



CLIENT/OWNER: Royal Malaysian Navy (Super Lynx)	SERIAL NO. 431	HOURS	LDG/CYCLE	WORKSHEET NO: 1857-010
AIRCRAFT TYPE: SUPERLYNX MK100	AIRCRAFT	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: 3 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
3.	<p>ZONE 3 SUB ZONE B</p> <p>TO DO AN INTENSIVE VISUAL INSPECTION BY USING MAGNIFYING GLASS OF:</p> <p>(1)LEFT CABIN DOORS</p> <p>(2)LEFT CABIN DOOR LATCH MECHANISM AND PANELS</p> <p>(3)LEFT 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 LEFT CABIN DOORS, LEFT CABIN DOORS LATCH MECHANISM AND PANELS, LEFT 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 OF ZONE 4 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. CAM PLATE AT PORT SIDE CABIN DOOR FOUND DENT. REFER UMC-M501-3-24-045 AND UMC-M501-3-24-046 FOR RECTIFICATION.</p> <p>TEST SET: SPRING BALANCE (MODEL 25) SERIAL NUMBER: M501-03 CALIBRATION DUE DATE: 28-07-24 PULL OFF LOAD FIGURE: 5.2 KG PIP PIN MEASURE: PIP PIN FOUND BROKEN. ALL PIP PINS REPLACED NEWSAFETY CATCH & THE DOOR CLEARANCE MEASURE:6mm</p> <p>M/S:OSMAN M/S:JAFRI DATE: 18/01/2024</p>	<p><i>[Signature]</i></p> <p>GAM M063 DGTA</p> <p>09/18/24</p>	<p><i>[Signature]</i></p> <p>GAM M036 DGTA</p> <p>18/01/24</p>	<p>18/01/24</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.