



**To** : Contracted Part 145 Engineering Manager  
**CC** : GAM Accountable Manager, GAM Quality Assurance Manager  
**From** : Continuing Airworthiness Manager, GAM  
**Subject** : **AW139 Pre-Flight / Turn Around / Daily Inspection Checklist**

**1. REFERENCE**

AW139 Aircraft Maintenance Programme (AMP) RMPAOF/ENG/PUB/AMP/AW139 Issue 2 Revision 1 Temporary Revision 1 Date 21 November 2018 Chapter 17.0.

**2. APPLICABILITY**

All Royal Malaysia Police Air Operation Forces (RMPAOFs) AW139 aircraft managed by GAM CAMO

**3. INTRODUCTION**

A recent airworthiness review on the AMP for aircraft AW139 was carried out by the Airworthiness Review Staff. It had been found that the requirement for Airworthiness Check as per AMPI (EASA) 39-A-05-00-00-00A-028E-P was not defined in the AMP.

Consequently, a Temporary Revision 1 Date 21 November 2018 was issued to include for elements of Airworthiness Checks in the Pre-Flight Inspection of Chapter 17.0 of the AMP.

This notice is issued as a notification for contracted Part 145 to refer to the latest revision of the AMP for the Pre-Flight / Turn Around / Daily Inspection Checklist when performing the inspection.

**4. REQUIREMENT**

The contracted Part 145 Maintenance Engineer shall refer to Chapter 17 in the AMP RMPAOF/ENG/PUB/AMP/AW139 Issue 2 Revision 1 Temporary Revision 1 Date 21 November 2018 for the current Pre-Flight / Turn Around / Daily Inspection Checklist. Refer attached.

Kindly be informed on the requirement.

Hazrin Sani  
 Continuing Airworthiness Manager

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## PRE-FLIGHT(PF)/TURN AROUND(TA)/DAILY INSPECTION(DI)

- Pre-Flight/Turn Around Inspection** is a visual check to ensure the aircraft readiness for flight. The inspection is detailed under PRE-FLIGHT INSPECTION in this Maintenance Programme. The validity of this inspection is 8 hours. On completion of the inspection, a signed entry must be made in the Journey Log.
- Pre-Flight Inspection** is one of the elements in **Airworthiness Checks**. In case the **Airworthiness Checks** need to be accomplished, the following will apply:
  - The Airworthiness Checks are an inspection that has to be performed by qualified maintenance personnel
  - The Airworthiness Checks expire after 72 hours from the end of the inspection if the helicopter has not flown
  - The Airworthiness Checks do not replace the Rotorcraft Flight Manual requirements list, which must be performed by a pilot.The next paragraphs report the summary of requirements necessary to accomplish an Airworthiness Check, only in the cases in which it is required by the Authorities.  
**Rotorcraft flight manual**  
**Section 2 - Normal procedures**
  - Any task identified in the "External pre-flight checks" and "Cockpit/Engine pre-start checks" has to be included, with a daily periodicity.**Section 5 - Optional equipment supplements**
  - Section 2 inside each Optional Equipment Supplement, with regard to "External pre-flight checks" and "Cockpit/Engine Pre-start checks" must be included, if the relevant optional equipment is installed. These tasks must be included with a daily periodicity.
- The Daily Inspection** is a visual inspection carried out to ensure that the aircraft is in airworthy condition. It will be normally carried out at the end of the day's flying program not exceeding 12 flying hours. The inspection is detailed under DAILY INSPECTION in this Maintenance Programme. The validity of this inspection is for 12 flying hours or 72 hours. On completion of the inspection, a signed entry must be made in the Journey Log.
- Additional inspections are required whenever any of the optional equipment installed/carried on the aircraft. These inspections are listed in the optional equipment additional inspection tasks.
- Authorised pilot by Galaxy Aerospace(M) Sdn. Bhd can perform Pre-Flight / Turn-Around Inspection and Daily Inspection for not more than 7 days with the condition of the aircraft is out of base. Then, the aircraft must be inspected and recertified by qualified maintenance personnel every 7<sup>th</sup> day.

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6. Basic Inspection tasks required are:

- a) Pre-Flight Inspection : Task to be carried out before first flight on the day. Noted in remark as **PF**
- b) Turn Around Inspection : Task to be carried out after engine shut down prior to next flight between PF and DI. Noted in remark as **TA**
- c) Daily Inspection : Task to be carried out after last flight of the day. Noted in remark as **DI**

7. Pay particular attention to the operations marked with an asterisk (\*) if any.

8. After a grounding time of more than one week, wipe the servo-control piston rods with a cloth moistened with operating fluid before operating the flight controls.

9. If a fault is detected or in case of doubt during the inspection of the aircraft, refer to the different tasks related to the ATA100 chapters concerned. If a fault is detected or in case of doubt during the inspection of the engine, refer to the P&WC PT6-67C EMM to know the corrective actions to be applied.

10. Directives to be applied in all cases

a) Oil level sights on transmission components

Check that the oil level sights are clean and in good condition.

b) Operation of The Engine and MGB Cowlings

It is recommended to act smoothly for opening and closing the cowlings. Restrain the closing of cowlings: do not let them fall under their own weight. If high wind, aid the opening of cowlings.

c) Travel of rotor controls

After any maintenance work at the rotor controls, check the free travel of the controls.

d) Precautions to be taken on the ground in high wind

When the wind is higher than 30 knots, do not move the helicopter without tying the main rotor blades. Head the helicopter into the wind, plus or minus 45°.

e) Water bleed

It is recommended to bleed the fuel tanks every day and before moving the aircraft on the ground. If the outside temperature is lower than 0°C (32°F), never bleed the fuel tanks.

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- f) Antenna:  
Check the condition of the antennas installed on the helicopter (antennas installed on basic configuration and antennas installed with optional equipment).

## 11. General directives related to the Pre-Flight Inspections:

- a) Airframe  
During the inspection, systematically check the condition of the following: airframe skins, canopy (cleanliness of transparent panels), hatches and hinged panels and their attaching parts, pilot and passenger seats, equipment.
- b) Doors  
For each door: check condition of the assembly, freedom of movement, correct closing, absence of abnormal play, in particular at the hinges, condition of attachment or locking fittings, locking fingers and locking systems, condition of pilot door jettison controls.
- c) Cowlings  
For each cowling: when opening the cowling and during the inspection of the station, carry out a detailed visual check of the condition, attachment points, freedom of movement, appearance and play of the locking devices.
- d) Transmission decks and transmission components  
For each station of inspection:
- overall condition and attaching parts of the components and equipment of the station,
  - presence and condition of safety items or safety pins,
  - absence of interference, clearances and gaps between components,
  - absence of leakage or oozing,
  - absence of signs of abnormal overheating.
- e) Electrical system  
Check the condition, attachment and cleanliness of the instruments, installations electrical harnesses and radio navigation equipment:  
Components, cables, headsets, connectors, control and monitoring devices, bonding braids, wiring (mainly at bulkhead feedthroughs and floors), antennas, position lights, landing light, static dischargers and other equipment items.  
Check that all electrical connectors are correctly locked.  
Check that there is no actual or possible friction between the electrical harnesses and any other component, in particular in the vicinity of the hydraulic and fuel systems.
- e) Hydraulic system

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Condition, leak-tightness of pipes, unions, connectors and equipment, correct locking of connectors, no actual or possible friction between the pipes and any other component, airframe or wiring.

- f) Operations to be carried out on the engine  
The operations required in the P&WC PT6C-67C EMM, in chapter 05-20, must be carried out on the engine.

## 12. Terminology:

### a) Condition:

A visual check of the general outside appearance of the component, (deformation, splits, cracks, scratches, corrosion, signs of heating or wear, etc.) which change its initial condition.

PERMANENT INSTRUCTION WITH RESPECT TO CONDITION: Surface, protection and paint defects on all helicopter parts must be examined and processed without delay in accordance with the applicable instructions (criteria, then reworks).

### b) Attachment points:

A visual check of the component attachment points, the condition of the safeying and the torque load marks on internal stop nuts etc.

It could also include a tactile check, manual effort applied on the component to ascertain whether there is a fault in the assembly.

### c) Locking:

Perform locking correctly and/or check for correct locking.

In order to lock, ensure correct approach and position of the cowlings, doors, hatches, panels, plugs, etc. Make sure the profiles are aligned. Engage the closing and locking mechanism of the handles, locks, Dzus fasteners, Camloc, etc. Check for their proper closed/locked position, safety system in right place according to the position indicators (marking, mark lines matched). Check the cowling locking by actuating in opening direction.

### d) Sealing:

A visual check to discern any fluid leakage, in particular on hydraulic component actuating rods, mating surfaces, unions and drain ports.

### e) Absence of abnormal plays:

No play measurement is required unless specific instructions are given. "Abnormal" play can, in certain instances, be determined by applying an alternating manual load to the component to be checked.

### f) Cleanliness:

Check to ensure there is no foreign matter, liquid seepage or splashing, nor areas on which dirt has built up and which could hide a fault.

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g) Pipes:

Check their condition (wear due to rubbing, tears), the crimping of the end-fittings on the unions and their routing (attachment and releasing components, compliance with clearance and plays). Check the absence of real or potential rubbing with any other components.

h) Wiring:

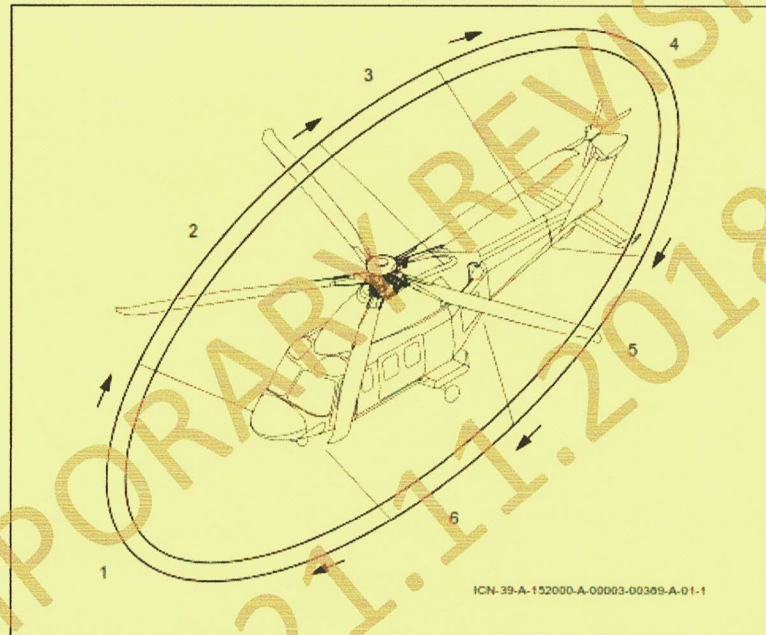
Check their condition, their path, their bulkhead connection, their routing, the condition of the connectors and of their locking, the condition and attachment of bonding braids, electric modules and relay sockets. Check the absence of real or potential rubbing with any other components.

13. Reference shall be made to:

- |                          |  |
|--------------------------|--|
| a) AW139 AMPI 05-21-00   | Airframe – Schedule Maintenance                  |
| b) AW139 AMPI 04-20-00   | Airframe – Mandatory Inspection                  |
| c) AW139 AMPI 04-30-00   | Airframe – Certification Maintenance Requirement |
| d) PT6C-67C EMM 05-20-00 | Engine - Scheduled Maintenance                   |

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Zoning (Area) On Aircraft

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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
1	Main and tail rotor tie downs (if present)	Removed.	PF
<b>AREA 1 – Helicopter Nose</b>			
2	Nose Exterior	Condition.	PF, TA, DI
3	Pitot-Static Probe (Left Side)	Cover removed, condition and un-obstructed.	PF, TA, DI
4	Left side brake lines in brake pedal area (looking through bottom transparent panel)	Condition.	PF, TA, DI
5	Nose landing gear	Condition, shock strut extension, leaks, tire pressure (DI only).	PF, TA, DI
6	Ventilation air intakes (In landing gear bay)	Un-obstructed.	PF, TA, DI
7	Nose compartment access door	Latched and secured.	PF, TA, DI
8	Pitot-Static Probe (Right side)	Cover removed, condition and un-obstructed.	PF, TA, DI
9	Right side brake lines in brake pedal area (looking through bottom transparent panel)	Condition.	PF, TA, DI
<b>AREA 2 - Fuselage (Right Hand Side)</b>			
10	Windshield and roof transparent panel	Condition, cleanliness.	PF, TA, DI
11	Windscreen wiper	Condition, attachment points, locking.	PF
12	Fuselage exterior	Blanking removed or installed (as applicable).	PF, TA, DI
13	Pilot cockpit door	Condition, cleanliness, window security.	PF, TA, DI
14	Passenger cabin door	Condition, cleanliness.	PF, TA, DI
15	Right side emergency exit	Verify secure.	PF
16	Main landing gear	Condition, shock strut extension, leaks, tire pressure.	PF, TA, DI
17	Drains and vent lines	Free of obstruction.	PF



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18	Fuel drain check	Select fuel drain pushbutton (located on underside of sponson) for approx 2 secs. Drain approx 10 to 20cc from right fuel tank drain. Release pushbutton, confirm fuel is free of water and no fuel is dripping from drain.	PF
19	Fuel tank sump area (Right side)	Confirm no leaks.	PF, TA, DI
20	Baggage compartment, tie down/net	Condition, cargo (if on board) correctly secured	PF, TA
21	Baggage door	Secure.	PF, TA
22	Engine area	Check for fuel and/or oil leaks.	PF, TA, DI
23	Engine 2 Oil level indicator	Do a visual oil level check. Replenish as required.	TA, DI AMPI 05-21 Table 3 List of requirement for scheduled / unscheduled maintenance check
24	Engine 2 oil filter pop-out indicator	Do a visual check	TA, DI AMPI 05-21 Table 3 List of requirement for scheduled / unscheduled maintenance check
25	Cowling and fairings	Condition and latched.	PF, TA
26	Air intakes	Clear and unobstructed.	PF
27	Main rotor components and blades	General condition.	PF, TA, DI
28	Main rotor damper indicators	Position.	PF, TA, DI
29	Engine intake screen	Cover removed (If Install), free of damage and obstruction.	PF
30	Engine cowling	Secure.	PF, TA, DI
31	Gravity fuel filler cap	Secure.	PF, TA, DI
32	Engine exhaust	Cover removed (PF only), condition.	PF, DI
33	Fire bottle discharge indicator	Green.	PF, TA, DI

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## AREA 3 – Tail Boom (Right Hand Side)

34	Tail boom exterior	Condition.	PF, TA, DI
35	Antenna	Condition.	PF, DI
36	Stabilizer	Condition and secure.	PF, TA, DI
37	Navigation light	Condition	PF, DI

## AREA 4 – Fin, Intermediate and Tail Gearbox, Tail Rotor

38	Tail fin	Condition.	PF, DI
39	Intermediate and tail rotor gearbox	Check for leaks.	PF, TA, DI
40	Tail navigation and anti-collision lights	Condition.	PF, TA, DI
41	Tail rotor hub and blades	Condition, cleanliness.	PF, TA, DI
42	Tail rotor pitch change mechanism	Condition.	PF, DI

## AREA 5 – Tail Boom Left Hand Side

43	Tail boom exterior	Condition.	PF, TA, DI
44	Stabilizer	Condition and secure	PF, TA, DI
45	Navigation light	Condition.	PF, DI
46	Antenna (1)	Condition.	PF, DI
47	Tail rotor drive shaft cover	Secure.	PF, TA, DI

## AREA 6 – Fuselage Left Hand Side

48	Fuselage exterior	Condition.	PF, TA, DI
49	Engine exhaust	Cover removed, condition.	PF, TA, DI
50	Fire bottle discharge indicator	Green.	PF, TA, DI
51	Baggage compartment, tie down/net.	Condition, cargo (if on board) correctly secure.	PF, TA, DI

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52	Baggage door	Secure.	PF, TA, DI
53	Engine area	Check for fuel and/or oil leaks.	PF, TA, DI
54	Engine 1 Oil level indicator	Do a visual oil level check. Replenish as required.	TA, DI AMPI 05-21 Table 3 List of requirement for scheduled / unscheduled maintenance check
55	Engine 1 oil filter pop-out indicator	Do a visual check	TA, DI AMPI 05-21 Table 3 List of requirement for scheduled / unscheduled maintenance check
56	Engine air intake screen	Cover removed (If Install), clear of damage and obstructions.	PF
57	Engine cowling	Secure.	PF, TA
58	Air intakes	Clean and unobstructed.	PF
59	Main rotor components and blades	General condition.	PF, TA, DI
60	Left side emergency exits	Confirm secure.	PF
61	Drain and vent lines	Free of obstruction.	PF
62	Fuel drain check	Select fuel drain pushbutton (located on underside of sponson) for approx. 2 secs. Drain approx. 10-20cc from left fuel tank drain. Release pushbutton, confirm fuel is free of water and no fuel is dripping from drain.	PF
63	Fuel tank sump area (Left side)	Confirm no leaks.	PF, TA, DI
64	Main landing gear	Condition, shock strut extension, leaks, tire pressure.	PF, TA, DI
65	Passenger cabin door	Secure.	PF, TA
66	Cowling and fairings	Condition.	PF, TA
67	Co-pilot cockpit door	Condition, cleanliness, window secure.	PF, TA, DI
68	Windshield and roof transparent panel	Condition, cleanliness.	PF, TA, DI

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69	Windscreen wiper	Condition.	PF
<b>AREA 7 – Cabin and Cockpit Interior</b>			
70	Passenger Emergency exits	Verify secure.	PF, TA
71	Cabin interior	Equipment and cargo secure.	PF, TA
72	First aid kit	On board.	PF, DI
73	Cabin fire extinguisher	Secure, charge.	PF, TA, DI
74	Passenger doors	Secure	PF, TA
75	Pilot and co-pilot safety belt and inertia reel	Condition.	PF, TA, DI
76	Pilot and co-pilot seat	Secure	PF, DI
77	Pilot and co-pilot flight control	Condition and secure.	PF, DI
78	Lower and lateral transparent panel	Integrity, cleanliness and no sign of brake fluid.	PF, TA, DI
79	Pilot and co-pilot door	Secure.	PF, TA
80	Instruments, panels and circuit breakers.	Condition and legibility.	PF, TA, DI
<b>Optional Operation/ Mission Equipment</b>			
81	First Aid Kit	General condition, sign of tempering, contents expiration.	DI
82	Rescue Hoist (If installed)	General & physical condition, security	PF, TA, DI
82a	Rescue Hoist	D-Lock External Hoist Hook General Visual Inspection	DI AMPI 04-20 Table 2 Mandatory Inspection

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82b	Rescue Hoist	Rescue Hoist Cable, General Visual Inspection of maximum length of cable used during the day operation for damage and condition	PF, DI AMPI 04-20 Table 5 Mandatory Inspection
82c	Rescue Hoist	General Visual Inspection to check for correct oil level and leaks	PF / prior to first use of the day AMPI 05-21 Table 6 List of requirement – Single Rescue Hoist System (Goodrich)
82d	Rescue Hoist	General Visual Inspection for condition, security and damage of the boom. Task included adjacent fuselage area.	PF / prior to first use of the day AMPI 05-21 Table 6 List of requirement – Single Rescue Hoist System (Goodrich)
82e	Rescue Hoist	On condition check of the hook assembly bearing for freedom of rotation	PF, DI AMPI 05-21 Table 6 List of requirement – Single Rescue Hoist System (Goodrich)
82f	Rescue Hoist	General Visual Inspection of the hook bumper assembly for damage and condition	PF, DI 05-21 Table 6 List of requirement – Single Rescue Hoist System (Goodrich)
82g	Rescue Hoist	Following use in a salt water environment, wash the cable and the hook assembly with fresh water and dry using a clean, heavy duty lint-free cloth.	DI / After last use of the day. AMPI 05-21 Table 6 List of requirement – Single Rescue Hoist System (Goodrich)
83	Cargo Hook	General & physical condition, security. (If installed)	PF, TA
84	Search Light System	General & physical condition, security. (If installed)	PF, TA
85	Aux Fuel Tank	General & physical condition, attachment, security. (If installed)	PF, TA, DI

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86	Mission Console	General & physical condition, attachment. (If installed)	PF, TA
87	Fast Roping & Rappelling System	General & physical condition, attachment, security. (If installed)	PF, TA
<b>Daily Inspection (DI) Accomplishment Instruction</b>			
88	Journey Log Sheet	To observe any open entry, defect and due deferred defect are closed and rectified, all required details updated.	PF, TA, DI
89	Journey Log Sheet	To ensure all daily inspection items on all Area/Zone are completed, additional worksheet (if any) closed and to sign for Daily Inspection in respective column.	DI
<b>Repetitive Task (AD/SB)</b>			
90	Deleted		
91	Main Rotor- Main Rotor Damper – Inspection / Replacement Para 4 & 5	To carry out repetitive task/ Inspection as per stated in the EASA AD 2018-0112R1 (BT139-450 Rev.B or Later Approved Revision) accomplishment instruction.	PF OR DI
92	Main Rotor- Main Rotor Damper – Inspection / Replacement Para 7	To carry out repetitive task/ Inspection as per stated in the EASA AD 2018-0112R1 (BT139-450 Rev.B or Later Approved Revision) accomplishment instruction.	PF OR DI