



CLIENT/OWNER: Royal Malaysian Navy (Super Lynx)	SERIAL NO.	HOURS	LDG/CYCLE	WORKSHEET NO: 1857-010
AIRCRAFT TYPE: SUPERLYNX MK100	AIRCRAFT: 431	REFER WORKPACK		WORK/INSP/DESC: ZONAL INSPECTION
REGISTRATION: M501-3	#1 ENGINE: P4N 008	REFER WORKPACK		WORKPACK REF: M501-3-1857
BASE/FACILITY: LUMUT	#2 ENGINE: P4N 006	REFER WORKPACK		AJL REF NO.: NOT APPLICABLE
DATE IN: REFER WORKPACK	OUT: REFER WORKPACK	NG / N1	NF / N2	SHEET: 2 OF 4

Reason for raising: ZONAL INSPECTION TO BE CARRIED OUT IN ACCORDANCE WITH CIETP ISSUE 27.00.00 DATED JUNE 2023 ZONAL INSPECTION TASKS - TASK 9	Raised by and date: NORHUDA 05/01/2024	Other requirements/information: NIL
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Item	Description	Technician	* Eng. CRS	Date
2.	<p>ZONE 3 SUB ZONE B</p> <p>TO DO AN INTENSIVE VISUAL INSPECTION BY USING MAGNIFYING GLASS OF:</p> <p>(1)RIGHT CABIN DOORS</p> <p>(2)RIGHT CABIN DOOR LATCH MECHANISM AND PANELS</p> <p>(3)RIGHT CABIN DOOR TRANSPARENT PANELS</p> <p>(4)JETTISON MECHANISM AND PANELS FOR THE CABIN WINDOWS</p> <p>(5)UPPER ATTACHMENT BRACKETS OF THE CABIN DOORS</p> <p>(6)WINDOW AIR VENTS (MOD L1985)</p> <p>REFERENCE: CIETP LD-A-12-21-09-00A-281A-A</p> <p>MAN: 2</p> <p>HOURS: 10.0</p> <p>TOTAL MAN HOURS:20.0</p> <p>REMARKS: CARRIED OUT INTENSIVE VISUAL INSPECTION OF RIGHT CABIN DOORS, RIGHT CABIN DOORS LATCH MECHANISM AND PANELS, RIGHT CABIN DOOR TRANSPARENT PANELS, JETTISON MECHANISM AND PANELS FOR THE CABIN WINDOWS, UPPER ATTACHMENT BRACKETS OF THE CABIN DOORS, WINDOW AIR VENTS (MOD L1985) OF ZONE 3 SUB ZONE B BY USING MAGNIFYING GLASS I.A.W: LD-A-12-21-09-00A-281-A (CHAPTER 12, SECTION 21, SUBJECT 09) CIETP ISSUE 27.00.00 DATED JUNE 2023. EMERGENCY RELEASE PULL DOWN MARKING FOUND FADED AT STBD CABIN DOOR. REFER UMC-M501-3-24-045 AND UMC-M501-3-24-046 FOR RECTIFICATION.</p> <p>1) PULL OFF LOAD TEST</p> <p>TEST SET: SPRING BALANCE (MODEL 25)                      SERIAL NUMBER:M501-03                      CALIBRATION DUE DATE:28-07-2024                      PULL OFF LOAD FIGURE:5.4 KG</p> <p>2) PIP PIN MEASURE: PIP PIN FOUND BROKEN. ALL PIP PINS REPLACED NEW</p> <p>3) SAFETY CATCH &amp; THE DOOR CLEARANCE MEASURE:6mm</p> <p>M/S:OSMAN                      M/S:JAFRI                      DATE: 17/01/2024</p>	<p><i>[Signature]</i></p> <p>GAM M063 DGTA</p> <p>1025H</p>	<p><i>[Signature]</i></p> <p>GAM M036 DGTA</p> <p>1050H</p>	<p>17</p> <p>/</p> <p>01</p> <p>/</p> <p>24</p>

- The work recorded above has been carried out in accordance with the AW139 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 Arrius 1 A Maintenance Manual.
- The work recorded above has been carried out in accordance with Super Lynx Compound Interactive Electronic Technical Publication (CIETP) and CTS800-4N Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS365N3 Maintenance Manual, Airbus AS365N3 Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arriel 2C 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.