



CLIENT/OWNER: Royal Malaysian Navy (Super Lynx)	SERIAL NO.	HOURS	LDG/CYCLE	WORKSHEET NO:
AIRCRAFT TYPE: SUPERLYNX MK100	428	2111.10	4110	UMC-M501-2-23-001
REGISTRATION: M501-2	#1 ENGINE: N/A	N/A	N/A	WORK/INSP/DESC: DECK LOCK
BASE/FACILITY: LUMUT	#2 ENGINE: N/A	N/A	N/A	WORKPACK REF: NOT APPLICABLE
DATE IN: 16/08/23	OUT: 18/08/23	NG / N1	NF / N2	ALL REF NO: NOT APPLICABLE
				SHEET: 1 OF 1

Reason for raising:
 DURING ZONAL INSPECTION, FOUND DECK LOCK INOPERATIVE
 LINE FROM KM28 TO B32JH DEFECTIVE

Raised by and date:
 ABU BAKAR
 07/08/2023

Other requirements/information:
 NIL

Item	Description	Technician	* Eng. CRS	Date
1.	DURING ZONAL INSPECTION, FOUND DECK LOCK INOPERATIVE LINE FROM KM28 TO B32JH DEFECTIVE. AS PER NAVY DEFER DEFECTS MOD FORM 704 (SUPER LYNX) SHEET NO 274 ITEM 2. TO DO RECTIFICATION ON INOPERATIVE LINE. REFERENCE: CIETP LD-A-32-91-00-00A-051A-A MAN: 2 HOURS: 10.0 TOTAL MAN HOURS: 20.0 REMARKS: CARRIED OUT RECTIFICATION OF DECK LOCK INOPERATIVE LINE FROM KM28 TO B32JH. I.A.W LD-A-32-91-00-00A-051A-A (CHAPTER 32, SECTION 91, SUBJECT 00) CIETP ISSUE 27.00.00 JUNE 2023. FOUND SATISFACTORY. M/S: SUBARJO M/S: ABU BAKAR DATE: 16/08/2023	 0930 H 0935 H		16/08/23

- The work recorded above has been carried out in accordance with the AM139 Interactive Electronic Technical Publication (IETP), Air-vehicle Maintenance Planning Information (AMPI) - EASA and PT6C-67C Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS555SN Maintenance Manual, Airbus AS555SN Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Atrius 1 A Maintenance Manual.
- The work recorded above has been carried out in accordance with Super Lynx Compound Interactive Electronic Technical Publication (CIETP) and CTS800-40N Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS365N3 Maintenance Manual, Airbus AS365N3 Airworthiness and CTS800-40N Engine Maintenance Manual.

The work recorded above has been carried out in accordance with the requirements of the Technical Airworthiness Management Manual (TAMM) for the time being in force and in that respect the aircraft / equipment is considered fit for release to service.