

AIRBUS

EC 155

AIRWORTHINESS LIMITATIONS SECTION (ALS)

EC 155 B1



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IMPORTANT NOTE

The practical value of this manual depends entirely upon it being updated correctly by the operator.

The successive revisions should be recorded on the relevant page of the manual.

APPROVAL

1 EASA - Approval

The Airworthiness Limitations Section is approved and any change must also be approved by The EASA

Revision	04-00 LOEP Identification	Approval Date	EASA nb
REV 000	2003.07.03	EASA : 2003.10.03	-
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REV 009	2007.07.20	EASA : 2007.08.01	R.C 02545
REV 010	2008.06.27	EASA : 2008.10.09	R.C 03064
REV 011	2009.01.08	EASA : 2009.04.31	R.C 03380
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New REV 009	2023.01.30	21.155.0003.a	2022.04.22	10079107

The technical content of these revisions are approved under DOA N°EASA.21J.700 authority. This approval means that the revisions have been prepared with already EASA approved data and minor changes approved under DOA N°EASA.21J.700. The revisions are issued under DOA procedure.

The list of chapter 04 effective pages is given in the "LOEDU" which is identified by 2023.01.30.

The "LOEDU" identification does not correspond to the approval date, it is a documentation handling code provided at the bottom of all pages.

End of the Document Unit

LOEDU

1 Update

Refer to the "Update of the ALS" Document Unit

2 "Type" Column Code

N-New, to be inserted

R-Revised, to be replaced

D-To be removed from the manual

- (No code) Unchanged with respect to the previous issue

D.U.	Type	Date	D.U.	Type	Date
TITLE	N	2023.01.30	04-10-00 ATA 53	-	2013.09.12
APPROVAL	N	2023.01.30	04-10-00 ATA 62	-	2021.01.22
LOEDU	N	2023.01.30	04-10-00 ATA 63	R	2023.01.30
TABLE OF CONTENTS	N	2023.01.30	04-10-00 ATA 64	-	2016.09.12
HIGHLIGHTS OF THE REVISION	N	2023.01.30	04-10-00 ATA 65	-	2018.09.10
GLOSSARY	-	2016.09.12	04-10-00 ATA 67	-	2019.09.16
STRUCTURE OF THE ALS	-	2019.09.16	04-20-00 ATA 25	-	2017.09.11
UPDATE OF THE ALS	-	2013.09.12	04-20-00 ATA 26	-	2012.11.08
BREAKDOWN OF THE ALS	-	2019.09.16	04-20-00 ATA 53	-	2013.09.12
USE OF THE ALS	-	2022.02.01	04-20-00 ATA 62	-	2016.09.12
SB INCORPORATED	-	2019.09.16	04-20-00 ATA 63	R	2023.01.30
			04-20-00 ATA 64	-	2017.09.11
			04-20-00 ATA 65	-	2013.09.12

End of the Document Unit

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SB INCORPORATED

End of the Document Unit

HIGHLIGHTS OF THE REVISION

1 GENERAL

- Check that the content of the sections is in accordance with the List Of Effective Document Units (LOEDU).
- Return the acknowledgment card.

2 OUTLINE OF THE REVISION

The revision is codified as follows:

- Revision 009 : 2023.01.30

3 DETAILED DESCRIPTION

3.1 Section 04.10.00

63-20 MAIN GEARBOX

- 63/20/00/000/000/600
Main housing
MP/N modified

25000 FH // 125000 TC

3.2 Section 04.20.00

63-10 ENGINE/MGB COUPLING

- 63/10/00/000/000/145
Link torque tube to rear gimbal joint
New task integrated

150 FH

63-20 MAIN GEARBOX

- 63/20/00/000/000/730
Main housing
Description modified
MP/N modified

2722 FH // 13600 TC

End of the Document Unit

GLOSSARY

(-)	Not indicated
(P)	Provisional limitation
&	And
//	Or
§	Paragraph
ALL MP/N	All Manufacturer Part Numbers
ALS	Airworthiness Limitations Section
AMM	Aircraft Maintenance Manual
ATA	Air Transport Association
CHK	CHeck
D	Day
DU	Document Unit
EASA	European Aviation Safety Agency
EXC	EXcept
FH	Flight Hour
FM	Log card
FS	Frequency Start
HC	Hoist Cycle
LC	Landing Cycle
LOEDU	List Of Effective Document Units
M	Month
MGB	Main Gear Box
MP/N	Manufacturer Part/Number
MRH	Main Rotor Hub
MSM	Master Servicing Manual (Maintenance Program)
OC	On Condition
OEM	Original Equipment Manufacturer
OPT	OPTion
PN	Part Number
PO	Perform Once
POST	After (POST MOD, POST SB)
PRE	Before (PRE MOD, PRE SB)
RC	Roping Cycle
SB	Service Bulletin
SBV	Vendor's Service Bulletin
SC	Sling Cycle
SLL	Service Life Limit
S/N	Serial Number
TC	Torque Cycle
TGB	Tail Gear Box
TL	Type Limit

TRH : Tail Rotor Hub
TSI : Time Since Installation
TSM : Time Since Manufacture
WC : Work Card
Y : Year

End of the Document Unit

STRUCTURE OF THE ALS

1 GENERAL STRUCTURE OF THE ALS

The Airworthiness Limitations Section (ALS) is broken down into two parts.

The first part comprises general information which explains how the ALS operates and how it must be used.

It is composed of the following DUs:

- Glossary,
- Structure of the ALS,
- Update of the ALS,
- Breakdown of the ALS,
- Use of the ALS.

The second part which defines the limits comprises the following sections:

- 04-10-00, which specifies the components subject to a Service Life Limit (SLL).
- 04-20-00, which specifies the mandatory airworthiness inspections (CHK) and provides various specific information to be performed on the helicopter, periodically or a limited number of times, regardless of the operating conditions.

2 BREAKDOWN OF THE ALS

The various parts of the ALS are presented in the form of Document Units (DUs).

2.1 Identification of the DUs

Each DU is unique and is identified by the following:

- the title of the manual at the top right hand side of the page,
- the effectivity (helicopter type and version) marked at the bottom left hand side of the page,
- the date code of the DU at the bottom left hand side of the page below the effectivity (format: year.month.day),
- the number or title of the DU at the bottom right hand side of the page,
- the ATA number at the bottom of the page only for the sections 04-10-00 and 04-20-00,
- the page number at the bottom right hand side of the page.

The end of each Document Unit is identified by "End of the Document Unit" on the last page.

2.2 Task codes

The DUs in sections 04-10-00 and 04-20-00 comprise maintenance tasks. These tasks are identified by a unique code specific to Airbus, comprising a group of 15 characters.

Example :

62/20/00/000/000/075 Lower attach beam	365A31-4596-00 365A31-4596-01	(-) (-)	5350 FH	0
---	--	------------	--	---

The first four characters (62/20/00/000/000/075) correspond to the breakdown into ATA system/sub-system.

The fifth and sixth characters (62/20/00/000/000/075) are used to regroup an ATA system comprising several subjects into individual subjects.

The seventh to fifteenth characters (62/20/00/000/000/075), according to the ALS section, are used to organize the tasks in an ATA system/sub-system/subject.

2.3 List Of Effective Document Units (LOEDU)

The LOEDU specifies the following information, for each DU, in a table:

- the Document Unit: this column specifies the number of the section, the ATA number or the title of the DU (example: 04-20-00, ATA 62).
- the type: this column is coded with the letter "R" if the DU is revised, "D" if the DU is deleted, "N" if the DU is new, or has no code (-) for DUs which are unchanged.
- the revision date: this column indicates the DU date code.

3 CLASSIFICATION OF INFORMATION

The DUs in sections 04-10-00 and 04-20-00 are classed in increasing order according to ATA 100 numbering.

End of the Document Unit

UPDATE OF THE ALS

1 REVISION OF THE ALS

The ALS is revised approximately every 6 months.

The ALS cover page bears the issue date code (first issue), the current revision number taken in chronological order followed by the revision date code.

Example:

- issue date : 2012.01.30,
- revision 002 : 2012.03.28.

The last applicable revision is revision 002 with a date code of 2012.03.28.

The date code marked on the new or revised DUs corresponds to the revision date code marked on the cover page.

2 UPDATE OF THE ALS

2.1 Update procedure

The user is responsible for updating his documentation each time he receives a revision or a new issue from the manufacturer. The ALS is updated using the new LOEDU which specifies which DU must be inserted (new DU), replaced (revised DU) or removed (deleted DU). A deleted DU is issued with the wording "DU TO BE REMOVED FROM THE MANUAL" in the revision concerned.

Once the ALS has been updated, the date code of each DU indicated at the bottom left hand side of each page must correspond with the LOEDU.

The beginning of the ALS includes a "HIGHLIGHTS" page which explicitly summarizes the modifications made to each revision or new issue.

NOTE

After updating, the "RECORD OF REVISIONS" page at the beginning of the ALS must be completed (date, name and signature).

2.2 Identification of the modifications

Modifications are identified by a revision mark in the form of a vertical line in the right hand margin of the page.

Revision marks are not used in the following DUs:

- LOEDU,
- Table of Contents,
- Highlights.

3 EFFECTIVITY

The operator must check the effectivity of the ALS used (correctly updated) for the helicopter concerned.

The effectivity (helicopter type and version) is indicated on the cover page and is repeated at the bottom of each page comprising the ALS DUs.

End of the Document Unit

BREAKDOWN OF THE ALS

1 PURPOSE OF THE ALS

The Airworthiness Limitations Section (ALS) drafted by the manufacturer, draws up a list of all the components subject to one or more airworthiness limitations and defines these limits.

It specifies the mandatory operations and limits to ensure the continued airworthiness of the helicopter (*), in all its varied operating missions.

For the airworthiness limitations and the life limits assigned to the engine components, refer to the engine manufacturer's documentation.

(*) helicopter (type/version) defined by Airbus.

2 CHANGES TO THE ALS

The ALS section is modified by the manufacturer according to changes to the helicopter definition.

Each modification to the ALS is subject to approval by the European Aviation Safety Agency (EASA).

3 AIRWORTHINESS LIMITATIONS SPECIFICATION

The Airworthiness Limitations can be expressed in the form of a life limit, an airworthiness inspection interval or various specific information.

3.1 Components subject to a Service Life Limit (SLL)

Life-limited components are components that are exposed to fatigue deterioration due to in-service stress, and the failure could cause catastrophic effect to the helicopter.

The loads applied to these components cause the latter to deteriorate according to one or more types of fatigue:

- vibration fatigue, which is related to the number of flight hours logged (very large number of low-amplitude load variations),
- low-cycle fatigue, which is related to a limited number of large load variations (example: centrifugal load variations, related to the number of rotor starts, or large torque variations related to takeoff, etc.),
- fatigue related to the number of times certain components are used.

These components must be removed from service when the specified limit is reached.

NOTE

The service life limits assigned to components guarantee flight safety with regard to the flight load fatigue alteration of components with no external deterioration. These service life limits are not a commercial guarantee because a component may be removed due to wear, fretting, corrosion or scoring, etc., before expiry of the service life.

The only warranty applicable to the helicopter and any component is the warranty included in the Sales Contract for the helicopter and the components.

3.2 Components subject to an airworthiness inspection

A component subject to an airworthiness inspection must be inspected periodically to confirm:

- that there is no damage,
- or that the damage found is within the removal or maintenance criteria specified in the documentation.

In both cases, the component is kept in service until the next inspection. The component must be removed from service when it reaches the criterion for removal, or made serviceable again as per the instructions given in the documentation.

The visual inspection is aimed at the overall external appearance of the component (no distortion, failure, cracks, scratches, signs of heating or wear, etc.), which would modify its original condition.

STANDING INSTRUCTIONS RELATIVE TO CONDITION: Surface damage and damage to protection and paint on all helicopter components must be examined and treated without delay in accordance with the applicable instructions (criteria, then reworking).



WHEN AN AIRWORTHINESS INSPECTION REQUIRES THE MEASUREMENT OF A PHYSICAL VALUE (CLEARANCE, VIBRATION LEVEL, TIGHTENING TORQUE, BONDING SEPARATION SURFACE AREA, ETC.), THE VALUE MEASURED AT EACH INSPECTION MUST BE RECORDED ON AN APPROPRIATE MEDIUM (E.G.: FOLLOW UP SHEET).

4 EFFECTIVITY - RESPONSIBILITY

The limits assigned to the component part numbers listed in this section are applicable to material:

- acquired directly from Airbus or through the Airbus subsidiaries or distribution network,
- purchased from the equipment vendors listed in our spare part catalogs, either directly or through their own distribution network.

In all cases, the manufacturing source is specified in the "airworthiness document", depending on the regulations (JAA Form One or equivalent).

Airbus will not carry out repairs on service life limited parts which were procured other than through the Airbus distribution network.

WARNING

IT IS PROHIBITED TO REUSE PARTS, EQUIPMENT OR ASSEMBLIES ORIGINATING FROM A HELICOPTER WHICH HAS BEEN INVOLVED IN AN ACCIDENT, WITHOUT FORMAL TECHNICAL APPROVAL FROM THE AIRBUS CUSTOMER TECHNICAL SUPPORT DEPARTMENT.

REMINDER: THE AIR ACCIDENT INVESTIGATION BOARD OF THE COUNTRY CONCERNED IS RESPONSIBLE FOR CLASSIFYING AN EVENT AS AN ACCIDENT.

WARNING

AN AIRCRAFT CONSIDERED DESTROYED CANNOT BE REPAIRED OR REBUILT, WITHOUT FORMAL TECHNICAL APPROVAL FROM THE AIRBUS CUSTOMER TECHNICAL SUPPORT DEPARTMENT.

AN AIRCRAFT IS CONSIDERED TO BE DESTROYED WHEN THE OEM-DEFINED MAIN STRUCTURE IS DAMAGED (DEFORMED, CRUSHED, CORRODED, CONSUMED BY FIRE, ETC.) TO SUCH AN EXTENT THAT ITS RETURN TO AN AIRWORTHY CONDITION CAN ONLY BE ACCOMPLISHED BY UTILIZING ANOTHER MAIN STRUCTURE OR BY REPAIRING THE DAMAGED MAIN STRUCTURE UTILIZING AN ORIGINAL EQUIPMENT MANUFACTURER APPROVED RIG OF REFERENCE.

End of the Document Unit

USE OF THE ALS

1 COMPLIANCE WITH THE ALS

The Airworthiness Limitations Section (ALS) specifies all the components which are subject to airworthiness limitations, which must be complied with in addition to the information given in the maintenance program (MSM).

WARNING

THE LIMITS MUST BE COMPLIED WITH TO ENSURE THE AIRWORTHINESS OF THE HELICOPTER. THE TIME LIMITS MUST NOT BE EXCEEDED AND ANY CHANGE MUST BE SUBJECT TO PRIOR APPROVAL BY THE EASA AND AIRBUS.

2 OCCURRENCE REPORTING

Reporting of any malfunction, failure, fault or other occurrence which had or may have an adverse effect on the airworthiness of the helicopter is a key factor to keeping the helicopter airworthy and for the continuous improvement of flight safety.

2.1 Reporting to the airworthiness authorities

The operator shall inform his relevant Airworthiness Authorities of any occurrence, in accordance with the local regulations he is subject to.

2.2 Reporting to the helicopter manufacturer

As part of the Continued Airworthiness Program, any technical incident, discovered in operation or during maintenance work, must be reported by the operator to the helicopter manufacturer.

A technical incident is a technical event which is unexpected.

A few examples of technical incidents are given below. This list is not exhaustive. It is given as an illustration, intended to help the operator to understand the definition of a technical incident which is to be reported to the helicopter manufacturer.

In case of doubt on the need to report an event, the event shall be reported.

Examples of incidents to be reported (non-exhaustive list):

- technical difficulty in accomplishing the mission as planned, including but not limited to, difficulty resulting in an aborted mission,
- technical event increasing the crew workload,
- technical event that may jeopardize the airworthiness of the helicopter for the continuation of the mission or the safety of persons onboard or on the ground,
- in-flight loss or rupture of any part,
- abnormal deterioration (wear, scratch, crack, corrosion, delamination, bonding failure, indentation, etc.) to any structural or mechanical part, especially when exceeding the Maintenance Manual (AMM) removal/repair criteria or in case no maintenance criteria exist,
- system malfunction or loss (including partial or temporary incorrect operation) and interference within or between systems,
- incorrect operation of a system intended to minimize the effects of an accident, including when being used for maintenance or test purposes,
- incorrect operation or malfunction of a system, or deterioration of a part found when complying with an Airworthiness Directive,

- non-conformity of a product, part or equipment with respect to its approved design, or a product of unknown or doubtful origin,
- missing, misleading, incorrect or unclear procedure that could lead to a flight crew or maintenance error,
- abnormal vibration,
- abnormal heating, smoke, fire,
- repetitive instances of any technical event which in isolation would not be considered "reportable" but which due to the frequency at which they arise, form a potential hazard,
- any other occurrence which has resulted in or may result in an unsafe condition.

In case of doubt concerning the need to report an event, the event shall be reported.

3 IN-SERVICE MONITORING OF COMPONENTS

All the components listed in section 04-10-00 of the ALS are to be monitored in service, unless "not to be monitored in service" is specifically mentioned in the task.

The in-service monitoring of components consists in recording the number of flight hours and/or the calendar time and/or the cycles logged on the equipment log card (**FM**).

If the component does not have a log card (component monitored via the log card of its higher assembly, etc.), before installation, the operator must organize his documentation in order to comply with the limits relating to this component (refer to Standard Practices Manual Work Card 20.08.05.101).

These recordings must be done in the various allocations of the component: case of transfer from one helicopter to another (refer to § 6).

All the documentation must be organized to enable recording of all the parameters used to comply with the limits.

4 COMPONENT PART NUMBERS

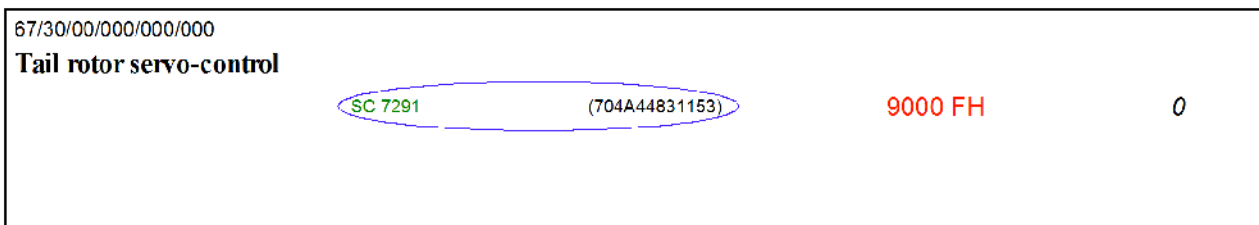
4.1 Definition

- **Manufacturer Part Number (MP/N)**: This is the identification number of the component marked on the identification plate or directly on the component.
- **Airbus Part Number (PN)**: This is the Airbus part number which is associated with the manufacturer's part number (MP/N) for components which are not manufactured by Airbus.

The part number of the components which is given in the ALS is the manufacturer's part number (MP/N).

In the case of components which are not manufactured by Airbus, the MP/N is followed by the associated PN (in brackets).

Example :



In some cases the PN is not specified, in this case it is replaced by a hyphen.

4.2 Part number followed by a suffix

In some cases, the MP/N can be assigned a suffix (example: MP/N 365A33-6005-08M), used for spares to indicate the installation of an optional component or a specific configuration.

These MP/Ns with a suffix generally do not appear in the ALS.

The limit applicable to an MP/N with a suffix is identical to that of the same MP/N without a suffix.

Example: the limit given for assembly MP/N 365A33-6005-08 is valid for assembly MP/N 365A33-6005-08 and assembly MP/N 365A33-6005-08M.

4.3 Applicability of the limits

The limit(s) specified for the first MP/N are valid for all the other MP/Ns listed in the same task.

Example :

63/20/00/000/000/135			
Main bevel gear wheel			
	360A32-3256-25 (-) 360A32-3256-26 (-)	20000 FH	0

4.4 Changes to part numbers

Unless otherwise specified, the service life and airworthiness inspections specified in the ALS apply to the components whose part numbers are specified in this section as well as to their successive dash numbers if these are not yet specified in this section.

In this case, check the installation effectivity of the dash number with the Airbus technical support department.

Example: 360A32-3036-22



5 EXPRESSION OF THE LIMITS

A component or an airworthiness inspection can be subject to one or more airworthiness limitations, expressed in:

- flight hours,
- calendar time,
- cycles with large centrifugal load or torque variations,
- number of operations (for certain components).

5.1 Flight Hours

FH (Flight Hours), are counted from takeoff to landing.

5.2 Calendar Time

Calendar time can be expressed:

- in years (Y: Years),
- in months (M: Months),
- in days (D: Days).

5.2.1 Initial aging date for a component

The initial aging date for a component to be taken into account is generally the date of first installation or first removal from storage, to be recorded on the equipment log card.

The storage time before installation is therefore not to be taken into account on the condition that storage was in accordance with the applicable documentation, except for the following specific cases.

For some components, the aging date to be taken into account is the date of manufacture marked on the Log Card (FM). In this case, TSM (Time Since Manufacture) is specified in each task concerned in the ALS.

5.3 Cycles

5.3.1 Cycles with large centrifugal load variation

To limit the number of parameters to be monitored during aircraft operation, the service life limit of the components likely to be damaged by large centrifugal load variations has been calculated based on 5 rotor starts/stops per flight hour.

If aircraft operation involves on average more than 5 rotor starts/stops per flight hour over a period of more than 600 FH, the actual service life of some components could be less than that specified in this document.

In this case, you must inform Airbus.

5.3.2 Cycles with large torque variation

The number of torque variation cycles varies significantly with the missions that can be performed by a helicopter (example: external load carrying operations, such as logging, can lead to a large number of torque cycles), up to 60 per hour, whereas passenger transport flights of one hour on average lead only to one torque cycle per hour.

Therefore, no fixed number of cycles has been specified in order to avoid premature removal of components that are subject to few torque variations. The life limit of the components concerned is indicated in torque cycles (TC).

Consequently, the number of torque variation cycles logged must be monitored carefully and counted as follows:

- **1 landing with or without stopping the rotor = 1 cycle (1 TC)**
- **1 external load carrying operation = 1 cycle (1 TC)**

The cycles associated with external load carrying operations must be added to the landing cycles.

5.4 Number of operations for certain components

Certain components may be subject to fatigue limits related to the number of operations. In this case, the type of use to be counted is defined directly in the tasks concerned with the permissible number.

5.5 Airworthiness limitation units - Description and counting

5.5.1 Airworthiness limitation expressed in Flight Hours

Tasks for which the Airworthiness Limitation is expressed in flight hours: count the number of flight hours.

63/20/00/000/000/135				
Main bevel gear wheel				
	360A32-3256-25	(-)	20000 FH	0
	360A32-3256-26	(-)		

5.5.2 Airworthiness limitation expressed in Torque Cycles

Tasks for which the Airworthiness Limitation is expressed in torque cycles: count the torque cycles as per § 5.3.2 or 5.4.

63/10/00/000/000/050				
Coupling shaft				
	365A35-1067-00	(-)	56400 TC	0
	365A35-1067-01	(-)		

5.5.3 Airworthiness limitations expressed in Flight Hours and Torque Cycles

Tasks for which the Airworthiness Limitation is expressed in flight hours and torque cycles: count the flight hours and the torque cycles logged.

63/20/00/000/000/230				
Fixed ring gear				
	365A32-7035-21	(-)	20000 FH // 64900 TC	0

5.5.4 Specific cases

5.5.4.1 Use of the helicopter in cold and very cold weather

Operation of helicopters when the outside air temperature is between - 15°C and - 40°C gives rise to higher fatigue loads on some components. As these loads are different according to the components, a corrective multiplication factor is to be applied to the flying hours (FH) and/or Torque Cycles (TC) after each flight carried out in cold and very cold weather. The components concerned are identified by the special annotation: "Operation in cold and very cold weather, corrective multiplication factor: X".

Example for application of the corrective multiplication factor on Flight Hours (FH): For the parts followed in flight hours (FH), a penalty factor must be mandatorily applied whenever flight in cold weather conditions, so in a temperature domain below - 15°C , are performed. Flight hours (FH) spent in cold weather conditions must be multiplied by the specified factors. Example: for a component for which penalty factor is equal to 2.0, if the flight time is spent 2 hours in a temperature domain above - 15°C and 1 hour in a temperature domain below - 15°C , the total accumulated hours is 2H+1H x 2,0 = 4H. Example for application of the corrective multiplication factor on Torque Cycles (TC): For the parts, followed in torque cycles (TC), if the take off and/or landing is performed in cold weather conditions, whatever the temperature flight conditions, the torque cycles (without link with flight hours performed) must be multiplied by the specified factors. Example: For a component for which penalty factor is equal to 14, if the number of torque cycles performed in a temperature domain above - 15°C is equal to 200 TC and if 25 takes off and/or landings are performed in a temperature domain below - 15°C, the total accumulated TC is 200 TC+25 TC x 14 = 550 TC.

5.6 Removal of life-limited components

When a limit is reached, the component must be rejected and finally withdrawn from service. When a component is assigned several limits, it must be rejected when the first of the limits is reached (refer to § 5.10).

5.7 Provisional limitations

The limits for which additional fatigue tests indicate the possibility of an extension are identified by code "P" (Provisional). This code (P) follows the value of the limit in the tasks concerned.

The operator should therefore store the component in question after removal, pending a service life extension.

5.8 Version identification of components

Generally, new components can be installed on several Dauphin family helicopter types or versions. As the operating conditions are sometimes different from one version to another, components must be identified according to the version to which they have been assigned in order to know the versions on which the components have been used.

All the components listed in section 04-10-00 are subject to version identification.

5.8.1 Principle

The version is identified by marking one or more letters or figures in a box (corresponding to the version to which the component is assigned), in an indelible manner, near to the part number, in accordance with the instructions of MTC Work Card 20.08.05.103.

Example:

[Y] - 365A35-1067-00, component installed on helicopter version X (original assignment).

[Y][X] - 365A35-1067-00, component transferred from helicopter version X to version Y; version Y must be struck out and followed by the new assigned version X.

5.8.2 Marking the version

The version is marked on the components at the latest when they are removed for the first time.

The equipment log card of the component concerned or of its next higher assembly must be filled in as soon as the component is installed on a helicopter.

5.9 Periodic and perform once airworthiness inspections

The maintenance operations associated with the airworthiness inspections indicated in section 04-20-00 of the ALS are to be performed:

- **Periodically:** the maintenance operation must be performed at the latest when the indicated limit is reached.

NOTE

For operational reasons, the maintenance operation can be performed before the limit is reached. However, the maximum interval between two maintenance operations must be complied with.

or

- **Once only:** the maintenance operation must be performed once only, when the indicated limit is reached. It must not be performed before the limit is reached.

These maintenance operations are identified by a dotted line around the task and by code PO (Perform Once) before the limit value.

These operations can be performed either:

- After installation of a component removed from the same helicopter,
- After the introduction to service of a new, overhauled or repaired component,
- After installation of a component originating from another helicopter,
- Each time after the component is installed.

The start of the maintenance operation is specified in each task concerned.

Example :

<p>62/20/00/605/000/000</p> <p>Mast and/or hub</p> <p style="text-align: center; color: blue;">AMM 62.20.00.22</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid blue; border-radius: 50%; padding: 2px 10px; color: red;">PO</div> <div style="color: red;">3 FH</div> <div style="color: red;">7 FH</div> </div> <p>Check tightening torque loads.</p> <p>Each time after the component is installed.</p>

5.10 Performance interval

Some components with service life limit (SLL) and airworthiness inspections (CHK) are assigned several performance limits separated by the "/" or "&" sign.

In the case of limits separated by the "/" sign, at the **first limit reached, the component must be removed and rejected or the airworthiness inspection must be performed.**

The next limit at which the component is to be rejected or the maintenance operation is to be performed will once again be the first limit reached.

In the case of airworthiness inspections separated by the "&" sign, the maintenance operation must be performed at each limit indicated.

Example 1:

<p>63/20/00/000/000/230</p> <p>Fixed ring gear</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="color: green;">365A32-7035-21</div> <div style="color: grey;">(-)</div> <div style="color: red;">20000 FH</div> <div style="color: red;">0</div> </div> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid blue; border-radius: 50%; padding: 2px 10px; color: red;">// 64900 TC</div> <div style="color: red;">0</div> </div>

A fixed ring gear has logged only 50000 TC and 20000 FH. The fixed ring gear has reached the FH limit; it must therefore be removed and rejected.

Example 2:

25/62/00/000/000/090			
Float			
	CMM	25.69.35	PO
216064-0 (-)			6 Y
216166-0 (-)			& 9 Y
216167-0 (-)			& 12 Y
216080-0 (-)			180 D
			180 D
			180 D
Proof pressure test and detailed check.			

The maintenance operation must be carried out once at 6 Y, once at 9 Y and once at 12 Y. This maintenance operation shall be carried out again only if the component is removed then reinstalled or replaced.

5.11 Specific and severe atmospheric operating conditions

Certain specific and severe climatic conditions are considered as specific operating conditions. This concerns the use of helicopters in the following conditions:

- **Tropical and damp atmosphere**

Combination of high ambient temperatures and high humidity level (from +28 °C (+82.4 °F) and 75% relative humidity).

- **Salt-laden atmosphere**

Aircraft based on a ship or based more than 50% of the time inland at less than 1 km (.54NM) from the coast or,

flying more than 50% of the time over the sea at low altitude (less than 1000 feet).

- **Sand and/or dust-laden atmosphere**

Sand-laden wind, landing on sandy ground.

- **Cold weather**

encountered or scheduled temperatures from -15 °C (5 °F) to -25 °C (-13°F).

- **Very cold weather**

encountered or scheduled temperatures from -25 °C (-13°F) to -40 °C (-40°F).

The limitation relating to these operating conditions is covered with all the ALS tasks.

5.12 Airworthiness limitations value

The airworthiness limitation value represents the limitation not to be exceeded. No tolerance is permitted on the airworthiness limitation value.

The airworthiness limitation value equals to a limit value + margin value.

5.12.1 Definition of the margin

To introduce "flexibility" into maintenance planning in order to compensate for unpredictable situations (e.g.: unforeseeable increase in the helicopter utilization rate), Airbus defines a value, called "margin" which can be added to the limit value.

NOTE

The margin concept only concerns airworthiness checks (CHK).

No margin is allowed for SLL type limitations, therefore the margin value displayed is 0.

This margin, added to the limit value displayed in the column "CHK" to which it is applicable, results in the airworthiness limitation value (limit value + margin value) to be taken into account for two consecutive inspections.

5.12.2 Application of the margin

The margin can be used repetitively for each limit value interval (see "Example of use of the margin" to § 5.12.4).

However, to maintain certain "flexibility" in maintenance planning, Airbus recommends to plan airworthiness checks using the limit value without taking the margin into account.

5.12.3 Specification of the margin

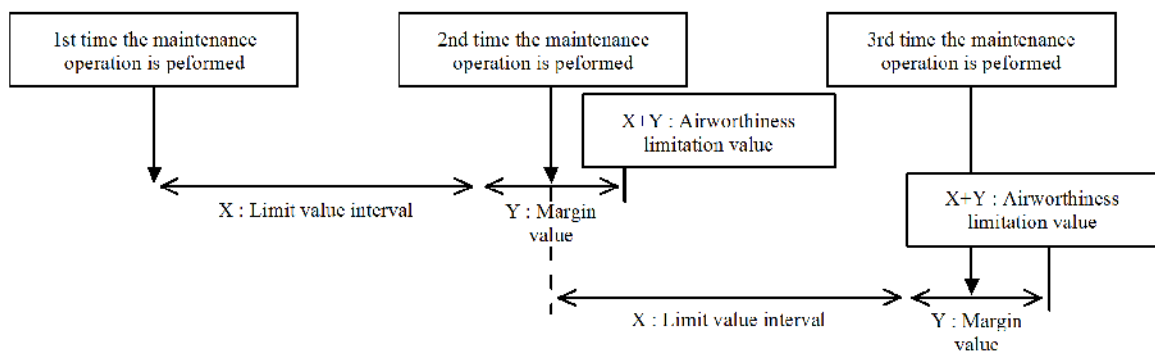
The margin value and its units are specified as shown in the following example.

Example:

26/23/01/221/000/000						
Fire extinguisher - Cylinder						
864250-00	(704A42820042)	100 FH // 2 M	10 FH 6 D	AMM	26.23.01.221	
Weighing.						

No unit specified when the margin equal zero.

5.12.4 Example of use of the margin



X is the limit value for performing the maintenance operation and Y is the margin value added to the limit value.

After using the first margin value (partially or completely), the next maintenance operation is to be performed again within the X+Y interval, that is to say before the next airworthiness limitation value.

6 TRANSFER OF A LIFE-LIMITED COMPONENT INCLUDED IN ALS SECTION 04-10-00 FROM ONE HELICOPTER VERSION TO ANOTHER HELICOPTER VERSION

6.1 Dauphin family helicopter versions concerned by the transfer

The versions concerned by the transfer of a component are identified in the following table:

Dauphin Family	Civil versions
SA 365	C, C1, C2, C3
AS 365	N, N1, N2, N3
EC 155	B, B1



IT IS FORBIDDEN TO TRANSFER COMPONENTS BETWEEN CIVIL AND MILITARY VERSION HELICOPTERS.

6.2 Authorization to transfer

The transfer of a component (part or assembly) listed in section 04-10-00 from helicopter version "x" to helicopter version "y", is authorized only if the following conditions are met simultaneously:

- both helicopter versions "x" and "y" must be listed in the table above. The transfer of components originating from any other version or any other type of helicopter is forbidden,
- the part number of the component to be transferred is listed both in section 04-10-00 of version "x" and in section 04-10-00 of version "y",
- the component to be transferred does not have a provisional limitation (neither in section 04-10-00 of version "x" nor in section 04-10-00 of version "y").

6.3 Application rules

If the transfer is authorized, comply with the following application rules:

- 6.3.1** If the component Service Life Limits are exactly the same on the aircraft version "x" and "y", you must continue to count the flight hours and/or torque cycles on the aircraft version "y".
- 6.3.2** If the component Service Life Limits on the aircraft versions "x" and "y" are different, convert the flight hours and/or torque cycles already logged by applying the calculation rules given in paragraph 6.4.

6.4 Calculation rules

6.4.1 Information required for the calculations

Calculating the equivalent flight time on version "y" when the component has already flown on version "x":

- flight time logged on version "x" = t_x
- component service life limit on version "x" = SLL_x
- component service life limit on version "y" = SLL_y
- equivalent flight time on version "y" = t_y
- remaining flight time available = T

6.4.2 Calculating t_y

$$t_y = t_x \times (SLL_y : SLL_x)$$

6.4.3 Calculating T

Remaining flight time available: $T = SLL_y - t_y$

NOTE

This type of calculation also applies for components with a service life limit expressed in torque cycles.

Examples:

Component 'A' that has logged 2000 FH on a version B1 helicopter and is transferred to a version N2 helicopter:

- service life limit of component 'A' on version B1: 6000 FH.
- service life limit of component 'A' on version N2: 3000 FH.
- equivalent flight time on version N2: $2000 \times (3000 : 6000) = 1000$ FH
- remaining flight time on version N2: $3000 - 1000 = 2000$ FH.

Component 'B' that has logged 4000 FH on a version N1 helicopter and is transferred to a version N2 helicopter:

- service life limit of component 'B' on version N1: 8000 FH.
- service life limit of component 'B' on version N2: 10000 FH.
- equivalent flight time on version N2: $4000 \times (10000 : 8000) = 5000$ FH
- remaining flight time on version N2: $10000 - 5000 = 5000$ FH.

Component 'C' that has logged 1500 FH on a version B1 helicopter and is transferred to a version N2 helicopter:

- service life limit of component 'C' on version B1: 4500 FH.
- service life limit of component 'C' on version N2: 3000 FH. **provisional limitation** (no indication authorizing transfer)
- In this case the transfer is not authorized.

NOTE

The examples above can be adapted directly to service life limits expressed in torque cycles by replacing flight hours (FH) with torque cycles (TC).

6.5 Counting

Then count the flight hours and/or torque cycles and add them to the equivalent flight time "ty".

6.6 Recording

In all cases record the transfer information and calculation on the equipment log card of the component concerned (refer to § 5.8).

An individual log card must be drawn up if the component has been monitored via the log card of its higher assembly.

7 TRANSFER OF A COMPONENT SUBJECT TO AN AIRWORTHINESS INSPECTION INCLUDED IN SECTION 04-20-00 FROM ONE HELICOPTER VERSION TO ANOTHER HELICOPTER VERSION

7.1 Dauphin family helicopter versions concerned by the transfer

The versions concerned by the transfer of a component are identified in the following table:

Dauphin Family	Civil versions
SA 365	C, C1, C2, C3
AS 365	N, N1, N2, N3
EC 155	B, B1

7.2 Authorization to transfer

The transfer of a component included in section 04-20-00 of helicopter version "x" to helicopter version "y", is authorized only if the following conditions are met simultaneously:

- both helicopter versions "x" and "y" must be listed in the table above. The transfer of components originating from any other version or any other family of helicopter is forbidden,
- the part number of the component to be transferred is listed both in section 04-20-00 of version "x" and in section 04-20-00 of version "y".

7.3 Transfer rules for components subject to an airworthiness inspection

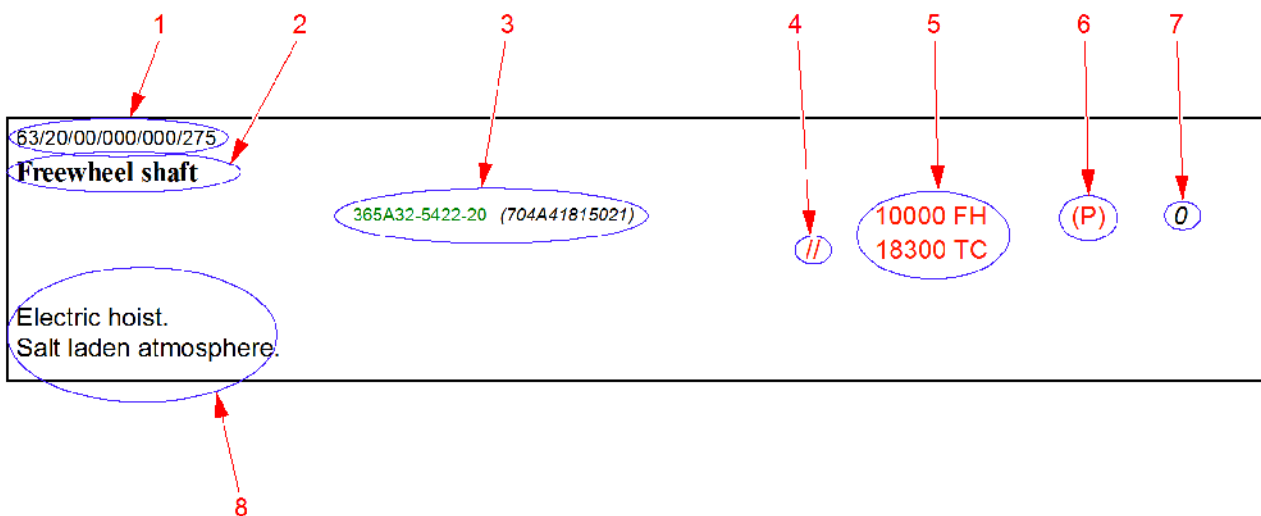
If the inspection intervals (flight hours and/or torque cycles) for the component are identical on version "x" and version "y", continue counting the flight hours and/or torque cycles on version "y".

If the inspection intervals are different on version "x" and version "y", perform the airworthiness inspection when the component is transferred, then comply with the inspection interval specific to version "y".

8 CONTENT OF A TASK

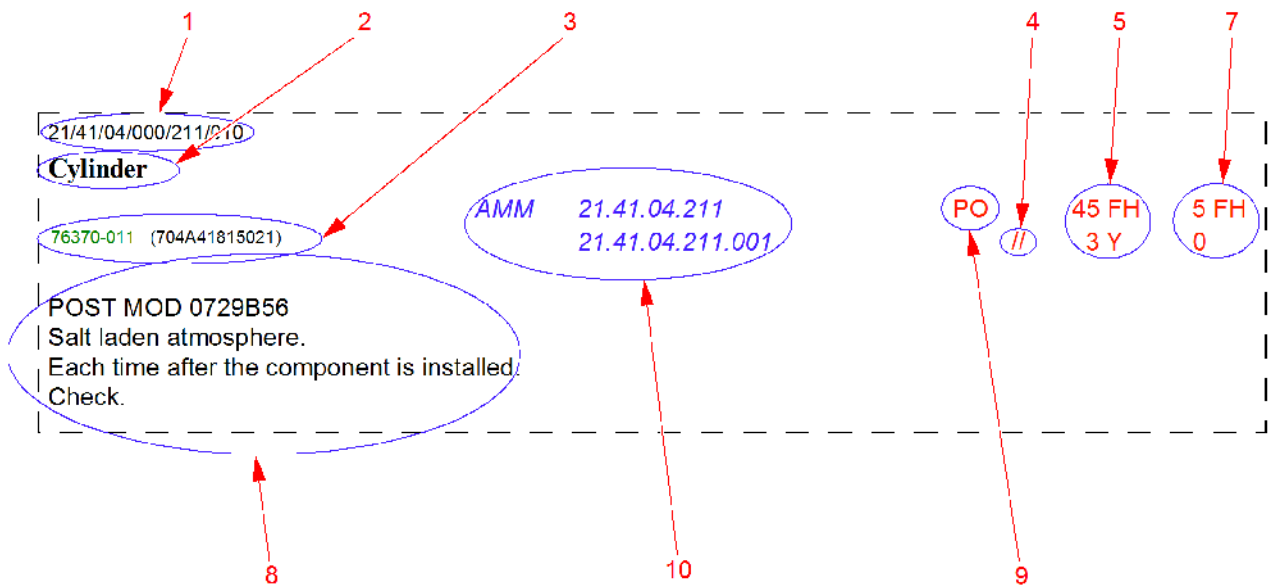
Section 04-10-00

Fictitious example.



Section 04-20-00

Fictitious example.



- 1 - Task number (refer to § 2.2 of the DU “Structure of the ALS”)
- 2 - designation of the component
- 3 - equipment manufacturer's part number and the Airbus management number (refer to § 4)
- 4 - // (or), & (and). (refer to § 5.10)
- 5 - limit value(s) and unit(s) (refer to § 5.1, 5.2, 5.3)
- 6 - P: provisional limitation for the service life limit in flight hours (refer to § 5.7)
- 7 - margin value(s) and unit(s) (refer to § 5.12)
- 8 - comments if necessary
- 9 - PO (perform once): one-off operation (refer to § 5.9)
- 10 - Reference of the documentation: AMM, CMM, etc.

End of the Document Unit

SB INCORPORATED

Airbus is required to issue Service Bulletins (ASB/SB) subsequent to new events (incidents, etc).

The information contained in the SBs is incorporated in the ALS if, and only if:

The SB contains new periodic checks, or modifies the existing ALS limitations and its incorporation is approved by EASA.

The table below specifies for each SB incorporated:

- the number of the SB and its revision number,
- the subject of the SB,
- the ATA chapter/section concerned,
- the number of the associated EASA Airworthiness Directive (AD),
- the date on which the SB is incorporated in the ALS.

SB N°	Subject	ATA	AD number	Incorporation date
04A003 R0	Reduced service life for the tail rotor pitch change control rod.	65-20	2001-444-003(A)	2001.11.30
04A005 R0	Tail Rotor Pitch Change Control Rod.	65-20	2001-473-006(A)	2003.07.03
05A006 R1	Check and Replacement of Baggage Compartment Fire Extinguisher and Engine Fire Extinguishers.	26-21	F-2004-180	2005.01.20
05A007 R0	Check of the MGB Planet Gear Carrier.	63-20	F-2005-181	2005.01.20
62A006 R0	Check for Correct Positioning of the Filler Wedge of the Tenon at the Main Rotor Blade Tip.	62-10	F-2004-106	2005.01.20
64-003 R0	Tail Rotor Blade Protection Against Sand Erosion.	64-10	Not Applicable	2005.01.20
05A005 R1	Check of the Main Gearbox (MGB) Base Plate.	63-20	F-2004-023	2005.06.09
05A011 R0	Tail Rotor Blade Check.	64-10	AD-2006-0099	2006.11.14
62A014 R0	MAIN ROTOR - Check of the Rotor Mast / Hub Nut.	62-20	EAD-2006-0368-E	2008.06.27
05A007 R2	Check of the MGB Planet Gear Carrier. - This SB revision leads to no change the ALS.	63-20	2007-0288-E	2010.04.08
05A007 R3	Check of the MGB Planet Gear Carrier. - This SB revision leads to no change the ALS.	63-20	2007-0288-R1	2013.09.12
05A027 R1	Check of the deployment system of the external life rafts located in the footsteps.	25-69	2014-0214	2017.09.11
05A021 R1	Visual check of the 10-blade TRH hub.	64-21	2012-0227-1	2017.09.11

End of the Document Unit

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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ATA 53-FUSELAGE

53-10 PRIMARY STRUCTURE

53/10/00/000/000/005 Transmission deck - MGB forward fitting 365A21-8117-00 (-) 365A21-8117-01 (-)	(-) (-)	16100 FH	0
53/10/00/000/000/010 Transmission deck - MGB fitting assy 365A21-8201-00	(-)	20000 FH	0
53/10/00/000/000/020 Transmission deck - MGB aft fitting 365A21-3355-04 (-) 365A21-3355-05 (-)	(-) (-)	3200 FH	0
53/10/00/000/000/030 Carbon tube - TGB mount 365A23-4211-00 (-) 365A23-4211-02 (-)	(-) (-)	30000 FH	0
53/10/00/000/000/040 Carbon tube - TGB mount 365A23-4210-02 (-) 365A23-4213-00 (-)	(-) (-)	20000 FH	0

End of the Document Unit

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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ATA 62-ROTOR (S)

62-10 MAIN ROTOR BLADES

62/10/00/000/000/005 Main rotor blade	365A11-0080-00 (-)	10000 FH	0
62/10/00/000/000/007 Main rotor blade	365A11-0080-01 (-)	20000 FH	0

62-20 MAIN ROTOR HEAD

62/20/00/000/000/075 Lower attach beam	365A31-4596-00 (-) 365A31-4596-01 (-)	5350 FH	0
62/20/00/000/000/097 Upper attach beam	365A31-4597-01 (-) 365A31-4706-00 (-) 365A31-4706-01 (-)	5350 FH	0
62/20/00/000/000/120 Spherical thrust bearing	57910600 (704A33633213)	4300 FH	0
Service life limit for the metal section only.			
62/20/00/000/000/143 Frequency adapter end-fitting	12-11505P (704A33633218) 12-11506P (704A33633217)	20000 FH	0
62/20/00/000/000/150 Frequency adapter	F4T410001 (704A33640090)	20000 FH	0
Service life limit for the metal section only.			
62/20/00/000/000/170 Unequipped rotor blade pin	365A31-2031-20 (-)	2800 FH	0

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
62/20/00/000/000/190 Blade horn	365A31-4561-00 (-) 365A31-4561-01 (-)	20000 FH	0
62/20/00/000/000/200 Spherical thrust bearing - Attach beam bolt	704A33-633-224 (-)	8000 FH	0
62/20/00/000/000/220 Frequency adapter - Attach beam bolt	704A33-633-242 (-)	8050 FH	0
62/20/00/000/000/230 Scissors drive adapter	365A31-1171-00 (-)	5000 FH	0
62/20/00/000/000/300 Non-rotating swashplate	365A31-4531-01 (-) 365A31-4531-02 (-)	3800 FH	0
62/20/00/000/000/310 Rotating swashplate	365A31-4541-01 (-) 365A31-4541-02 (-)	20000 FH	0
62/20/00/000/000/330 Pitch - Change rod body	T24497 (704A33633216)	1000 FH	0
62/20/00/000/000/337 Pitch - Change rod body	T25274V (704A33633259) TB212100-004 (704A33633268)	20000 FH	0
62/20/00/000/000/340 Pitch - Change rod end-fitting	1211507P (704A33633220) 1211508P (704A33633221) XMRE10RSF14 (704A33633222) XMRE10RSF14G (704A33633219)	20000 FH	0
62/20/00/000/000/350 Scissors lower link	365A31-1116-03 (-) 365A31-1116-04 (-)	20000 FH	0
62/20/00/000/000/360 Scissors upper link	365A31-1115-03 (-) 365A31-1115-04 (-)	20000 FH	0

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
62/20/00/000/000/370			
Flared housing	365A31-4591-00 (-) 365A31-4591-01 (-) 365A31-4591-02 (-) 365A31-4591-03 (-)	6400 FH	0
62/20/00/000/000/380			
Rotor mast bearing spacer	365A31-4527-00 (-)	1300 FH	0
62/20/00/000/000/382			
Rotor mast bearing spacer	365A31-4527-01 (-)	13700 FH	0
62/20/00/000/000/392			
Rotor shaft	365A31-4521-00 (-) 365A31-4521-02 (-) 365A31-4521-03 (-) 365A31-4521-04 (-) 365A31-4521-05 (-)	2470 FH // 25795 TC	0 0
62/20/00/000/000/395			
Rotor shaft	365A31-4521-06 (-) 365A31-4521-07 (-)	7850 FH // 30637 TC	0 0
62/20/00/410/000/100			
Scissors upper link	365A31-1115-05 (-)	10900 FH	0
62/20/00/605/000/030			
Mast and/or hub - Nut	365A31-2060-20 (-)	6200 FH // 31100 TC	0 0
62/20/00/605/000/040			
Mast and/or hub - Nut	365A31-2060-21 (-)	13800 FH // 69400 TC	0 0

End of the Document Unit

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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ATA 63-ROTOR DRIVE (S)

63-10 ENGINE/MGB COUPLING

63/10/00/000/000/025 Coupling shaft forward flared housing	365A35-1010-24 (-) 365A35-1010-25 (-)	6500 FH	0
63/10/00/000/000/035 Coupling shaft aft flared housing	365A35-1011-28 (-)	2900 FH	0
63/10/00/000/000/050 Coupling shaft	365A35-1067-00 (-) 365A35-1067-01 (-) 365A35-1067-02 (-) 365A35-1067-03 (-)	56400 TC	0
63/10/00/000/000/070 Engine/MGB coupling shaft	365A35-1064-00 (-) 365A35-1064-01 (-) 365A35-1064-02 (-) 365A35-1064-03 (-) 365A35-1073-00 (-) 365A35-1073-01 (-) 365A35-1073-02 (-) 365A35-1073-03 (-)	56400 TC	0
63/10/00/000/000/080 MGB input flange	365A32-5427-21 (-) 365A32-5427-22 (-)	49400 TC	0
63/10/00/000/000/100 Front gimbal joint equipped POST MOD 0763C88	368A32-0624-00 (-)	3700 FH	0
63/10/00/000/000/105 Rear gimbal joint equipped POST MOD 0763C88	368A32-0630-00 (-)	4300 FH	0
63/10/00/000/000/110 Gimbal joint ring POST MOD 0763C88	368A32-0625-00 (-)	11000 FH	0
63/10/00/000/000/115 Gimbal joint pin POST MOD 0763C88	368A32-0985-20 (-)	1100 FH	0

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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63/10/00/000/000/200 Gimbal joint pin	368A32-0985-21	(-)	40000 FH	0
POST MOD 0763D08				

63-20 MAIN GEARBOX

63/20/00/000/000/030 Servo-control attachment fitting	360A32-1163-03	(-)	20000 FH	0
	360A32-1163-04	(-)		

63/20/00/000/000/050 Housing	365A32-2046-15	(-)	// 10000 FH 29300 TC	0 0
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63/20/00/000/000/060 Planet gear carrier	360A32-3036-20	(-)	25900 TC	0
	360A32-3036-21	(-)		
	360A32-3036-22	(-)		

63/20/00/000/000/095 Tail rotor drive shaft bevel gear wheel	365A32-1058-22	(-)	12500 FH	0
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63/20/00/000/000/135 Main bevel gear wheel	360A32-3256-25	(-)	20000 FH	0
	360A32-3256-26	(-)		

63/20/00/000/000/155 Tail rotor drive shaft bevel pinion	360A32-1029-26	(-)	2800 FH	0
	360A32-1029-29	(-)		
Part : assembly 360A32-1029-26 : 360A32-1218-06 360A32-1029-29 : 360A32-1218-09				

63/20/00/000/000/160 First reduction pinion	365A32-4129-03	(-)	20000 FH	0
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63/20/00/000/000/180 Double pinion	365A32-7100-20	(-)	20000 FH	0
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63/20/00/000/000/230 Fixed ring gear	365A32-7035-21	(-)	// 20000 FH 64900 TC	0 0
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Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
63/20/00/000/000/260 Sun gear vertical shaft	365A32-7021-23 (-)	20000 FH	0
63/20/00/000/000/261 Sun gear vertical shaft	365A32-7021-24 (-)	7200 FH	0
63/20/00/000/000/275 Freewheel shaft	365A32-5424-01 (-)	101600 TC	0
63/20/00/000/000/280 Freewheel driven head shaft	365A32-5422-20 (-)	18300 TC	0
63/20/00/000/000/300 Front right housing equipped POST MOD OP-63C95	365A32-4340-02 (-)	40000 FH	0
63/20/00/000/000/310 Rear right housing equipped POST MOD OP-63C95	365A32-4342-03 (-)	40000 FH	0
63/20/00/000/000/320 Planet gear Part: assembly 365A32-7023-21 : 365A32-9011-00, 365A32-9013-00.	365A32-7023-21 (-)	5000 FH	0
63/20/00/000/000/340 First reduction gear housing	365A32-7108-00 (-)	20000 FH	0
63/20/00/000/000/400 Main bevel wheel POST MOD 0763D09	368A32-0240-02 (-) 368A32-0240-03 (-)	40000 FH	0
63/20/00/000/000/450 Fixed rear output flange POST MOD 0763D10	368A32-0405-21 (-)	9647 FH	0
63/20/00/000/000/525 Half-gimbal joint	365A32-7110-00 (-) 365A32-7112-00 (-)	20000 FH	0

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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63/20/00/000/000/530 Upper cover	365A32-7102-00 (-) 365A32-7824-00 (-) 365A32-7824-01 (-)	20000 FH	0
63/20/00/000/000/545 Gimbal ring Part : assembly 365A32-7113-20 : 365A32-7114-00 365A32-7113-21 : 365A32-7114-01	365A32-7113-20 (-) 365A32-7113-21 (-)	20000 FH	0
63/20/00/000/000/550 MGB bottom Part : assembly 366A32-1060-26 : 366A32-1062-06	366A32-1060-26 (-)	52600 TC	0
63/20/00/000/000/555 MGB bottom Part : assembly 366A32-1060-29 : 366A32-1062-09 366A32-1060-30 : 366A32-1062-10	366A32-1060-29 (-) 366A32-1060-30 (-)	17000 TC	0
63/20/00/000/000/560 Fixed flange (tail rotor drive)	360A32-2034-20 (-) 360A32-2034-21 (-) 360A32-2034-22 (-) 360A32-2034-23 (-)	2800 FH	0
63/20/00/000/000/570 Tail rotor drive shaft flange	360A32-1035-20 (-) 360A32-1035-21 (-)	20000 FH	0
63/20/00/000/000/575 Accessory drive pinion Service life limit applicable only to aircraft equipped with OP63B98.	365A32-4059-20 (-)	10600 FH	0

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
63/20/00/000/000/600			
Main housing			
	368A32-0100-01	(-) 25000 FH	0
	368A32-0100-02	// (-) 125000 TC	0
	368A32-0100-03	(-)	
POST MOD 0763C88			
Operation in cold and very cold weather, corrective multiplication factor 1.65 for FH only.			
63/20/00/000/000/605			
Right input housing			
	368A32-0121-00	(-) 40000 FH	0
		// 200000 TC	0
POST MOD 0763C88			
63/20/00/000/000/610			
Left input housing			
	368A32-0131-00	(-) 40000 FH	0
		// 200000 TC	0
POST MOD 0763C88			
63/20/00/000/000/615			
Bevel wheel support equipped			
	368A32-0140-00	(-) 40000 FH	0
POST MOD 0763C88			
63/20/00/000/000/620			
Main bevel wheel			
	368A32-0240-00	(-) 1100 FH	0
	368A32-0240-01	(-)	
POST MOD 0763C88			
63/20/00/000/000/625			
Tail output wheel			
	368A32-0250-20	(-) 40000 FH	0
POST MOD 0763C88			
63/20/00/000/000/630			
Sun gear			
	368A32-0270-20	(-) 40000 FH	0
POST MOD 0763C88			
63/20/00/000/000/635			
Servocontrol fitting			
	368A32-0600-00	(-) 5330 FH	0
POST MOD 0763C88			
63/20/00/000/000/640			
Servocontrol axis and link servocontrol fitting to main housing			
	360A32-3173-20	(-) 40000 FH	0
	360A32-3173-21	(-)	
	368A32-0957-20	(-)	
POST MOD 0763C88			

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
63/20/00/000/000/645 Rear output bevel gear POST MOD 0763C88	368A32-0262-20 (-)	25800 FH	0
63/20/00/000/000/650 Fixed rear output flange POST MOD 0763C88	368A32-0405-20 (-)	1638 FH	0
63/20/00/000/000/655 Sliding rear output flange POST MOD 0763C88	368A32-0410-20 (-)	15600 FH	0
63/20/00/000/000/660 Tail output flexible coupling POST MOD 0763C88	365A34-1033-01 (-)	28800 FH	0
63/20/00/000/000/665 Planet gear POST MOD 0763C88 Part followed according to equipped planet gear MP/N 368A32-0290-01.	368A32-0291-20 (-)	40000 FH	0
63/20/00/000/000/670 Fixed gear POST MOD 0763C88	368A32-0300-20 (-)	40000 FH	0
63/20/00/000/000/675 Planet carrier POST MOD 0763C88	368A32-0280-21 (-) 368A32-0280-22 (-)	9060 FH // 45300 TC	0 0
63/20/00/000/000/680 Upper cover POST MOD 0763C88	368A32-0150-00 (-)	3350 FH	0
63/20/00/000/000/685 Right seat hydraulic pump POST MOD 0763C89	368A32-0170-01 (-)	40000 FH	0
63/20/00/000/000/690 Left seat hydraulic pump POST MOD 0763C90	368A32-0180-01 (-)	40000 FH	0

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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63-30 MOUNTS AND ATTACHMENTS

63/30/00/000/000/071 MGB forward suspension bar	365A38-4520-01 (-)	5560 FH	0
63/30/00/000/000/076 MGB aft right suspension bar	365A38-4521-02 (-)	8600 FH	0
63/30/00/000/000/081 MGB aft left suspension bar	365A38-4521-03 (-)	8600 FH	0
63/30/00/000/000/105 Suspension bar/fitting bolt	704A33-633-233 (-)	20000 FH	0

End of the Document Unit

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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ATA 64-TAIL ROTOR

64-10 ROTOR BLADES

<p>64/10/00/000/000/000</p> <p>Tail rotor blade</p>	<p>365A12-0060-01 (-)</p>	<p>1500 FH</p>	<p>0</p>
<p>This part number must not be mixed with the part numbers 365A12-0070-00 and 365A12-0070-01.</p>			
<p>64/10/00/000/000/005</p> <p>Tail rotor blade</p>	<p>365A12-0070-00 (-) 365A12-0070-01 (-)</p>	<p>5000 FH</p>	<p>0</p>
<p>These part numbers must not be mixed with the part number 365A12-0060-01.</p>			

64-20 TAIL ROTOR HEAD

<p>64/20/00/000/000/225</p> <p>Tail rotor hub</p>	<p>365A33-3511-00 (-) 365A33-3511-01 (-) 365A33-3511-02 (-) 365A33-3511-03 (-)</p>	<p>13000 FH</p>	<p>0</p>
<p>64/20/00/000/000/230</p> <p>Plate</p>	<p>365A33-3522-20 (-)</p>	<p>20000 FH</p>	<p>0</p>
<p>64/20/00/000/000/240</p> <p>Splined flange</p>	<p>365A33-3523-00 (-)</p>	<p>16000 FH</p>	<p>0</p>
<p>64/20/00/000/000/250</p> <p>Torsion bar bolt</p>	<p>365A33-3525-20 (-)</p>	<p>20000 FH</p>	<p>0</p>
<p>64/20/00/000/000/270</p> <p>Blade attaching bolt</p>	<p>365A33-3535-20 (-)</p>	<p>20000 FH</p>	<p>0</p>

End of the Document Unit

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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ATA 65-TAIL ROTOR DRIVE

65-10 TAIL ROTOR DRIVE SHAFT

65/10/00/000/000/006 Flexible coupling	365A34-1033-01	(-)	20000 FH	0
65/10/00/000/000/020 Forward shaft element	365A34-4510-00	(-)	6300 FH	0
65/10/00/000/000/035 Center shaft element	365A34-4520-00	(-)	6300 FH	0
65/10/00/000/000/055 Aft shaft element	365A34-4530-00	(-)	10000 FH	0

65-20 TAIL GEARBOX

65/20/00/000/000/025 Input pinion	365A33-6123-22 365A33-6123-24	(-) (-)	11700 FH	0
65/20/00/000/000/035 Bevel gear wheel	365A33-6104-00 365A33-6104-01 365A33-6104-02 365A33-6104-03 365A33-6104-04 365A33-6104-05	(-) (-) (-) (-) (-) (-)	20000 FH	0
65/20/00/000/000/055 Sliding flange	365A33-6197-21 365A33-6197-22	(-) (-)	8400 FH	0
65/20/00/000/000/065 Input flange	365A33-6196-21 365A33-6196-22 365A33-6196-23 365A33-6196-24	(-) (-) (-) (-)	11700 FH	0
65/20/00/000/000/090 Control shaft	365A33-6214-20 365A33-6214-21 365A33-6214-22 365A33-6214-23	(-) (-) (-) (-)	20000 FH	0

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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65/20/00/000/000/105 Control rod	365A33-6145-21 (-)	20000 FH	0
65/20/00/000/000/115 Input housing	365A33-6128-00 (-) 365A33-6128-01 (-)	20000 FH	0
For blades on which the optional MOD OP61B33 has been embodied, should one or more polyurethane protective plates be lost, each flying hour logged without a protective plate shall be counted double.			
65/20/00/000/000/125 Housing	365A33-6137-02 (-) 365A33-6137-03 (-)	20000 FH	0
65/20/00/000/000/135 Flared coupling tube	365A33-6141-20 (-) 365A33-6141-21 (-) 365A33-6141-22 (-) 365A33-6141-23 (-)	20000 FH	0
Element followed through its own log card. For blades on which the optional MOD OP61B33 has been embodied, should one or more polyurethane protective plates be lost, each flying hour logged without a protective plate shall be counted double.			

End of the Document Unit

Task Number Description/Remarks	MP/N (PN)	Type of limit: SLL	Margin
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ATA 67-ROTORS FLIGHT CONTROL

67-30 SERVO-CONTROLS

67/30/00/000/000/000 Tail rotor servo-control	SC7291 (704A44831153)	9000 FH	0
67/30/00/000/000/010 Main rotor servo-control	SC8037 (704A44831149) SC8037-1 (704A44831155)	10900 FH	0
67/30/00/000/000/020 Servo-control end-fitting	1211350P (704A33632062) 1211351P (704A33632061)	3400 FH	0

End of the Document Unit

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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ATA 25-EQUIPMENTS/FURNISHINGS

25-69 OPT - LIFE RAFTS

25/69/06/200/000/100				
Life raft	200-188	(704A34130230)	600 FH	AMM 25.69.01.222
		//	1 Y	
PRE MOD 0725C69				
Check of absence of corrosion inside the junction box.				

End of the Document Unit

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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ATA 26-FIRE PROTECTION

26-21 ENGINE FIRE EXTINGUISHING

26/21/00/222/000/005				
Engine fire extinguisher - Cylinder	1023000 (704A42820043)	6 M	0	AMM 26.21.00.222
Weighing.				

26-23 BAGGAGE COMPARTMENT FIRE EXTINGUISHING

26/23/01/221/000/000				
Fire extinguisher - Cylinder	864250-00 (704A42820042)	100 FH	10 FH	AMM 26.23.01.221
Weighing.				
// 2 M 0				

End of the Document Unit

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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ATA 53-FUSELAGE

53-10 PRIMARY STRUCTURE

53/10/00/000/000/000				
Transmission deck - MGB forward fitting				
	365A21-8117-00 (-) 365A21-8117-01 (-)	600 FH	60 FH	AMM 53.41.00.991 53.41.00.991.001 GRT 06
Check				
53/10/00/000/000/015				
Transmission deck - MGB aft fitting				
	365A21-3355-04 (-) 365A21-3355-05 (-)	600 FH	60 FH	AMM 53.41.00.991 53.41.00.991.002 GRT 06
Check.				

End of the Document Unit

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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ATA 62-ROTOR (S)

62-10 MAIN ROTOR BLADES

62/10/00/000/000/000				
Main rotor blade - Tip cap	365A11-0080-00 (-)	600 FH	60 FH	AMM 62.10.00.223
Remove the blade tip cap and do a check of the blade-to-tip cap attachment area.				

62-20 MAIN ROTOR HEAD

62/20/00/000/000/110				
Spherical thrust bearing	ALL MP/N (-)	15 FH	0	AMM 05.22.00.213 05.22.00.213.003
Check the elastomer section.				

62/20/00/000/000/111				
Spherical thrust bearing	57910600 (704A33633213)	600 FH	60 FH	AMM 62.24.02.991 62.24.02.991.001 GRT 01
Check the reinforcements. This check can be performed every 1320 FH provided that the interval between two checks doesn't exceed three years.				

62/20/00/000/000/160				
Frequency adapter	ALL MP/N (-)	15 FH	0	AMM 05.22.00.213 05.22.00.213.003
Check the elastomer section.				

62/20/00/000/000/185				
Blade horn - Attach beam bolt	704A33-633-226 (704A33633226) 704A33-633-227 (704A33633227)	1200 FH	120 FH	AMM 62.24.03.991 62.24.03.991.001
Check.				

62/20/00/000/000/196				
Pitch change rod - Blade horn bolt	704A33-633-228 (-)	1200 FH	120 FH	AMM 62.26.01.991 62.26.01.991.001
Check.				

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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62/20/00/000/000/205 Spherical thrust bearing - Attach beam bolt 704A33-633-224 (-) 600 FH 60 FH AMM 62.24.02.991 62.24.02.991.002 GRT 01 Check.				
62/20/00/000/000/215 Frequency adapter - Attach beam bolt 704A33-633-242 (-) 1200 FH 120 FH AMM 62.25.01.991 62.25.01.991.001 Check.				
62/20/00/000/000/290 Swashplate bearing ALL MP/N (-) 100 FH 10 FH AMM 62.23.02.641 62.23.02.641.001 Grease.				
62/20/00/000/000/295 Swashplate bearing ALL MP/N (-) 600 FH 60 FH AMM 62.23.02.641 62.23.02.641.002 GRT 01 Grease.				
62/20/00/000/000/296 Non-rotating swashplate 365A31-4531-01 (-) 365A31-4531-02 (-) 600 FH // 2 Y 60 FH 0 AMM 62.23.02.991 62.23.02.991.001 GRT 01 Check.				
62/20/00/000/000/305 Rotating swashplate 365A31-4541-01 (-) 365A31-4541-02 (-) 1200 FH 120 FH AMM 62.23.02.991 62.23.02.991.002 Check.				
62/20/00/000/000/320 Pitch - Change rod ALL MP/N (-) 15 FH 0 AMM 05.22.00.213 05.22.00.213.003 Check.				

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
62/20/00/000/000/348 Scissors lower link Check.	365A31-1116-03 (-) 365A31-1116-04 (-)	600 FH	60 FH	AMM 62.23.01.991 62.23.01.991.001 GRT 01
62/20/00/000/000/358 Scissors upper link Check.	365A31-1115-03 (-) 365A31-1115-04 (-) 365A31-1115-05 (-)	600 FH	60 FH	AMM 62.23.01.991 62.23.01.991.002 GRT 01
62/20/00/000/000/366 Flared housing - Forward bar attachment Check.	365A31-4591-00 (-) 365A31-4591-01 (-) 365A31-4591-02 (-) 365A31-4591-03 (-)	600 FH	60 FH	AMM 62.22.00.991 62.22.00.991.001 GRT 01
62/20/00/000/000/368 Flared housing - Skin Check.	365A31-4591-00 (-) 365A31-4591-01 (-) 365A31-4591-02 (-) 365A31-4591-03 (-)	600 FH	60 FH	AMM 62.22.00.991 62.22.00.991.002 GRT 01
62/20/00/000/000/390 Rotor shaft Check.	365A31-4521-00 (-) 365A31-4521-02 (-) 365A31-4521-03 (-) 365A31-4521-04 (-) 365A31-4521-05 (-) 365A31-4521-06 (-) 365A31-4521-07 (-)	1200 FH	120 FH	AMM 62.21.00.991 62.21.00.991.001
62/20/00/605/000/020 Mast and/or hub PRE MOD 0762C42 Check the nut MP/N 360A31-1020-20.	365A31-4500-00 (-) 365A31-4500-01 (-) 365A31-4500-03 (-)	600 FH	60 FH	AMM 62.20.00.291 GRT 01

End of the Document Unit

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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ATA 63-ROTOR DRIVE (S)

63-10 ENGINE/MGB COUPLING

63/10/00/000/000/120 Front half gimbal joints 368A32-0624-00 (-) POST MOD 0763C88 Detailed inspection.	800 FH	0	AMM 63.10.64.222 63.10.64.222.004
63/10/00/000/000/125 Rear half gimbal joints 368A32-0630-00 (-) POST MOD 0763C88 Detailed inspection.	540 FH	0	AMM 63.10.64.222 63.10.64.222.003
63/10/00/000/000/130 Gimbal joint ring 368A32-0625-00 (-) POST MOD 0763C88 Detailed inspection.	600 FH	60 FH	AMM 63.10.64.222 63.10.64.222.002
63/10/00/000/000/135 Link front gimbal joint to input housing POST MOD 0763C88 Tightening torque check.	100 FH	0	AMM 63.10.64.721 63.10.64.721.002
63/10/00/000/000/140 Link torque tube to rear gimbal joint POST MOD 0763C88 Tightening torque check.	50 FH	0	AMM 63.10.64.721 63.10.64.721.001
63/10/00/000/000/145 Link torque tube to rear gimbal joint POST MOD 0763C88 Discard links.	150 FH	0	AMM 63.10.61.062

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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63-20 MAIN GEARBOX

63/20/00/000/000/001 MGB - Chip detector ALL MP/N (-) Check of absence of particles on chip detectors.		10 FH	0	AMM 12.20.00.211
63/20/00/000/000/056 Planet gear carrier 360A32-3036-20 (-) 360A32-3036-21 (-) PRE MOD 0763C88 Borescope inspection.		50 FH	0	AMM 63.20.00.291
63/20/00/000/000/548 MGB bottom 366A32-1060-26 (-) PRE MOD 0763C88 Visual check. Operation to be carried out from 2600 cycles onwards. Part : assembly 366A32-1060-26 : 366A32-1062-06		15 FH	0	AMM 63.20.00.212
63/20/00/000/000/700 MGB - Chip detector POST MOD 0763C88 Operational check of the chip detector.		100 FH	0	AMM 63.40.62.711
63/20/00/000/000/710 MGB plate (Bottom plate) POST MOD 0763C88 Check the absence of particles in MGB bottom plate.		40 FH	0	AMM 63.20.60.281
63/20/00/000/000/720 Upper cover 368A32-0150-00 (-) POST MOD 0763C88 Check.		447 FH	0	AMM 63.20.60.212
63/20/00/000/000/730 Main housing 368A32-0100-01 (-) 368A32-0100-02 (-) 368A32-0100-03 (-) POST MOD 0763C88 Check. Interval since MGB new or overhauled.		// 2722 FH 13600 TC	0 0	AMM 63.20.60.217

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
63/20/00/000/000/740 Servocontrol axis 368A32-0957-20 (-) POST MOD 0763C88 Tightening torque check. Interval since MGB new or overhauled.		1620 FH	0	AMM 63.20.60.722
63/20/00/000/000/750 Main actuator fitting 368A32-0600-00 (-) POST MOD 0763C88 Detailed inspection.		280 FH	0	AMM 63.20.60.222 63.20.60.222.001
63/20/00/000/000/760 Servocontrol axis 368A32-0957-20 (-) POST MOD 0763C88 Detailed inspection. Interval since MGB new or overhauled.		8130 FH	0	AMM 63.20.60.222 63.20.60.222.002
63/20/00/000/000/770 MGB - Oil filter POST MOD 0763C88 Filter clogging check.		50 FH	0	AMM 63.21.62.211
63/20/00/000/000/780 Input flexible coupling (MGB side) 365A32-2872-00 (-) 365A32-6530-00 (-) PRE MOD 0763C88 Detailed visual check.		15 FH	0	AMM 05.22.00.213 05.22.00.213.003
63/20/00/000/000/790 Tail output flexible coupling (MGB side) POST MOD 0763C88 General visual inspection.		15 FH	0	AMM 63.20.60.219 63.20.60.219.004

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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63/20/00/000/000/800 MGB housing links				
		1425 FH	0	AMM 63.20.60.721
		// 7125 TC	0	
POST MOD 0763C88 Tightening torque check. Interval since MGB new or overhauled.				

63/20/00/000/000/810 Link sliding rear output flange to flexible coupling				
		6100 FH	0	AMM 65.10.00.222 65.10.00.222.001
POST MOD 0763C88 Tightening torque check. Interval since MGB new or overhauled.				

63/20/00/000/000/820 All links				
		1100 FH	0	AMM 63.20.60.061
POST MOD 0763C88 Discard all links at overhaul.				

63/20/00/000/000/830 Thermocontact				
		1100 FH	0	AMM 63.40.63.721 63.40.63.721.001
POST MOD 0763C88 Functional test of the temperature switch.				

63/20/00/000/000/840 Thermocontact				
		1100 FH	0	AMM 63.40.63.721 63.40.63.721.002
POST MOD 0763C88 Functional test of the temperature switch electrical line.				

63/20/00/000/000/850 Upper cover				
	368A32-0150-00 (-)	2180 FH	0	AMM 63.20.60.722
POST MOD 0763C88 Tightening torque check of the upper cover links. Interval since MGB new or overhauled.				

63/20/00/000/000/860 Fixed rear output flange				
	368A32-0405-21 (-)	1639 FH	0	AMM 63.24.61.211
POST MOD 0763D10 Check the state of the part.				

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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63-30 MOUNTS AND ATTACHMENTS

63/30/00/000/000/069 MGB forward suspension bar 365A38-4520-01 (-) Check.		1200 FH	120 FH	AMM 63.30.01.991 63.30.01.991.001
63/30/00/000/000/074 MGB aft right suspension bar 365A38-4521-02 (-) Check.		1200 FH	120 FH	AMM 63.30.01.991 63.30.01.991.002
63/30/00/000/000/079 MGB aft left suspension bar 365A38-4521-03 (-) Check.		1200 FH	120 FH	AMM 63.30.01.991 63.30.01.991.002

End of the Document Unit

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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ATA 64-TAIL ROTOR

64-10 ROTOR BLADES

64/10/00/000/000/020				
Tail rotor blade - Stainless steel ring				
	365A12-0060-01 (-)	15 FH	0	AMM 05.22.00.213
	365A12-0070-00 (-)			
Visual check. Without blade removal.				

64-20 TAIL ROTOR HEAD

64/20/00/000/000/224						
Tail rotor hub						
	365A33-3511-00 (-)	1200 FH	120 FH	AMM 64.20.04.991		
	365A33-3511-01 (-)				64.20.04.991.001	
	365A33-3511-02 (-)					
	365A33-3511-03 (-)					
Check.						

64/20/00/000/000/238				
Splined flange				
	365A33-3523-00 (-)	1200 FH	120 FH	AMM 64.20.00.992
64.20.00.992.001				
Check.				

64/20/00/000/000/245				
Torsion bar				
	365A33-3527-00 (-)	2000 FH	0	AMM 64.20.00.225
64.20.00.225.008				
Check.				

64/20/00/420/211/000						
Tail rotor hub						
	365A33-3511-00 (-)	50 FH	5 FH	AMM 64.20.04.211		
	365A33-3511-01 (-)					
	365A33-3511-02 (-)					
Detailed visual inspection.						

End of the Document Unit

Task Number Description/ Remarks	MP/N (PN)	Type of limit: CHK	Margin	Documentation
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ATA 65-TAIL ROTOR DRIVE

65-10 TAIL ROTOR DRIVE SHAFT

65/10/00/000/000/004	Flexible coupling	365A34-1033-01 (-)	15 FH	0	AMM 05.22.00.213 05.22.00.213.003
MGB output tail rotor drive shaft flexible coupling. Detailed visual check.					
65/10/00/000/000/005	Flexible coupling	365A34-1033-01 (-)	50 FH	5 FH	AMM 65.10.00.211 65.10.00.211.001
All tail rotor drive shaft flexible couplings. Detailed visual check without removal.					
65/10/00/000/000/018	Forward shaft element	365A34-4510-00 (-)	600 FH	60 FH	AMM 65.10.01.991 65.10.01.991.001 GRT 02
Check.					
65/10/00/000/000/033	Center shaft element	365A34-4520-00 (-)	600 FH	60 FH	AMM 65.10.02.991 65.10.02.991.001 GRT 02
Check.					
65/10/00/000/000/053	Aft shaft element	365A34-4530-00 (-)	600 FH	60 FH	AMM 65.10.03.991 65.10.03.991.001 GRT 02
Check.					

65-20 TAIL GEARBOX

65/20/00/000/000/015	Flexible coupling	365A33-6213-00 (-)	50 FH	5 FH	AMM 65.10.00.211 65.10.00.211.001
Detailed visual check.					

End of the Document Unit

