.	- -
62-10 [88]	Swashplate and rotating scissors	Examine for condition, security and unusual play.	- -
64-02 [60]	Tail rotor pitch change mechanism	Examine for condition, security and unusual play.	- -
64-03 [61]	Tail rotor hub and blades	Examine hub for condition, contamination from oil/grease, security and freedom of flapping. 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. Examine blades for condition, scratches and dents.	0B-B-64-21-00-00A-31AA-A
50 hours / 90 days inspection			
No	Item	Task Intent	Reference (DMC)
62-11 [321]	Main rotor floating ring and droop stop plates	Grease.	0B-A-12-20-13-00A-242A-A
62-12 [322]	Swashplate (2 places)	Grease.	0B-A-12-20-14-00A-242A-A

100 hours inspection			
No	Item	Task Intent	Reference (DMC)
62-04 [30]	Ground jumpers between pitch control lever and damper, and between damper and attachment bracket to hub (4 places)	Examine for condition.	--
62-05 [33]	Swashplate top and bottom boots	Examine for condition and integrity. Make sure that there is no grease contamination.	--
64-01 [303]	Tail rotor	Do a check for correct dynamic balance.	0B-A-18-10-02-00A-37BA-A
64-13 [137]	Tail rotor drive shaft fittings safety pins	Examine for freedom of rotation.	0B-A-65-11-00-00A-281A-A
21-01	Ventilation air intake support (Note 20)	Perform a detailed inspection of ventilation air intake support and its attachment to the upper deck for security, condition and cracks.	0B-A-21-21-19-00A-281A-A
21-07 [413]	Heat exchanger	Detailed Inspection of heat exchanger for condition and obstruction.	0B-A-21-91-02-00A-281A-A (Note 4)
100 hours / 2 months inspection			
No	Item	Task Intent	Reference (DMC)
25-42 [522]	Landing skid protection	Examine skid protections for condition and wear.	--
29-01	Hydraulic pump	Do a check for leaks.	--
32-01 [508]	Landing skid	General Visual Inspection of the landing skid for damage, condition and forward and rear saddles connecting skid to crossbeams for sealing integrity.	--
32-02 [509]	Landing skid dampers	General Visual Inspection of landing skid damper for condition and leaks. Support for condition.	--
32-03 [510]	Landing skid rear and forward crosstube	General Visual Inspection of rear and forward crosstube, attaching clamps and central support for condition and security (visible parts).	--
62-13 [19]	Main rotor head control levers	Examine for condition.	--
62-14 [25]	Main rotor hub cover	Examine for condition and security.	--
62-15 [29]	Flap and droop restrainers (4 places)	Examine for condition, freedom of movement and integrity of lock wire. Examine floating ring and droop stop plates for condition and make sure that there is grease on mating areas.	--
62-16 [32]	Interrupter magnetic pick-up on swashplate	Examine for condition and security.	--
63-01 [35]	Main transmission and accessories	Examine for condition, security and oil leaks.	--
63-02 [39]	Cooler fan drive belt (visible part - 2 places)	Examine for condition, security, wear and crazing.	--

63-03 [44]	Engine-to-transmission drive shafts (2 places)	Examine for condition and damage.	- -
65-01 [136]	Tail rotor drive shaft installation	Examine bearings for grease leaks and damage (both sides). Examine rubber collars for condition and integrity. Examine slippage marks between shaft-collar-bearing and between bearing hanger for integrity and condition. Examine seals for damage and crazing (both sides).	0B-A-65-11-00-00A-281A-A
67-01 [20]	AFCS actuators (pitch, roll, yaw, collective if installed)	Examine for unusual play, condition and security. Examine electrical connections for condition and security.	- -
67-02 [97]	Flight control levers and supports	Do a check for condition and security.	- -
71-01 [52]	Engine exhaust ejectors (2 places)	Do a check for breakage and security.	- -
100 hours / 6 months inspection			
No	Item	Task Intent	Reference (DMC)
64-04 [325]	Tail rotor pitch change mechanism duplex bearing	Grease.	0B-B-12-20-17-00A-242A-A
65-02 [326]	90-degree gearbox	Change of oil.	0B-A-12-13-02-00A-292A-A
200 hours inspection			
No	Item	Task Intent	Reference (DMC)
21-01 [411]	Bleed air over temperature switch	Do function test.	0B-A-21-91-08-00A-340A-B
29-01 [140]	Tail rotor servo actuator	Examine for condition, security and leaks.	- -
29-02 [141]	Main rotor servo actuators	Examine upper-end-end bearing for condition, security, excessive play and lower spherical bearing for correct friction and servo leaks.	0B-A-67-31-00-00A-281A-A
53-03 [114]	Tail boom internal area adjacent to attachment points to the fuselage and adjacent to stabilizer attachment area including related locking system	Examine tail boom attaching points to the fuselage and stabilizer attachments for cracks, corrosion and distortion. Examine adjacent areas for distortion, cracks and defective and/or missing rivets.	0B-A-53-40-00-00A-281A-A
62-17 [116]	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
62-18 [117]	Pitch change links	Examine for excessive play.	0B-A-62-31-01-00A-281A-B
62-19 [118]	Main rotor damper and damper fittings	Examine for condition and excessive play of bearings.	0B-A-62-21-00-00A-281B-A
62-20 [120]	Flapping limiter stops	Examine for correct torque.	0B-A-62-21-02-04A-281A-A
62-21 [121]	Rotating scissors	Examine for wear and excessive play.	0B-A-62-31-02-00A-281A-A
63-04 [124]	Upper case-to-main case attachment nuts	Examine for correct torque.	0B-A-63-21-00-00A-281A-A
63-05 [127]	Oil cooler fans	Examine for excessive play of the pulleys.	0B-A-63-23-05-00A-281A-A 0B-A-63-23-06-00A-281A-A

62-33	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
64-05 [128]	Tail rotor blades	Examine for voids.	0B-A-64-11-00-00A-281A-A
64-06 [129]	Tail rotor blades	Examine for scratches, dents and cracks.	-
64-07 [130]	Tail rotor blades	Clean.	0B-A-64-11-01-00A-251A-A
64-08 [131]	Blade elastomeric bushings and related hub contact areas	Inspect for condition, fretting and wear.	0B-A-64-11-01-00A-281A-B
64-09 [132]	Blade retention bolts	Examine for condition, corrosion and nicks.	0B-A-64-11-00-00A-281B-B
64-10 [133]	Bushings on flapping axis	Examine for wear and local debonding of teflon lining.	0B-B-64-21-01-00A-281B-B
64-11 [134]	Pitch-change mechanism bolts connecting levers and scissors	Examine for wear and excessive play.	0B-A-64-31-00-00A-281A-A
64-12 [135]	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
65-13	Tail rotor drive	Perform a detailed inspection of tail gearbox output shaft for corrosion.	0B-A-65-21-00-00A-31AA-A
67-03 [139]	AFCS pitch and roll linear actuators (on upper deck) and yaw linear actuator (on rear fuselage) (Note 18)	Examine for alignment of slippage marks between body and shaft.	-
71-02 [142]	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

200 hours / 12 months inspection

No	Item	Task Intent	Reference (DMC)
29-03 [310]	Flight control hydraulic system accumulators (2 off)	Fill with nitrogen.	0B-A-12-20-01-00A-214A-A 0B-A-12-20-02-00A-214A-A
29-04 [328]	Main rotor servo actuators (3 off)	Grease.	0B-A-12-20-16-00A-242A-A
53-04 [282]	FWD and AFT MGB fittings	Do a visual inspection for corrosion, cracks and proper condition of joints.	0B-A-53-10-00-00A-281D-A
62-22 [122]	Non-rotating scissors	Examine for damage, corrosion wear and excessive play.	0B-A-62-31-03-00A-281A-A
63-06 [298]	Main transmission chip detectors	Do operational test.	0B-A-63-41-00-00A-320K-A
65-03 [307]	90-degree gearbox chip detector	Do operational test.	0B-A-65-41-01-00A-320K-A

300 hours inspection

No	Item	Task Intent	Reference (DMC)
65-04 [327]	Tail rotor drive shaft bearings (7 off)	Grease.	0B-A-12-20-15-00A-242A-A

300 landings inspection

No	Item	Task Intent	Reference (DMC)
----	------	-------------	-----------------

32-08 [516]	Landing skid dampers	Detailed inspection (tactile check) to verify freedom of movement of piston.	- -
400 hours inspection			
No	Item	Task Intent	Reference (DMC)
24-01 [264]	Starter-generators	Examine brushes for wear.	0B-A-24-31-01-01A-281A-B 0B-A-24-31-03-01A-281A-B
24-02 [265]	Starter-generators	Examine commutator contacts for wear, pitting and burning.	0B-A-24-31-01-00A-281A-B 0B-A-24-31-03-00A-281A-B
29-05 [165]	Main-rotor servo actuators	Examine the tab washer of the upper rod-end for condition and correct installation.	0B-A-67-31-00-00A-281C-A
29-06 [406]	Rotor brake assy, pump and rotor brake disc	Detailed Inspection of the rotor brake assy for security of attachments and rotor brake disc for condition and corrosion. Inspect the rotor brake pump and adjacent zone for condition, security and fluid leaks. Check pump oil level for correct indication.	- -
29-07 [407]	Rotor brake linings	Functional check of the rotor brake linings for wear.	0B-K-63-51-04-01A-361A-A
32-05 [513]	Landing skid ground handling wheels attachment points	Ground handling wheels attachment for condition.	- -
32-06 [514]	"Landing skid forward/aft crosstube supports and structure attachment points.	Inspect support of forward and aft crosstube for cracks, corrosion, distortion, damage and security. Inspect fuselage structures in the areas adjacent forward and aft landing gear attachment points for cracks, corrosion, distortion, damage and security.	- -
62-23 [151]	Damper fittings	Examine for condition, cracks and fretting in area of contact with hub.	0B-A-62-21-02-02A-281A-B
63-07 [125]	Engine/transmission oil cooler	Examine for leaks, condition and security.	- -
63-08 [152]	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.	- -
64-14 [156]	Pitch change mechanism components (rotating controls)	Examine for corrosion, wear and debonding.	0B-A-64-31-00-00A-281B-B
64-15 [157]	Retention strap pin (PN 109-8131-08-1)	Examine for condition and wear.	0B-B-64-21-01-00A-281A-B
64-16 [158]	Trunnion and trunnion covers	Examine for condition, wear, corrosion and damage.	0B-B-64-21-01-00A-281A-B
65-05 [160]	Tail rotor drive shaft splined adapters	Examine for excessive radial play.	- -
65-06 [161]	Tail rotor drive shaft Thomas couplings	Examine for condition and cracks on surfaces you can see.	- -
65-07 [162]	Tail rotor Number 2 and Number 3 drive shafts	Examine for nicks, scoring, corrosion and security.	0B-A-65-11-00-00A-281B-A

65-08 [163]	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
65-09 [164]	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.	- -
400 hours / 12 months inspection			
No	Item	Task Intent	Reference (DMC)
21-02 [410]	Bleed air lines, pipes, joints and fittings	Examine for condition and security.	- -
21-03 [416]	Bleed air lines, pipes, joints and fittings	Examine for condition and security (removal of flexible duct and pipes protection necessary).	- -
25-19 [418]	ELT case and antenna	ELT for correct installation.	- -
28-02 [143]	Fuel and oil hoses	Examine for condition and chafing.	- -
29-08 [144]	Tubes and electrical wiring contained in the engine compartment	Examine for condition, chafing, leaks and security of connections.	- -
29-09 [329]	Main rotor servo actuator levers (3 off)	Apply surface protection.	0B-A-12-20-18-00A-259A-A
29-10 [330]	Tail rotor servo actuator lever	Apply surface protection.	0B-A-12-20-19-00A-259A-A
52-01 [241]	Cockpit door emergency release mechanisms	Examine visible parts of mechanism for condition and corrosion. Perform and operational check for correct operation.	0B-A-52-13-00-00A-320A-A
53-05 [113]	Maintenance steps and restraint cables	Examine for condition, corrosion, security and integrity.	- -
53-06 [148]	Internal surface of structure below engine mount fittings (left side of Number 1 engine and right side of Number 2 engine)	Examine for cracks	0B-A-53-10-00-00A-281A-A
53-07 [242]	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.	- -
53-08 [243]	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.	- -
53-09 [244]	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.	- -

53-10	Tail rotor drive shafts and adjacent fuselage/tail area	Examine all tail rotor drive shaft supports for condition and corrosion including adjacent fuselage/tail area for cracks.	-
53-11 [474]	Upper and nose cutters	Examine for condition, corrosion, distortion and defective and/or missing rivets.	-
55-01 [245]	Stabilizers	Examine for condition, dents, corrosion, defective and/or missing rivets.	-
63-09 [153]	Fan drive belts	Examine for damage, crazing and wear. Do a check of belt tension.	0B-A-63-23-00-00A-283A-A 0B-A-63-23-00-00A-369A-A
63-10 [154]	Oil cooler fan attachment	Examine for condition.	-
63-11 [323]	Main transmission	Change of oil.	0B-A-12-13-01-00A-292A-A
400 hours / 24 months inspection			
No	Item	Task Intent	Reference (DMC)
62-24 [285]	Swashplate duplex bearing	Examine for noise and roughness of rotation.	0B-A-62-32-00-00A-283A-A
400 hours / 1200 landings inspection			
No	Item	Task Intent	Reference (DMC)
32-04 [512]	Landing skid tubes and attachment points	Skid tubes for yielding and skid shoes for corrosion and damage. Landing gear attachment points for damage, cracks, distortion and security. Crosstubes for warping.	0B-K-32-11-01-00A-281A-A
400 hours inspection			
No	Item	Task Intent	Reference (DMC)
21-04 [414]	Turbine - blower	Lubricate with oil the cooling turbine.	0B-A-21-91-02-00A-241A-B
800 hours inspection			
No	Item	Task Intent	Reference (DMC)
29-11 [169]	Number 1 filter elements	Clean.	0B-A-29-11-03-01A-251A-B
29-12 [170]	Number 2 filter elements	Clean.	0B-A-29-12-03-01A-251A-B
29-13 [177]	Main-rotor servo actuators	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
29-14 [408]	Rotor brake system	Functional check of the rotor brake system.	0B-K-63-51-02-00A-320A-A
53-12 [149]	Electrical and electronic component supports	Examine for condition, cracks, corrosion and security.	-
53-13 [150]	Tail skid	Examine for distortion, condition, wear and security.	-
55-01	Stabilizer torque tube	Perform a detailed inspection of the torque tube for cracks and a tap test on the sleeves for debonding.	0B-A-55-11-03-00A-281A-B
62-25 [174]	Main-rotor head ring-nut bolts	Examine for correct torque.	0B-A-62-21-00-00A-281C-A
62-26 [175]	Swashplate	Examine for correct friction.	0B-A-62-32-00-00A-281A-A

63-12 [176]	Bolts (P/N NAS625-14) (main-transmission support fittings-to-structure attaching parts)	Examine for correct torque.	0B-A-63-32-00-00A-281A-A
71-09	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
800 hours 4 years inspection			
No	Item	Task Intent	Reference (DMC)
53-14	Upper deck	Perform a detailed inspection of the upper deck area and panels for cracks, corrosion, debonding and damage.	-
900 hours 12 months inspection			
No	Item	Task Intent	Reference (DMC)
24-03 [266]	Battery	Do reconditioning service.	0B-B-24-32-01-00A-200A-A
1000 hours inspection			
No	Item	Task Intent	Reference (DMC)
29-18 [178]	Main-rotor servo actuators microswitches	Functional check of the Micro-switches that generate the "MAIN RTR SERVO" caution	0B-A-67-31-00-00A-320A-A
1200 hours inspection			
No	Item	Task Intent	Reference (DMC)
52-02 [280]	Cabin doors latching mechanism	Examine components for wear and damage.	0B-A-52-12-00-00A-281A-B
63-13 [299]	Freewheel units	Examine components and tracks for wear and damage.	0B-A-63-21-03-00A-281A-B 0B-A-63-21-14-00A-281A-B
1200 landings inspection			
No	Item	Task Intent	Reference (DMC)
32-09 [517]	Landing skid dampers	Remove the skid dampers and service with oil. Perform a functional check of the skid dampers after servicing.	0B-A-12-20-22-00A-212A-B 0B-K-32-71-01-00A-281A-B
1600 hours inspection			
No	Item	Task Intent	Reference (DMC)
32-07 [515]	Landing skid attachment bolts	Landing skid attachments bolts for correct torque.	-
65-10 [308]	90-degree gearbox	Examine gearing teeth for unusual prints, pitting, scoring, damage. Examine bearings for freedom of rotation and roughness	0B-A-65-21-00-00A-283B-B
2400 hours inspection			
No	Item	Task Intent	Reference (DMC)
62-27 [287]	Main rotor blades	Examine blade root bushings and washers for wear and damage. Examine contact areas with levers for condition.	0B-A-62-11-00-00A-281B-A
62-28 [581]	Main rotor head	Perform a detail inspection of main rotor head installation components for damage, wear, corrosion, dents, scratches and fretting. Inspection includes special detail inspection (tap test) on composite items for debonding and dye penetrant or magnetic inspection on metallic parts for cracks.	0B-A-62-21-00-00A-283A-B

62-29 [293]	Swashplate	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.	0B-A-62-32-00-00A-283B-B
62-30 [295]	Pitch change links	Do a detailed inspection.	0B-A-62-31-01-00A-283A-B
3200 hours inspection			
No	Item	Task Intent	Reference (DMC)
28-03 [183]	Flame arrest on vent tubes	Examine for cleanliness and obstructions.	0B-A-28-14-00-00A-281A-A
53-15 [185]	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
53-16 [187]	Fuselage	Examine for general condition, evidence of distortions, nicks, scratches, corrosion and defective and/or missing rivets. This is very important in areas adjacent to attachment points of main transmission, transmission supports, engine mounts, fan supports, tail boom and landing gear.	0B-D-53-10-00-00A-31AA-A
53-17 [188]	Fuselage attachment holes to tail boom	Examine attachment holes to tail boom for corrosion, wear and elongation.	0B-A-53-10-00-00A-281B-B
53-18 [189]	Main transmission anti-torque plate and deck structure attachment holes	Examine for corrosion, wear and elongation.	0B-A-63-21-00-00A-281B-B
53-19 [190]	Main-transmission lower fitting supports (four points)	Examine for condition of attachment bolts and correct torque value.	0B-A-63-32-00-00A-281A-A
53-20 [192]	Fuel tank compartment internal separation wall	Examine for cracks and distortion.	0B-A-53-10-00-02A-31AA-A
53-21 [193]	Tail boom	Examine internally and externally for general condition, distortion, nicks, scratches, corrosion, and defective and/or missing rivets. This is very important in areas adjacent to attachment points of fuselage, stabilizers and 90-degree gearbox.	0B-A-53-40-00-00A-281B-A
53-22 [194]	Tail boom attachment holes to fuselage	Examine attachment holes to fuselage for corrosion, wear and elongation.	0B-A-53-40-00-00A-281B-B
63-15 [197]	Engine to transmission drive shafts	Do a detailed inspection.	0B-A-63-11-00-00A-281A-B
63-16 [198]	Main-transmission support assemblies and related fuselage fittings	Do a detailed inspection.	0B-A-63-31-00-00A-281A-B
65-11 [199]	Tail rotor drive shafts	Do a detailed inspection.	0B-A-65-11-00-00A-281C-B
71-05 [200]	Transmission/engine cowling	Examine for condition, distortion and defective and/or missing rivets.	0B-A-71-11-00-00A-281A-A
28-04	Fuel tanks	Perform a detail inspection of internal and external visible parts	0B-A-28-10-00-00A-281A-A

		of the fuel tanks for debris, cleanliness, contamination and presence of fungus.	
10000 hours inspection			
No	Item	Task Intent	Reference (DMC)
26-06 [427]	Bottles	Do operation test of discharge heads to make sure that they operate when necessary.	--
26-07 [428]	FIRE EXT circuit breakers	Do operation test for dormant open circuit failures.	--
26-08 [429]	Fire extinguisher control panel	Do operation test of BTL switch and ENG 1 and ENG 2 lighted push-button switches for open circuit failures. This to make sure that they operate when necessary.	0B-K-26-20-01-00A-320A-A
46-01	Equipment redundant power supply	Operational check of the following items in order to verify the availability of redundant power supply of the related items (i.e. PFD, MFD, DAU 1 and 2, SAND-Boxes 1 and 2, ADAHRS 1 and 2; AIU)	0B-K-46-31-00-01A-320A-A
1 month inspections			
No	Item	Task Intent	Reference (DMC)
26-09	Portable fire extinguisher	Perform a general visual inspection of the portable fire extinguisher for damage, corrosion, leakage and condition.	0B-B-26-23-01-00A-281A-B
28-01 [48]	Water check in fuel tanks (Note 1) (Note 13)	Drain 10 to 20cc from each fuel sump water drain valve confirming that the fuel is free of water and no fuel is dripping from the helicopter drain.	--
12 months inspections			
No	Item	Task Intent	Reference (DMC)
21-05 [412]	Environmental control system	Do operation test.	0B-A-21-91-00-00A-320K-A
21-06 [417]	Cabin heating and ventilation system	Do operation test.	0B-D-21-41-00-00A-320K-A
24-04 [50]	Battery vent lines	Examine for condition and obstruction.	--
24-05 [214]	Inverters	Examine for security and connections.	--
24-06 [215]	Generator control boxes and terminals	Examine for damage and security.	--
24-07 [216]	Relays and busses	Examine for security and connections.	--
24-08 [217]	Busses insulation	Examine for condition.	--
24-09 [219]	Battery temperature sensor	Do operational test.	0B-B-24-32-01-00A-320A-A
24-10 [220]	External power receptacle	Examine for condition and signs of burn.	--
24-11 [221]	Starter generators	Examine for condition and security. Examine electrical connection for condition, signs of burn and/or evidence of short-circuit.	--
24-12 [223]	Overhead panel internal wirings, circuit breakers and connectors.	Examine for condition, chafing and signs of burn.	--

24-13 [224]	DC generation system	Do operational test.	0B-K-24-00-00-00A-320A-A
24-14 [225]	AC generation system	Do operational test.	0B-K-24-00-00-00A-320A-A
24-15 [253]	Connectors and cables of transmission deck wiring	Examine for condition and corrosion.	- -
24-16 [254]	Connectors and cables of engine compartment wirings	Examine for condition and corrosion.	- -
24-17 [255]	Landing lights cables protruding under the fuselage belly.	Examine for condition and corrosion.	- -
25-07 [226]	Safety belts and shoulder harnesses	Examine for condition, damage, security and operation.	0B-A-25-23-00-00A-281A-A 0B-A-25-11-00-00A-281A-A
25-20 [419]	ELT battery pack	Examine for corrosion.	- -
25-21 [421]	ELT controls and crash sensor	Do operation test. Always do the test within the first 5 minutes of the hour (UTC). Be sure to notify any nearby control owner of your intentions.	0B-K-25-61-01-00A-320A-A
25-22 [422]	ELT antenna	Do a check of radiated signal.	0B-K-25-61-00-00A-340A-A
26-01 [227]	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
26-02 [423]	Engine compartment fire extinguishing system	Do operation test.	0B-K-26-21-00-00A-320A-A 0B-K-26-22-00-00A-320A-A
29-15 [51]	Hydraulic system drains and vents	Examine for condition and obstructions.	- -
29-16 [228]	Flight control hydraulic system components and lines	Do a check for condition security and leaks. Examine lines for condition and chafing. Upper deck area and baggage compartment next to tail rotor servo actuator.	0B-A-29-11-00-00A-281A-A 0B-A-29-12-00-00A-281A-A
29-17 [250]	Servo actuators	Examine for leaks.	- -
31-04	Resolvers part of 109G3130F03-101 (Note 18)	Do a check of resolver calibration for the flight controls position (collective, cyclic and tail rotor pedal).	0B-K-31-31-00-00A-320C-A
34-01 [239]	Pitot and static lines	Clean pitot lines and drain water.	- -
55-02 [319]	Horizontal stabilizers clamps	Apply protection surfaces.	0B-A-12-20-20-00A-259A-A
67-04 [138]	Parts of flight control levers, 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. Verify along the chain that levers and bellcranks are free to move with no interferences.	0B-A-67-00-00-00A-281A-A
67-05 [248]	Cyclic sticks, collective levers and anti-torque pedals	Examine for correct friction.	0B-A-67-00-00-00A-369A-A

71-03 [251]	Transmission/engine cowlings	Examine for cracks and defective and/or missing rivets.	--
71-04 [252]	Engine out microswitch	Do operational check.	0B-K-67-15-00-00A-320A-A
2 years inspections			
No	Item	Task Intent	Reference (DMC)
33-10	NVG Lighting System	Perform an operational check of NVG equipment to verify correct lighting performance.	0B-K-33-61-00-00A-320A-A
53-14 [551]	Cable covers and below fuselage structure.	Inspect cable covers and below fuselage structure for condition and corrosion. Inspect cable bundles for condition and security. Cable covers removal required.	--
3 years inspections			
No	Item	Task Intent	Reference (DMC)
26-03 [424]	Bottle cartridge (Note 5)	Do bridge wire resistance test.	0B-A-26-21-01-01A-366A-B 0B-A-26-22-01-01A-366A-B
5 years inspections			
No	Item	Task Intent	Reference (DMC)
26-04 [425]	Bottles (Note 5)	Weight.	0B-A-26-21-01-00A-369A-B 0B-A-26-22-01-00A-369A-B
26-05 [426]	Bottles	Do hydrostatic test.	0B-A-26-21-01-00A-520A-A 0B-A-26-22-01-00A-520A-A

NOTES:

Note 1	Depending on environmental conditions, utilization and in-service experience, a lower interval may be considered by the operators.
Note 4	400 FH from the first installation. Then, after 100 FH interval.
Note 5	The task interval must be considered from the date of the first installation of that component.
Note 8	Maximum tolerance permitted: + 100 landings.
Note 13	No tolerance permitted.
Note 15	Maximum tolerance permitted: + 10 FH / 30 days.
Note 16	For pitch change links with more than 800 hours.
Note 18	Applicable only to A109S with Trekker kit P/N 109G0000F01-101.
Note 20	Applicable only to ventilation air intake support 109-0716-79.

Conditional & Unscheduled inspections				
No	Item	Task Intent	Interval	Reference (DMC)
53-23 [338]	Tail boom attachment bolts	Examine for correct torque. If you found that the torque is not in the approved limits, do a torque check again after 5 thru 10 hours of flight.	5 - 10 FH, when the helicopter is new or after the installation of the tail boom.	0B-A-53-40-00-00A-283A-A
62-31 [340]	Main rotor head ring nut bolts	Examine for correct torque. If you found that the torque is not in the approved limits, do a torque check again after 5 thru 10 hours of flight.	5 - 10 FH, when the helicopter is new or after the installation of the main rotor.	0B-A-62-21-00-00A-283A-A

63-17 [342]	Upper cover-to-main case attachment nuts	Examine for correct torque. If you found that the torque is not in the approved limits, do a torque check again after 5 thru 10 hours of flight.	5 - 10 FH, when the helicopter is new or after the installation of the main transmission.	0B-A-63-21-00-00A-281A-A
65-12 [347]	Mounting sleeve attachment bolts	Examine for correct torque. If you found that the torque is not in the approved limits, do a torque check again after 5 thru 10 hours of flight.	5 - 10 FH, when the helicopter is new, or after the installation of the 90-degree gearbox.	0B-A-65-21-00-00A-283A-A
71-06 [348]	Exhaust ejector-to-saddle attachment	Examine for correct torque. If you found that the torque is not in the approved limits, do a torque check again after 5 thru 10 hours of flight.	5 - 10 FH, when the helicopter is new, or after the installation of an engine exhaust ejector.	0B-A-78-11-00-00A-283A-A
52-03 [337]	Emergency jettison mechanism	Examine for correct operation.	At each removal of a cockpit door.	- -
62-32 [341]	Blade pins	Examine for condition, nicks and wear.	After each removal of a main rotor blade.	- -
63-18 [343]	Fan pulleys	Examine for condition, damage and wear.	After each removal of a fan belt.	0B-A-63-23-00-00A-283A-A
63-19 [344]	Fan bearings	Examine for excessive play and roughness.	After each removal of a fan belt.	0B-A-63-23-00-00A-283A-A
71-07 [349]	Engine fitting-to-engine mount attachment	Examine for correct torque.	Before each removal of an engine.	0B-A-71-02-00-00A-283A-A
71-08 [350]	Engine mount-to-fuselage attachment nuts and mount supports	Examine attachment nuts for correct torque and engine mount supports for corrosion, wear and elongation of bolt holes.	After each removal of an engine.	0B-A-71-20-00-00A-283A-A
No	Event			Reference (DMC)
1	Hard landing			0B-A-00-70-00-01A-28AA-A
2	Main rotor sudden stoppage			0B-A-00-70-00-02A-28AA-A
3	Tail rotor sudden stoppage			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

3.2.5. W109S Trekker 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	Do a manual mode response check and do an

	Management	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, HSI - 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 HSI "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 or 150 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.

overhaul components List			
No	Component	Part number	Overhaul interval
21-02 [401]	Cooling turbine	1538D000-002	5000
21-03 [402]	Cooling fan	109-0716V03-101	3000
24-01 [386]	Starter generator	200SGL147Q-4	1000
25-01 [389]	Cargo hook	109-0705V02-105	1000 h of operation with a load attached to cargo hook or 5 years from the date of installation. Use limit that occurs first (Note 1)
62-01 [392]	Main rotor dampers	109-0112-39-105	1200
62-02	Main rotor dampers	109G6220V01-103	3000
63-01 [393]	Main transmission assembly	109-0400-03-119	4800
64-01 [399]	Tail rotor servo actuator assembly	109-0040-51-103	1800 (Note 3)
65-01 [395]	90-degree gearbox assembly	109-0440-01-123	3000 (Note 2)
67-01 [396]	Main rotor servo actuator assembly	109-0110-42-144/-145/-146	2400

Note
1. Hours of external load operations should be interpreted to be anything is attached to the primary cargo hook (whether or not a useful load is being transported) and the helicopter is flying. If BOTH these conditions are NOT met, time does NOT need to be tracked.
2. Permitted tolerance: + 60 FH.
3. Permitted tolerance: + 30 FH.

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 AW109S Trekker 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

<i>Discard time schedule - List of components</i>			
No	Component	Part number	Discard time
22-03	GLA 85 Yaw (Note 9)	109G2210I01-129 (011-03532-03)	25000 FH
25-01 [358]	First aid kit	999-8001-02-105 or A425A002A	Note 1
25-02 [552]	Flashlight batteries	2 AA type	Note 5
25-03 [357]	ELT battery pack	452-0133	Note 6
26-01 [365]	Portable fire extinguisher	A072A02 or AW003ZE02	10 years from the date of manufacture
26-02 [366]	Fire extinguishing cartridges	30600-22	12 years from first installation / 15 years from date of manufacturing
26-03	Portable fire extinguisher	337TS and A337TS	12 years from the date of manufacture
28-01 [367]	Fuel filter element	KD651510	400 FH / 12 months
29-01 [385]	Hydraulic pump spline adapter	45888	4800 FH
62-01 [372]	Elastomeric bearing	109-0111-04-101	Note 2
63-01 [373]	Toothed belt	109-0455-09-103	800 FH / 2 years (Note 3)
64-01 [375]	Elastomeric bushing	709-0160V01-101	Note 4
Note			
1.) Discard the components when the date written on the related package is expired.			
2.) Shelf life 5 years.			
3.) 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.			
4.) 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.			
5.) Batteries pack must be replaced when life is expired (see date on label).			
6.) 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).			

3.4 AW109S Trekker 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 A.Ş., 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	Mild
External Antennas	DVI	External/Removal	23-00-00Para 2	(3)
Upper Deck Electrical Connectors	GVI	Main Transmission Cowling	24-00-00Para 3	12months or(3)
Engine Fire Detectors	GVI	Engine cowlings	26.11.2000 Para 1 Step A.	12months 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.	12months 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.	12months 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.	12months or (3)
Hydraulic Lines	GVI	Internal / External	29.11.2000 Para 3 Step A.	12months or (3)
Hydraulic Pump	GVI	External	29.11.2000 Para 4 Step A.	12months or (3)
Windshield Wipers	GVI	External	30-41-00 Para 1 Step A.	12months or (3)
Windshield Wipers	DVI	Disassembled	30-41-00 Para 1 Step B.	(3)
Nose Avionics Compartment	GVI	Internal	53-11-02 Para 1 Step A.	12months or (3)
Lower Windows Frames	GVI	External	53-11-04 Para 1 Step A.	12months 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.	12months or (3)
Cabin Interiors	GVI	Internal	53-11-06 Para 1 Step A.	12months 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.	12months 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.	12months or (3)
Drain Holes and Lines	GVI	Internal	53-21-06 Para 1 Step A.	12months or (3)
Engine Bay Floor	GVI	Engine cowlings	53-21-07 Para 1 Step A.	12months or (3)
Engine Fire Extinguisher / Oil Cooler Compartment	GVI	AFT Cowlings	53-21-08 Para 1 Step A.	12months or (3)
Tail Boom Exterior Surfaces	GVI	External	53-31-01 Para 1 Step A.	12months or (3)
Tail Boom Interior Surfaces	GVI	Internal / Liners removed	53-31-02 Para 1 Step A.	12months or (3)
Stabilizers	GVI	External	55-11-00 Para 1 Step A.	12months 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.	12months 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.	12months or (3)

MR Hub	GVI	External	62-21-00 Para 1 Step A.	12months 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.	12months 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.	12months or (3)
MR Rotating Controls	GVI	External	62-31-00 Para 1	12months or (3)
MR Shaft	GVI	Internal	63-11-00 Para 1 Step A.	12months 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.	12months 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.	12months 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	12months 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.	12months 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.	12months 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.	12months 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.	12months or (3)
TR Hub	GVI	External	64-21-00 Para 1 Step A.	12months 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.	12months 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.	12months 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.	12months 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	12months or (3)
Collective Pitch Control	GVI	Internal	67-11-00 Para 1 Step A.	12months 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.	12months 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.	12months 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.	12months 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.	12months 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.	12months 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.	12months 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.	12months 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.	12months or (3)
Fan and Radiator System	GVI	Engine cowlings	79-11-00 Para 3 Step A.	12months or (3)
Fan and Radiator System	DVI	Removed	79-11-00 Para 3 Step B.	(3)
Sensors	GVI	Cowlings	79-21-00 Para 1	12months or (3)

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

3.5 AW109S Trekker Airworthiness Limitations

This chapter gives the airworthiness limitations applicable to the A109S Trekker 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 AW109S Trekker 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.

Part Number	Part	Retirement life	Note
32 - LANDING GEAR			
109G3200V02-103	Forward crossbeam assembly	14000 landings	
109G3200V02-105	Aft crossbeam assembly	30000 landings	
109G3220A01-103	Forward support skid landing gear	104300 landings	
109G5330A11-101/-102	Left/Right machined ribs	77800 landings	
109G5330A12-103	Rack skid landing gear	81350 landings	
109G3220A04-101	Bolt skid landing gear	47400 landings	
53 - FUSELAGE			
109-0331-95-101/-102	Left/Right Aft Bipod Fittings	20000 FH or 68900 landings whichever comes first	
109-0331-93-103/-104	Left/Right forward transmission struts fittings	3150	
109-0331-48-104	Slanting machined rib	34100 lifts	
109G5330A22-101	Machined rib	128100 lifts	
55 - STABILIZER			
109-0050-25-111	Elevator Control Installation	100000	
109-0200-02-805	Left horizontal stabilizer assembly	7700	
109-0210-03-13	Torque tube clamp assembly	10200	
62 - MAIN ROTOR			

709-0104-01-111	Blade (composite material)	10000 FH or 41900 Landings whichever comes first	3
109-0111-04-101	Elastomeric bearing	46700 landings or on conditions whichever comes first	1
109-0110-63-5	Fixed swashplate assembly	28000	
109-0111-03-109/-113	Hub assembly	104700 landings	
109-0110-60-1	Lower fixed half-scissor	2550	P
109-0134-10-105	Lower rotating scissor	39900	
109-0134-25-103	Lower rotating scissor	69100	
109-0112-04-101	Pitch control lever	165800 landings	
109-0134-03-105	Rotating swashplate	19600	
109-0134-11-101/-103	Rotating swashplate locking ring	20800	
109-0111-49-103	Scissor attachment flange	3350	
109-0110-21-3	Sleeve	21700	P
109-0110-12-1	Sliding bolt	52400	
109-0110-04-1	Spherical sleeve	30600	
109-0134-29-101	Swashplate support	32250	
109-0110-54-1	Upper fixed half-scissor	35200	P
109-0110-38-1	Upper fixed half-scissor fitting	50800	P
109-0110-16-1	Upper rotating scissor	83850	
109-0134-23-103	Upper rotating scissor	48800	
63 - MAIN ROTOR DRIVE			
109-0325-03-113	Aft rod	22200	
109-0402-28-1	Anti-torque beam	15000 FH or 53800 landings whichever comes first	
109-0403-38-101	Central gear	51600	
109-0425-01-3	Flange adapter	40650 landings	
109-0325-02-107	Forward rod	38500	
109-0403-36-101	Input pinion	56700	
109-0110-53-1	Lower fixed half-scissor support	33400	P
109-0405-76-107	Main rotor shaft assembly	25800	
109-0405-10-3	Planetary carrier	100000 landings	
109-0402-45-101	Upper case assembly	10200	P
64 - TAIL ROTOR			
709-0160-48-101	Blade	15400	
709-0160V01-101	Elastomeric bushing	On condition	2
109-0040-48-117	Control lever	25600	
109-0131-06-101	Hub assembly	11700 landings	
109-0040-47-1	Link assembly	25600	
109-8131-07-1	Retention strap assembly	5000 FH or 5900 landings whichever comes first	
709-0160-47-101	Retention strap bolt	21600 landings	
109-8131-06-1	Strap plug	20700 landings	
109-8131-08-1	Strap pin	20700 landings	
109-0040-49-5	Support	25600	
	Deleted		
65 - TAIL ROTOR DRIVE			
109-0443-01-103	90-degree gearbox gear	17700	
109-0433-01-107	90-degree gearbox pinion	9150	
109-0442-01-17	Case assembly	23300	
109-0435-31-1	Sleeve mounting	23300	
109-0425-41-1	Shaft assembly	133900 landings	
109-8412-02-1/-3	Shaft assembly	78300 landings	
67 - ROTOR FLIGHT CONTROL			
109-0110-42-144/-145/- 146	Main rotor servo actuator	10450	
109-0040-51-103	Tail rotor servo actuator	25600	

Note

1. Each 50 FH, inspect elastomeric bearing. Refer to 0B-D-04-20-00-00A-028A-D.
2. Each 200 FH, inspect elastomeric bushing. Refer to 0B-D-04-20-00-00A-028A-D.
3. Each 122 FH (after 1700 FH), inspect main rotor blade tip cap for de-bondings. Refer to 0B-A-62-11-00-00A-281A-A.

P. Retirement life identified by code "P" (Provisional) indicates parts for which additional fatigue extension tests are foreseen.

Penalty Factors Slope landings penalty (only for slope operations with angle above 8°)

The penalty factor must be mandatory applied in case of slope landing with angle > 8°.

For each slope landing with angle > 8°, increase the flight hour by the specified value reported in the Table. The penalty must be added to the total daily flight hours.

Table Slope landings penalty (only for slope operations with angle above 8°) - Life penalty factor.

Part	Part number	Retirement life	Penalty for Slope Landings with angle > 8°
63 - MAIN ROTOR DRIVE			
Main rotor shaft assembly	109-0405-76-107	25800 FH	6 FH

External Load operation penalty

The penalty factor must be mandatorily applied in case of External Load Cycle. An External Load Cycle is every external load lift using Cargo Hook.

For each External Load Cycle, increase the flight hour by the specified value for the parts listed below\ FH penalties and landings penalties

Part	Part number	Retirement life	Penalty for External Load Cycle - PFH
53 - FUSELAGE			
Left/Right Aft Bipod Fittings	109-0331-95-101/-102	20000 FH or 68900 landings whichever comes first	0.25 FH
55 - STABILIZER			
Elevator Control Installation	109-0050-25-111	100000	0.75 FH
62 - MAIN ROTOR			
Blade (composite material)	709-0104-01-111	10000 FH or 41900 Landings whichever comes first	0.5 FH
Lower rotating scissor	109-0134-10-105	39900	0.7 FH
Lower rotating scissor	109-0134-25-103	69100	0.8 FH
Scissor attachment flange	109-0111-49-103	3350	0.6 FH
Upper rotating scissor	109-8110-16-1	83850	0.5 FH
Upper rotating scissor	109-0134-23-103	48800	1.5 FH
64 - TAIL ROTOR			
Control lever	109-0040-48-117	25600	0.5 FH
Link assembly	109-0040-47-1	25600	0.5 FH
Support	109-0040-49-5	25600	0.5 FH

67 - ROTOR FLIGHT CONTROL			
Tail rotor servo actuator	109-0040-51-103	25600	0.5 FH
63 - MAIN ROTOR DRIVE			
Anti-torque beam	109-0402-28-1	15000 FH or 53800 landings whichever comes first	2 landings
Flange adapter	109-0425-01-3	40650 landings	2 landings
65 - TAIL ROTOR DRIVE			
Shaft assembly	109-0425-41-1	133900 landings	2 landings
Shaft assembly	109-8412-02-1/-3	78300 landings	2 landings

3.6 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)
62-01	Elastomeric bearing (PN 109-0111-04-101) (Note 1)	Inspect for cracking, separation of shims, blowing, rubber powder and/or crumbs	50	0B-A-62-21-00-00A-281A-A
62-02	Blade (composite material) (PN 709-0104-01-111)	Inspect main rotor blade tip cap for debondings	122 (after 1700 FH)	0B-A-62-11-00-00A-281A-A
64-01	Elastomeric bushing (PN 709-0160V01-101)	Inspect for cracking, blowing, rubber powder and/or crumbs	200	0B-A-64-11-01-00A-281A-B

Note:

1. Retirement life: 46700 landings. Refer to 0B-D-04-10-00-00A-028A-D.

3.7 Certification maintenance requirements

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)
21-01	Environmental control system	Do a detailed visual inspection of the internal pipeline connecting the bleed air supplies from the 3-ways manifold to pressure reducing SOV for condition	2 years	0B-A-21-91-19-00A-281A-B
21-02	Environmental control system	Do a general visual inspection of external ducts around the pipeline connecting the bleed air supplies from the 3-ways manifold to the Pressure Reducing SOV and of the related joint duct	Note 1	0B-A-21-91-18-00A-282A-A
21-03	Environmental control system	Do an operation test of ECS SHUT-OFF valves ¹ and 2 Toggle switches for correct operation	8800	0B-A-21-91-00-00A-320K-A

21-04	Environmental control system	Do an operation test of ECS solenoid valves (SOV1, SOV2 and PRSOV) for correct operation	8800	0B-A-21-91-00-00A-320K-A
21-05	Environmental control system	Do a general visual inspection of bolts that attach air conditioning unit pylon to upper deck structure	Note 2	0B-A-21-91-03-00A-282A-A
21-06	Environmental control system	Do an Operational Check to verify the functional path that ensures the Shut Off Valves are automatically closed in the event of OEI	430	0B-A-21-91-00-00A-320J-A
21-07	Heating system	Do a detailed visual inspection of the internal pipeline connecting the bleed air supplies from the 3-ways manifold to the mixing unit	2 years	0B-D-21-41-15-00A-281A-B
				0B-D-21-41-16-00A-281A-B
21-08	Heating system	Do a general visual inspection of the outer ducts around the pipeline connecting the bleed air supplies from the 3-ways manifold to the mixing unit and of the related joint duct	Note 1	0B-D-21-41-14-00A-282A-A
				0B-D-21-41-17-00A-282A-A
21-09	Heating system	Do an Operational Check to verify the functional path that ensures the Shut Off Valves are automatically closed in the event of OEI	830	0B-D-21-41-00-00A-320B-A
24-01	Electrical power system	Do an Operational Check of ESS1 Circuit Breaker for open circuit failure	2000	0B-A-24-61-00-00A-320B-A
24-02	Electrical power system	Do an Operational Check of ESS2 Circuit Breaker for open circuit failure	2000	0B-A-24-61-00-00A-320B-A
24-03	Electrical power system	Do an Operational Check of Bus Tie Circuit Breaker for open circuit failure	2000	0B-A-24-61-00-00A-320B-A
24-04	Electrical power system	Do an Operational Check of Contacts A1/A2 of the Battery Bus for open circuit failure	2000	0B-A-24-32-00-00A-320B-A
24-05	Electrical power system	Do an Operational Check of DC Essential Bus 1 Diode for open circuit failure	2000	0B-A-24-61-00-00A-320C-A
24-06	Electrical power system	Do an Operational Check of DC Essential Bus 2 Diode for open circuit failure	2000	0B-A-24-61-00-00A-320C-A
26-01	Fire detection system	Do a check of pressure-transducer alarm-switch contacts for dormant open circuit failures and integrity switch contacts for closed circuit failures	1430	0B-A-26-11-01-00A-340A-A 0B-A-26-12-01-00A-340A-A
63-01	Rotor brake system	Do a general visual inspection of rotor brake disc for damage and condition. If you find that disc is damaged, replace it	Note 3	0B-K-63-51-03-00A-282A-A
63-02	Rotor brake system	Do an operation test of pad microswitches for correct operation (4 off)	Note 4 7060	0B-K-63-51-00-00A-320B-A
63-03	Rotor brake system	Verify that ROTOR BRAKE ON warning and ROTOR BRK caution messages are correctly generated and shown on cockpit IDU	Note 4 7060	0B-K-63-51-00-00A-320A-A

Note

1. This task is necessary all times you do a maintenance task in the areas where the external duct is installed.
2. This task is necessary all times you do a maintenance task in the areas where the ECS pylon is installed.
3. This task is necessary all times if you do a maintenance task in the areas where the rotor brake is installed.

4. This task is necessary after 7060 FH maximum, if, during this period, the rotor brake has not been used.

3.8 AW109S Trekker 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 checks 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.

3.9 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.

INTENTIONALLY LEFT BLANK

MAINTENANCE PROGRAMME

Chapter – 4

AMP Review, Amendments and Approval

4. AMP REVIEW, AMENDMENTS AND APPROVAL

4.1. PERIODIC REVIEW OF MAINTENANCE PROGRAMME CONTENTS

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

4.1.1. Content of the Periodic Review

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

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

4.1.2. Periodic Review Frequency

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

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

4.2. ESCALATION OF ESTABLISHED TASK INTERVALS

Permanent escalation of established check periods / task intervals, where applicable and acceptable to TR DGCA is NOT APPLICABLE for the present. Moreover, according to AMPM and EMPM any kind of maintenance intervals of "AW109S Trekker" 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.

INTENTIONALLY LEFT BLANK

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 **DO NOT apply to:**

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

INTENTIONALLY LEFT BLANK

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 "Trekker 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 :

- 1) 1.8.4 Reporting Defects,**
 - 2) 2.2 Internal Safety Reporting and Investigations, and**
 - 3) 2.11 Occurrence Reporting**
- Chapters.