



CORRECTIVE ACTION REQUEST

Standard
PU 2103

*(Tick 'v' or 'x')

*Category Critical Major
 Minor

SECTION 1 : DETAILS OF AUDIT

Auditor

Audit No /

Auditee

*Position : CAR No of

Regulation 5.1.1 - Maintenance Authority

QM Galaxy Aerospace (M) Sdn Bhd
 SMM
 Others

SECTION 2 : NON-CONFORMANCE (Include details of objective evidence)

Ref #1. MMP Galaxy Aerospace (M) Sdn Bhd (GAM), Para 5.1.1 page 1 of 5.

Ref #2. Sponsor Letter by MAO - MK Udara 100-25/1/4 - (89) bertarikh 4 Ogos 21.

Audit findings as follow:

- a. MMP Ref #1 shows that the scope of maintenance is divided into two, aircraft and engine as opposed to the sponsor's letter which only covers the scope of aircraft maintenance.
- b. The details for the level of maintenance shown in the MMP maintenance scope are not written accurately.

Auditor

Date / /

Auditee

SECTION 3 : ROOT CAUSE AND CORRECTIVE ACTION (Determination of root cause and action plan including completion date)

Root Cause : Date to be completed : / /

Preparer of MMP did not refer to the Sponsor letter during development of MMP.

Corrective Action :

Scope and level in MMP Part 5.1.1 Para 5 has been revised.

Auditee

Position :

Date / /

SECTION 4 : FOLLOW-UP DETAILS AND CLOSE OUT

Verification of implemented corrective actions :

Verified By

*CAR Close Out (Tick v)
 Yes No

Date / /

MAINTENANCE MANAGEMENT PLAN

5.1.1 MAINTENANCE AUTHORITY (REGULATION 5.1.1)

1. GAM shall only operate as an AMO with a valid AMO certificate issued by DGTA.
2. The Letter of Maintenance Authority (LMA) issued by DGTA with each AMO certificate shall be considered a part of the certificate.
3. The LMA shall define the scope and level of activity for which the certificate is issued.
4. GAM shall be certified by the DGTA and authorized as Approved Maintenance Organisation (AMO) for maintenance of AW139HOM fitted with P&W PT6C-67C engine and its aeronautical products by the MAO.
5. The DGTA AMO scope and level of maintenance activities are as follows:

No	Scope	Level
1	Reassembly of AW139HOM and preparing the helicopter for use after transportation in accordance with AMP 39-A-07-53-00-00A-87AA-A and Contract KP/PERO3A/T098/2019/DE. This scope to include Schedule Maintenance Inspections which are due during the transportation period.	ILM
2	Providing Technical Representative as per contract KP/PERO3A/T098/2019/DE to provide assistant in maintaining AW139HOM throughout the warranty period by carrying out following services when required: a) Schedule Maintenance Inspection as per IETP – Aircraft Vehicle Maintenance Planning Information (EASA) - 39-A-AMPI-00-P and table 5.1.1 (a), unscheduled maintenance, defect rectification, troubleshooting, component replacement and preservation. b) Perform Service Bulletin (SB), Airworthiness Directive (AD) compliance, modification embodiment, repair on the aircraft and its sub system.	ILM
3	Scope to exclude component overhaul which not included in the scope of Aircraft Maintenance Manual and Engine Maintenance Manual.	ILM
4	Local Manufacture of aeronautical products in accordance with approved documentation from AEO	ILM
5	To carry out Conditional Unscheduled Maintenance on specific task as in Table 5.1.1 (b) of this chapter.	OLM

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MAINTENANCE MANAGEMENT PLAN

Table 5.1.1 (a) – Scheduled Maintenance Inspection.

Siri	Description	Maintenance Level
1.	Airworthiness Checks	OLM
2.	12 Flying Hours Inspection	OLM
3.	25 Flying Hours Inspection	OLM
4.	50 Flying Hours Inspection	OLM
5.	100 Flying Hours Inspection	OLM
6.	150 Flying Hours Inspection	OLM
7.	200 Flying Hours Inspection	OLM
8.	300 Flying Hours Inspection	ILM
9.	400 Flying Hours Inspection	ILM
10.	402 Flying Hours Inspection	ILM
11.	450 Flying Hours Inspection	ILM
12.	600 Flying Hours Inspection	ILM
13.	900 Flying Hours Inspection	ILM
14.	1200 Flying Hours Inspection	ILM
15.	1300 Flying Hours Inspection	ILM
16.	1500 Flying Hours Inspection	ILM
17.	1800 Flying Hours Inspection	ILM
18.	2000 Flying Hours Inspection	ILM
19.	2400 Flying Hours Inspection	ILM
20.	2500 Flying Hours Inspection	ILM
21.	3000 Flying Hours Inspection	ILM
22.	3500 Flying Hours Inspection	ILM
23.	3600 Flying Hours Inspection	ILM
24.	4800 Flying Hours Inspection	ILM
25.	5000 Flying Hours Inspection	ILM
26.	6000 Flying Hours Inspection	ILM
27.	10000 Flying Hours Inspection	ILM
28.	1 Months Inspection	OLM
29.	2 Months Inspection	OLM
30.	3 Months Inspection	OLM
31.	6 Months Inspection	OLM
32.	1 Year Inspection	ILM
33.	2 Years Inspection	ILM
34.	4 Years Inspection	ILM
35.	5 Years Inspection	ILM
36.	6 Years Inspection	ILM
37.	8 Years Inspection	ILM
38.	120 Days Inspection	OLM
39.	50 Flying Hours // 2 Months Inspection	OLM
40.	150 Flying Hours // 1 Year Inspection	OLM
41.	300 Flying Hours // 1 Year Inspection	ILM
42.	400 Flying Hours // 1 Year Inspection	ILM
43.	450 Flying Hours // 18 Months Inspection	OLM
44.	500 Flying Hours // 1 Year Inspection	OLM
45.	600 Flying Hours // 1 Year Inspection	ILM
46.	600 Flying Hours // 2 Years Inspection	ILM
47.	900 Flying Hours // 1 Year Inspection	ILM
48.	1200 Flying Hours // 2 Years Inspection	ILM
49.	1500 Flying Hours // 2 Years Inspection	ILM

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MAINTENANCE MANAGEMENT PLAN

Siri	Description	Maintenance Level
50.	2400 Flying Hours // 4 Years Inspection	ILM
51.	4000 External Hoist Lift Inspection	ILM
52.	6000 External Load Cycle Inspection	ILM
53.	600 Hoist Lifts // 1 Year Inspection	OLM
54.	4450 Landing Inspection	OLM
55.	8350 Landing Inspection	ILM
56.	23450 Landing Inspection	OLM
57.	27400 Landing Inspection	OLM
58.	5 th Tyre Replacement // 1500 Landing Inspection	DLM
59.	Daily Inspection – Corrosion Control Program	OLM
60.	1 Weeks Inspection – Corrosion Control Program	OLM
61.	1 Months Inspection – Corrosion Control Program	OLM
62.	3 Months Inspection – Corrosion Control Program	OLM
63.	6 Months Inspection – Corrosion Control Program	OLM
64.	1 Year Inspection – Corrosion Control Program	ILM
65.	2 Year Inspection – Corrosion Control Program	ILM
66.	12 Flying Hours Inspection (Engine No. 1 & Engine no. 2)	OLM
67.	50 Flying Hours Inspection (Engine No. 1 & Engine no. 2)	OLM
68.	150 Flying Hours Inspection (Engine No. 1 & Engine no. 2)	OLM
69.	300 Flying Hours Inspection (Engine No. 1 & Engine no. 2)	OLM
70.	600 Flying Hours Inspection (Engine No. 1 & Engine no. 2)	ILM
71.	900 Flying Hours Inspection (Engine No. 1 & Engine no. 2)	ILM
72.	900 Flying Hours // 12 Months Inspection (Engine No. 1 & Engine no. 2)	ILM
73.	Engine Washing (Compressor Desalination Wash)	OLM
74.	Engine Washing (Turbine Desalination Wash)	OLM
75.	Engine Washing (External Wash)	OLM

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MAINTENANCE MANAGEMENT PLAN

Table 5.1.1 (b) – Conditional Unscheduled Maintenance Task.

Siri	Scope	References
1.	Heavy landings	39-A-00-70-00-01A-28AA-A
2.	Excess "g"	39-A-00-70-00-02A-28AA-A
3.	Lightning strikes	39-A-00-70-00-03A-28AA-A
4.	Exceeding maximum all up weight	39-A-00-70-00-04A-28AA-A
5.	Transmission over-torque	39-A-00-70-00-05A-28AA-A
6.	Exceeding rotor speed limits	39-A-00-70-00-06A-28AA-A
7.	Exceeding maximum forward speed	39-A-00-70-00-07A-28AA-A
8.	Exceeding maximum sideway speed	39-A-00-70-00-08A-28AA-A
9.	Exceeding maximum rate of turn in flight	39-A-00-70-00-09A-28AA-A
10.	Exceeding CG envelope limits	39-A-00-70-00-10A-28AA-A
11.	Main rotor blade strike	39-A-00-70-00-11A-28AA-A
12.	Tail rotor blade strike	39-A-00-70-00-12A-28AA-A
13.	Engine overspeed	39-A-00-70-00-13A-28AA-A
14.	Exposure to extreme weather conditions	39-A-00-70-00-14A-28AA-A
15.	Engine cowlings not secured in flight	39-A-00-70-00-15A-28AA-A
16.	OEI power rating condition	39-A-00-70-00-16A-28AA-A
17.	Exceeding maximum speed limits	39-A-00-70-00-17A-28AA-A
18.	In flight single MGB lubricating pump failure [1]	39-A-00-70-00-18A-28AA-A
19.	In flight MGB lubricating oil overheating	39-A-00-70-00-19A-28AA-A
20.	Baggage compartment overload	39-A-00-70-00-21A-28AA-A

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