TUAH USAHA SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			AIRCRAFT TYPE:	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	TITLE PAGE			REFERENCE:	TUSB/CAMO/AMP/R44II	ISSUE:	1	REVISION:	0
CHAPTER:	0.0	PAGE:	1 of 1	DATE:	17 NOVEMBER 2022				

AIRCRAFT MAINTENANCE PROGRAMME

ROBINSON R44 II HELICOPTER

FITTED WITH ENGINE

TEXTRON LYCOMING ENGINE IO-540-AE1A5

DOC REFERENCE: TUSB/CAMO/AMP/R44II

ISSUE: 1 REVISION: 0 (INITIAL ISSUE) DATED: 17 NOVEMBER 2022

MASTER (1) –TUAH USAHA SDN BHD

GalaxyAerospace
maintenance repair overhaul

DOCUMENT REVISION AMENDMENT FORM

DOCUMENT TITLE & REV.	TUAH USAHA R44II AIRCRAFT MAINTENANCE PROGRAMME TUSB/CAMO/AMP/R44II ISSUE 1 REV 0 DATED 17 NOVEMBER 2022	AMENDMENT REV. & DATE	TEMPORARY REVISION 1, 15 MAY 2023

ITEM	AMENDMENT DESCRIPTION	REASON
1	Chapter 20.0 Page 2 Added item B2: Visual inspection of tail rotor tip area	Implementation of R44 SB-112

Prepared by:		Verified by:		Approved By:		Accepted By:	
Name	IHSAN MASRI	Name	ZATY NADHIRA	Name	OMAR AHMAD	Name	FEDZROL NORAZAM
Designation	TECHNICAL SERVICES	Designation	CONTINUING AIRWORTHINESS MANAGEMENT MANAGER	Designation	QUALITY ASSURANCE MANAGER	Designation	PILOT
Date	16th MAY 2023	Date	16th MAY 2023	Date	16th MAY 2023	Date	17/5/23

TUAH USAHA SDN BHD

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			AIRCRAFT TYPE:	ROBINSON R44 II HELICOPTER				
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MAINTENANCE PROGRAMME APPROVAL PAGE

Civil Aviation Authority of Malaysia

AIRWORTHINESS DIVISION

MAINTENANCE PROGRAMME APPROVAL

Programme Reference : TUSB/CAMO/AMP/R44II

Issue No. : 1 **Rev No.** : 0 **Date** : 17 NOVEMBER 2022

Aircraft Applicability : Robinson R44 Series Helicopter fitted with Textron Lycoming Engine IO-540-AE1A5

Owner/ Operator : Tuah Usaha Sdn. Bhd.

CAMO : Galaxy Aerospace (M) Sdn. Bhd.

For the purpose of : General Aviation

Approved by :

CIVIL AVIATION AUTHORITY OF MALAYSIA
Airworthiness CAAM

MOHAMAD SOFIAN BIN BIYAMIN
Senior Assistant Director of Airworthiness
Airworthiness Division
Civil Aviation Authority of Malaysia
(CAAM)

Date :

02 MAR 2023

TUAH USAHA SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	AIRCRAFT MAINTENANCE PROGRAMME STATEMENT			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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AIRCRAFT MAINTENANCE PROGRAMME STATEMENT

THIS MAINTENANCE PROGRAMME IS OWNED BY TUAH USAHA SDN BHD and the continuing compliance of this document to the applicable stated references are the responsibility of Galaxy Aerospace (M) Sdn Bhd (GAM) through its Continuing Airworthiness Management Organisation (CAMO).

Preparation of this **ROBINSON R44 SERIES HELICOPTER AIRCRAFT MAINTENANCE PROGRAMME** ref.:/ **TUSB/CAMO/AMP/R44II, Issue 1 Revision 0 Date 17 November 2022** is based on requirements by the Civil Aviation Authority of Malaysia (CAAM) as required by Malaysian Civil Aviation Regulations (MCAR) 2016 Regulation 27 and detailed in Civil Aviation Directive 6801 with the recommendations of the aircraft, engine and equipment manufacturers and their recommendations are evaluated along with operator experience and where appropriate incorporated into the maintenance programme.

The data contained in this Aircraft Maintenance Programme will be reviewed for continued validity at least annually in the light of operating experience. Furthermore, subsequent recommendations through their maintenance manual revisions or other publications are to be reviewed and if appropriate, incorporated by amendment procedures into this maintenance programme.

It is recognised that approval of this Aircraft Maintenance Programme does not prevent the necessity of compliance with mandatory instructions that from time to time may be issued by CAAM or by the type certificate and supplementary type certificate holders and any other organisation that publishes such data.

It is recognised that the compliance with this Aircraft Maintenance Programme alone does not discharge the owner / operator from ensuring that the Aircraft Maintenance Programme reflects the maintenance needs of the aircraft, such that continuing safe operation can be assured. It is further understood that CAAM reserves the right to suspend, vary or cancel the approval of the maintenance programme if the CAAM has evidence that the requirements of the Aircraft Maintenance Programme are not being followed or that the required standards of airworthiness are not being maintained.

Prepared by	Reviewed by	Accepted by
Sign : Amani	Sign :	Sign :
CHE NOR AMANI HUSNA BT CHE HASSAN	AMIR BIN ABDULLAH Deputy CAM Manager Galaxy Aerospace (M) Sdn Bhd (1040262-D)	MUHD AFIQUE SYAZANI
Name :	Name :	Name :
Date : 17 NOVEMBER 2022	Date : 17 NOV 2022	Date : 17 Nov 2022

TUAH USAHA SDN BHD

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(1040262-D)

Date : 17-NOV-2022

Approved by

Signature :

Name : MOHAMAD SOFIAN BIN BIYAMIN
Senior Assistant Director of Airworthiness
Airworthiness Division
Civil Aviation Authority of Malaysia
(CAAM)

Date : 02 MAR 2023

CIVIL AVIATION AUTHORITY OF MALAYSIA
Airworthiness CAAM

TUAH USAHA SDN BHD

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CHAPTER:	5.0	**PAGE:** 1 of 1	**DATE:**	17 NOVEMBER 2022			

RECORD OF AMENDMENTS

'A' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

'B' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

'C' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

TUAH USAHA SDN BHD

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RECORD OF TEMPORARY REVISION

TR NO	CHAPTER AND PAGE NO	ISSUE DATE	INSERTED		REMOVED		REMARKS
			DATE	NAME	DATE	NAME	
1	Chapter 20, page 2: Added task for R44 SB-112	16.05.2023					

TUAH USAHA SDN BHD

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RECORD OF TEMPORARY REVISION

TR NO	CHAPTER AND PAGE NO	ISSUE DATE	INSERTED		REMOVED	
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PREFACE

A. GENERAL

1) This Aircraft Maintenance Programme (AMP) is a "MASTER" document, which sets out the inspection work necessary and the maximum periods at which this work must be completed. This AMP, after approval, forms an agreement between the Operator and the Chief Executive Officer of Civil Aviation Authority of Malaysia, as to the minimum standard of maintenance necessary to ensure that the aircraft operates in an airworthy condition.

2) Notwithstanding the above, all applicable Airworthiness Directives issued by the Certifying Authority or State of Design (EASA, FAA, CAA, etc.) and CAAM Civil Aviation Directives (CAD) are mandatory additional maintenance requirements. Manufactures' Service Bulletins, Service Letters or Service Instructions are to be evaluated in accordance with company procedures outlined in the Continuing Airworthiness Management Exposition (CAME) of the contracted Continuing Airworthiness Management Organization (CAMO) and complied with as required.

3) Nothing in this Aircraft Maintenance Programme, or omitted from it, is to be construed as absolving the Approved Maintenance Organization from maintaining the aircraft in an airworthy condition.

4) Where reference is quoted against a statement in this Maintenance Programme, it refers to the respective manufacturers' issued approved maintenance data, e.g.:

   Airframe: **Robinson R44 Series Maintenance Manual, latest revision**
   Engine: **O-540, IO-540 Series Operator's Manual, Latest Revision**

5) It is emphasized that the "MASTER" document does not set out a planned method of implementing the inspections detailed herein. This will be a function of the check and extra worksheets which would be compiled from this "MASTER" document with all the work called up in this maintenance programme at the correct period, although not necessarily in the same sequence.

6) In the preparation of this Aircraft Maintenance Programme, to meet the requirements of CAAM, the recommendations made by the constructors and manufacturers have been evaluated and, where appropriate, have been incorporated. It is agreed that it is a duty of the operator and contracted CAMO that subsequent maintenance recommendations, including airworthiness information promulgated in service bulletins, service letters, etc., issued by the constructors and manufacturers, should be evaluated, and where appropriate, should be incorporated in this maintenance programme by approved amendment procedures. Manufacturers recommended Calendar Time limits have been included in this Maintenance Programme. This Maintenance Programme is applicable only to the following aircraft:

B. CONDITIONS OF USE

1) This R44 Aircraft Maintenance Program is the property of TUAH USAHA SDN. BHD. and has been approved by the Civil Aviation Authority Malaysia. The contents of this AMP shall not be copied or communicated in part or as a whole to any person not employed in the company without the express written consent of TUAH USAHA SDN. BHD.

2) It is the responsibility of the holder to ensure that his/her copy is updated to the latest amendments and is in good state of condition and keeping.

3) All copies of this AMP shall be registered and controlled by the CAMO Technical Publication.

4) The contents of this AMP shall not be deleted, added or altered in any way without the approval of the Civil Aviation Authority Malaysia. TUAH USAHA SDN. BHD. / Authorized Person is responsible to obtain approval from the Civil Aviation Authority Malaysia for any changes to this AMP.

5) The contents in this AMP are not intended to override the Civil Aviation Regulations 2016 or any relevant airworthiness requirements.

6) This AMP will be used by the concerned departments related to maintenance operation to ensure compliance with the relevant airworthiness requirements.

7) All inspections as required by this AMP shall be registered in the tracking system of the contracted CAMO in accordance with CAME Part 1.13 and CAMP Part 3.4.

C. EFFECTIVITY

1) This AMP belongs to the operator and manage by the organisations below:

Aircraft Owner/Operator :	TUAH USAHA SDN. BHD.
Address :	Wisma Tuah Usaha, No. 8A, Jalan Nirwana 37, Taman Nirwana, 68000 Ampang, Selangor.

Contracted CAMO :	GALAXY AEROSPACE (M) SDN. BHD.
Address :	Lot 11-14, Helicopter Centre, Malaysia International Aerospace Centre (MIAC), Sultan Abdul Aziz Shah Airport, 47200 Subang.

2) This Aircraft Maintenance Programme is applicable only to the following aircraft:

ITEM	SERIAL NUMBER	AIRCRAFT REG.	AMO PART 145	LOCATION	LINE	BASE	REMARKS
1	14416	9M-DAK	GALAXY AEROSPACE (M) SDN. BHD.	Hangar 2, UniKL MIAT Subang Campus Persiaran A, Off Jalan Lapangan Terbang, 47200 Subang, Selangor.	/	/	**Classification of Line and Base Maintenance as specified in Chapter 10.0 of this AMP**

3) Aircraft above is owned and operated by TUAH USAHA SDN. BHD. under **PRIVATE CATEGORY.**

D. LIST OF ABBREVIATION

The abbreviation listed below shall be used in conjunction with the maintenance worksheet.

NO	ABBREVIATION	MEANING
1.	14 CFR	Title 14 of the Code of Federal Regulations. The Federal Aviation Regulations (FARS) are part of the CFR
2.	AOG	Aircraft on Ground
3.	ATA-100	Air Transport Association of America Specification No. 10
4.	BL	Butt Line Station locations
5.	CO	Carbon Monoxide
6.	CRA	Component Return / Authorization
7.	ELT	Emergency Locator Transmitter
8.	EMU	Engine Monitoring Unit
9.	FS	Fuselage Station locations
10.	HID	High Intensity Discharge
11.	HS	Horizontal Stabilizer station locations
12.	ICA	Instructions for Continued Airworthiness
13.	LBL	Left Build Butt Line Station locations
14.	LED	Light Emitting Diode
15.	LH	Left Hand
16.	LRU	Line-Replaceable Unit
17.	MRDS	Main Rotor Drive Shaft
18.	MRGB or MGB	Main Rotor Gearbox or Gearbox
19.	OEM	Original Equipment Manufacturer
20.	R44 IPC	R44 Illustrator Parts Catalogue

NO.	ABBREVIATION	MEANING
21.	R44 MM	R44 Maintenance Manual
22.	R44 POH	R44 Pilot Operating Handbook
23.	R44 II POH	R44 II Pilot Operating Handbook
24.	R44 Cadet POH	R44 Cadet Pilot's Operating Handbook
25.	RBL	Right Butt Line Stations locations
26.	RH	Right Hand
27.	RHC	Robinson Helicopter Company
28.	RS	Rotor Station locations
29.	SB	Service Bulletin
30.	SDS	Safety Data Sheet
31.	SL	Service Letter
32.	TBO	Time Between Overhaul
33.	TCDS	Type Certificate Data Sheet
34.	TRDS	Tail Rotor Drive Shaft
35.	TRGB or TGB	Tail Rotor Generator or Tail Rotor Gearbox
36.	TS	Tailcone Station locations
37.	TSN	Time Since New
38.	TSO	Time Since Overhaul
39.	WL	Water Line Station locations

E. DEFINITIONS OF TERMS USED IN THE AIRCRAFT MAINTENANCE PROGRAMME

1) **14 CFR § 27.602 Critical Part** ***(Ref: R44 MM, 1.007)***
C016-x main rotor blades & C029-x tail rotor blades are critical parts as defined by 14 CFR § 27.602 and are subject to special inspection requirements & reporting described in this manual. Contact RHC Technical Support if questions arise concerning special inspection or reporting requirements.

2) **12 years** ***(Ref: R44 MM, 1.007)***
With respect to a 12 year inspection or life-limit, 12 years means 12 years from the date of the:
- factory-issued airworthiness certificate,
- factory-issued authorized release certificate (FAA Form 8130-3, Airworthiness Approval Tag), or
- last 12-year inspection

3) **Annually** ***(Ref: R44 MM, 1.007)***
With respect to an annual inspection, annually means within the preceding 12 calendar months.

4) **Datum** ***(Ref: R44 MM, 1.007)***
An imaginary vertical plane from which all horizontal measurements are taken for balance purposes with the aircraft in level flight attitude.
Refer to § 16-20 for R44 datum location.

5) **Empty Weight** ***(Ref: R44 MM, 1.007)***
Empty weight includes the weight of the airframe, powerplant, required and installed equipment, fixed ballast, unusable fuel, and gearbox oil.

6) **Life-Limited Part** ***(Ref: R44 MM, 1.007)***
Refer to Chapter 3. Any part for which a mandatory replacement limit is specified in the type design, the Instruction for Continued Airworthiness, or the maintenance manual.

7) **Time in Service** ***(Ref: R44 MM, 1.007)***
With respect to maintenance time records, time in service means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

F. PERMITTED VARIATIONS TO AIRFRAME INSPECTION INTERVAL TOLERANCES *(Ref: R44 MM Chapter 2.000)*

1) The periods prescribed in this specification may be varied as follows but ONLY with approval from CAAM upon application made by Contracted CAMO in accordance with procedures specified in CAME Part 1 Para 1.14.4 and CAMP Part 4.4.4.

2) The R44 helicopter must be inspected periodically to verify it is in airworthy condition. Required inspection intervals are maximum 100 hours time in service or 12 calendar months (annually), whichever occurs first; the inspection interval may be extended up to 10 hours, without accumulation, if allowed by CAAM.

G. PERMITTED VARIATIONS TO ENGINE INSPECTION INTERVAL TOLERANCE

Nil.

GENERAL INSTRUCTIONS

1) The inspections defined in this AMP must be accomplished by the authorised Licensed Aircraft Engineer (LAE) within the stipulated interval. Nothing in this AMP may be altered or omitted from it, is to be construed as absolving the authorised personnel from maintaining the aircraft in a thoroughly airworthy condition.

2) Any damage or defects affecting safety on the aircraft must be rectified before further flight. Defects must be recorded by the Pilot in Command in the Journey Log and Maintenance Release must be issued after any rectification by the authorised Licensed Aircraft Engineer or any other authorised personnel.

3) The inspection intervals given are the maximum permitted unless otherwise stated. Any extension beyond check periods stated tolerance must be approved by CAAM or by the procedures as agreed by CAAM.

4) When operating under particular environmental conditions (contaminated ambient, near or over the sea or special missions) it is prerogative and responsibility of the operator to increase or intensify the prescribed inspections and ensure availability of equipment as necessary to assure safe operation and compliance with the Flight Operations Directives and Civil Aviation Directives.

5) Maintenance practices and procedures necessary to complete the requirements of this Maintenance Programme, or work resulting from its application, should be, to the standards set out in the relevant maintenance and repair manuals or any relevant publications. All Maintenance carried out shall have its related documents completed and duly signed as soon as possible and where multi paragraph instruction to be signed and dated as each individual task has been completed.

6) Whenever critical maintenance tasks as defined in Chapter 10.0 para.A.6 of this AMP are performed, an independent inspection shall be carried out to ensure correct assembly, locking and sense of operation as an error-capturing method. When inspecting control systems that have undergone maintenance, the independent qualified person should consider the following points independently:

   a) all those parts of the system that have actually been disconnected or disturbed should be inspected for correct assembly and locking;
   b) the system as a whole should be inspected for full and free movement over the complete range;
   c) cables should be tensioned correctly with adequate clearance at secondary stops;
   d) the operation of the control system as a whole should be observed to ensure that the controls are operating in the correct sense;
   e) if different control systems are interconnected so that they affect each other, all the interactions should be checked through the full range of the applicable controls; and
   f) software that is part of the critical maintenance task should be checked, for example : version, compatibility with aircraft configuration.

CERTIFICATION

A. AIRCRAFT MAINTENANCE RELEASE

1) "Maintenance Release" means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organisation's exposition or under an equivalent system.

2) A maintenance release shall be issued by appropriately authorized certifying staff when it has been verified that all maintenance ordered has been properly carried out by the contracted AMO in accordance with the procedures specified in the MOE, taking into account the availability and use of the approved maintenance data and that there is no non-compliance which are known to endanger flight safety.

3) The contracted AMO shall ensure that—
   a) after completion of maintenance a general verification is carried out to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels removes have been refitted;
   b) an error capturing method is implemented after the performance of any critical maintenance task;
   c) the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance task are minimized; and
   d) damage is assessed and modifications and repairs carried out using data specified in accordance with CAD 6801.

4) To minimise the risk of multiple errors and to prevent omissions, the person or organisation performing maintenance should ensure that:
   a) every maintenance task is signed off only after completion;
   b) the grouping of tasks for the purpose of sign-off allows critical steps to be clearly identified; and
   c) any work performed by personnel under supervision (i.e. temporary staff, trainees) is checked and signed off by an authorised person.

5) To minimise the possibility of an error being repeated in identical tasks that involve removal/installation or assembly/disassembly of several components of the same type fitted to more than one system, whose failure could have an impact on safety, the person or organisation performing maintenance should plan different persons to perform identical tasks in different systems. However, when only one person is available, then this person should perform reinspection of the tasks as described below.

6) The following critical maintenance tasks should primarily be reviewed to assess their impact on safety and shall be subject to independent inspection for error capturing method as defined in Chapter 9.0 Para 6

   a) tasks that may affect the control of the aircraft, flight path and attitude, such as installation, rigging and adjustments of flight controls;
   b) aircraft stability control systems (autopilot, fuel transfer);
   c) tasks that may affect the propulsive force of the aircraft, including installation of aircraft engines, propellers and rotors; and
   d) overhaul, calibration or rigging of engines, propellers, transmissions and gearboxes

7) Independent inspection is one possible error-capturing method. It consists of an inspection performed by an 'independent qualified person' of a task carried out by an 'authorised person', taking into account that:

   a) the 'authorised person' is the person who performs the task or supervises the task and assumes the full responsibility for the completion of the task in accordance with the applicable maintenance data;
   b) the 'independent qualified person' is the person who performs the independent inspection and attests the satisfactory completion of the task and that no deficiencies have been found.
   c) the maintenance release is issued by the 'authorised person' after the independent inspection has been carried out satisfactorily;
   d) the work card system should record the identification of each person, the date and the details of the independent inspection, as necessary, before the maintenance release is issued.

B. AIRCRAFT LINE MAINTENANCE

1) All inspections which require no major planning, not involved in special procedure such as jacking of whole helicopter, defueling, not involving removing of major parts or disassembly of major parts, not requiring special ground equipment will be classified as Line Maintenance item and can be carried out at approved Line Stations. Maintenance other than Line maintenance will be classified as Heavy Maintenance and can only be carried out at Approved Base Station. It is also any maintenance that is carried out before flight to ensure that the aircraft is fit for the intended flight. It may include:

   a) Troubleshooting.
   b) Defect Rectification.
   c) Scheduled maintenance and/or checks including visual inspections that will detect obvious unsatisfactory conditions/discrepancies but do not require extensive in-depth inspection. It may also include internal structure, systems and powerplant items which are visible through quick opening access panels/doors.
   d) Minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means.
   e) For temporary or occasional cases, Airworthiness Directives or Service Bulletins which are normally Base Maintenance tasks may be accepted by the Maintenance organization's Quality Assurance Manager to be performed at Line Maintenance provided all requirements listed above are fulfilled

2) Line Maintenance tasks entered into the Aircraft Journey Log i.e., minor scheduled line maintenance and simple defect rectification not requiring the facility requirements of a home/base maintenance and is within the scope of the Category B1.4 and B2 privileges, the certification on the completed tasks within the Aircraft Journey Log is deemed as Maintenance Release.

3) In addition, task trained certifying staff qualified in Category A3 and B2 may carry out minor scheduled line maintenance and simple defect rectification certification.

4) Pre-flight/Post-flight inspections to be certified by appropriate personnel.

5) Maintenance/inspections other than Base Maintenance Checks; may be carried out an approved Line Stations or at any maintenance facility approved by CAAM.

6) Listed tasks permitted to be carried out by authorized personnel, for the purpose of issuing an aircraft Maintenance of Release to Service as part of line maintenance or simple defect rectification as listed below in accordance with CAD 1801:

a) Replacement of wheel assemblies.
b) Replacement of wheel brake units.
c) Replacement of emergency equipment.
d) Replacement of internal and external lights, filaments and flash tubes..
e) Replacement of windscreen wiper blades.
f) Replacement of passenger and cabin crew seats, seat belts and harnesses.
g) Closing of cowlings and refitment of quick access inspection panels.
h) Simple repairs and replacement of internal compartment doors and placards but excluding doors forming part of a pressure structure.
i) Simple repairs and replacement of cabin furnishing items.
j) Replacement of static wicks.
k) Replacement of aircraft main batteries.
l) Routine lubrication and replenishment of all system fluids and gases.
m) The de-activation only of sub-systems and aircraft components as permitted by the operator's minimum equipment list where such de-activation is agreed by CAAM as a simple task.
n) Inspection for and removal of de-icing/anti-icing fluid residues, including removal/closure of panels, cowls or covers or the use of special tools.
o) Any other task agreed by CAAM as a simple task for a particular aircraft type. This may include defect deferment when all the following conditions are met:
    i. There is no need for troubleshooting; and
    ii. The task is in the MEL; and
    iii. The maintenance action required by the MEL is agreed by the CAAM to be simple.
p) Removal and installation of emergency float bags, not including the bottles.
q) Removal and installation of external doors fitted with quick release attachments.

NOTE: No task which requires troubleshooting should be part of the authorised maintenance actions. Maintenance release after rectification of deferred defects should be permitted as long as the task is listed above.

C. BASE MAINTENANCE RELEASE (BMR)

1) Base Maintenance Release (BMR) shall be issued by the base maintenance service provider/contractor having regards to satisfactory completion of a collective task/work package being undertaken.

2) A Base Maintenance Release statement shall contain as a minimum:
   a. Basic details of maintenance carried out.
   b. The date such maintenance was completed.
   c. The identity of the organisations and/or person issuing the maintenance release.
   d. The approval reference of the maintenance organization and the certifying staff issuing such release
   e. The limitation to airworthiness or operation, if any.

3) For Base Maintenance Release Certificate, the contracted AMO must have:
   a. appropriate aircraft type rated certifying staff qualified as category B1.4 and category B2 to certify the task for release to service in the appropriate categories, or
   b. have appropriate certifying staff qualified as category C for the issue of the base maintenance release.

4) Scheduled maintenance classified as Base Maintenance are specified in Chapter 12.0.

TUAH USAHA SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	AMENDMENT PROCEDURES			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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AMENDMENT PROCEDURES

1) Amendments to this programme will arise from the following sources:

   a. **'A' Amendment**
   These are mandatory amendments as required by CAAM.

   b. **'B' Amendment**
   These are amendments due to TC holder's recommendations, modifications, repairs and discovered by service experience

   c. **'C' Amendment**
   Amendments due to typographical errors

2) All material differences will be indicated by black marginal lines on the left side of the page.

3) From time to time there will be new and additional instructions and inspection or requirements that may require permanent change to this Programme. To ensure the requirements are not to be missed, CAMO shall raise TEMPORARY REVISION with approval from Quality Assurance Manager and to be distributed to all holders in the Distribution List. Amendment stated on TEMPORARY REVISION may include but not limited to reflect the AMP as per current OEM, AD, SB, modification / repair maintenance programme requirement, correction on typological error, update in publication and format or changes on AMP. TEMPORARY REVISION shall be issued on yellow coloured papers and placed adjacent to the current page requiring temporary revision. These pages shall be removed upon incorporation of Amendment A or B of the concerned pages.

4) Any Temporary Revision does only valid for 90 days from the first issuance of TEMPORARY REVISION 1. Prior that 90 days, AMP must be submitted to CAAM for approval.

NOTE: No amendments are to be made to this Approved Maintenance Programme without the prior written consent of the Civil Aviation Authority of Malaysia.

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TUAH USAHA (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	SCHEDULED MAINTENANCE CHECK AND CYCLE			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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SCHEDULED MAINTENANCE CHECK AND CYCLE

GLOSSARY					
AA	As Applicable	AF	Airframe	AMP	Aircraft Maintenance Programme
D	Day	ENG	Engine	FH	Flight Hour
M	Month	MM	Maintenance Manual	OM	Operation's Manual
Y	Year	SB	Service Bulletin	CMI	Continental Motors Ignition

Inspections required in this Schedule must be completed in accordance with the following cycles:

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
A	**PRE-FLIGHT INSPECTION**				
A1	Daily Pre-flight	OM Section 4	AA	Before first flight of the day	Refer to Chapter 20.0

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
B	**AIRFRAME SCHEDULE INSPECTION PROGRAMME (HOURS INTERVAL)**				
B1	300 FH Inspection	AMM 1.170	AA	Every 300 FH	Base Maintenance
B2	500 FH Inspection	AMM 1.120 & 1.130 AMM 7.210	AA	Every 500 FH	Base Maintenance
B3	2200 FH Inspection	AMM 2.600	AA	Every 2200 FH Interval	Base Maintenance

TUAH USAHA (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	SCHEDULED MAINTENANCE CHECK AND CYCLE			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
C	**AIRFRAME SCHEDULE INSPECTION PROGRAMME (CALENDAR INTERVAL)**				
C1	12 M Inspection	14 CFR 91.207 AMM 5.630 AMM 12-83	AA	Every 12 M	Base Maintenance
C2	24 M Inspection	14 CFR 91.413	AA	Every 24 M	Base Maintenance
C3	3 Y Inspection	AMM 5.640 AMM 1.100 Table 1	AA	Every 3 Y	Base Maintenance Base Maintenance, Note 1
C4	12 Y Inspection	AMM 2.600	AA	Every 12 Y	Base Maintenance
C5	15 Y Inspection	AMM 1.100 Table 1	AA	Every 15 Y	Base Maintenance, Note 2

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
D	**AIRFRAME SCHEDULE INSPECTION PROGRAMME (SPECIFIC INTERVAL)**				
D1	100 FH / 12 M Inspection	AMM 2.400 AMM 28-60	AA	Every 100 FH or 12 M interval whichever occurs first	Base Maintenance
D2	300 FH / 3 Y Inspection	AMM 1.140	AA	Every 300 FH or 3 Y	Base Maintenance
D3	500 FH / 12 M Inspection	AMM 1.115	AA	Every 500 FH or 12 M	Base Maintenance

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
E	**ENGINE SCHEDULE INSPECTION PROGRAMME (HOURS INTERVAL)**				
E1	10 H Inspection	OM Section 4	AA	After First 10 FH	Line Maintenance
E2	25 H Inspection	OM Section 4	AA	At 25 FH since first inspection	Line Maintenance
		Lycoming SI 1129			
E3	50 H Inspection	OM Section 4	AA	Every 50 FH	Line Maintenance
		Lycoming SI 1080			
		Lycoming SB 366			
E4	100 H Inspection	CMI SB 643	AA	Every 100 FH	Base Maintenance
		CMI SB 658			
		OM Section 4			
		Lycoming SI 1129			
		Lycoming SI 1191			
		Lycoming SI 1080			
		Lycoming SB 342			
E5	300 H Inspection	OM Section 4	AA	Every 300 FH	Base Maintenance
E6	500 H Inspection	CMI SB 643	AA	Every 500 FH	Base Maintenance

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
F	**ENGINE SCHEDULE INSPECTION PROGRAMME (CALENDAR INTERVAL)**				
F1	4 Y Inspection	CMI SB 643	AA	Every 4 Y	Base Maintenance
F2	12 Y Inspection	CMI SB 643	AA	Every 12 Y	Base Maintenance

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
G	ENGINE SCHEDULE INSPECTION PROGRAMME (SPECIFIC INTERVAL)				
G1	First 25 FH and thereafter every 50 FH /4 M Inspection	Lycoming SB 480 R44 SL-83	AA	First 25 FH and thereafter every 50 FH or 4 M whichever occurs first	Line Maintenance
G2	First 25 FH and thereafter every 100FH Inspection	Lycoming SI 1129	AA	First 25 FH and every 100 FH thereafter	Base Maintenance
G3	First 100 FH and thereafter every 300FH Inspection	Lycoming SB 301 Lycoming SB 388	AA	First 100 FH and thereafterevery 300 FH thereafter	Base Maintenance
G4	500 FH / 4 Y Inspection	CMI SB 658	AA	Every 500 FH or 4 Y interval whichever occurs first	Base Maintenance
		CMI SB 663			Base Maintenance
		CMI SB 670			Base Maintenance
		AMM 1.100 Table 1			Base Maintenance, Note 3

TUAH USAHA (M) SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
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NO.	INSPECTION DESCRIPTION	REFERENCE	INTERVAL/FREQUENCIES	REMARKS
H	**ENGINE UNSCHEDULED INSPECTIONS**			
H1	Upper and Lower Clutch Actuator Bearings Inspection	AMM 2.501	At each occurrence	-
H2	C181 Lower Bearing Inspection	AMM 2.502	At each occurrence	-
H3	C184 Upper Bearing Inspection	AMM 2.503	At each occurrence	-
H4	V-Belt Inspection	AMM 2.507	At each occurrence	-
H5	Lower Sheave V-Belt Wear Pattern Inspection	AMM 2.508	At each occurrence	-
H6	Tail Skid Strike	AMM 2.510	At each occurrence	-
H7	Tail Rotor Strike	AMM 2.520	At each occurrence	-
H8	Main Rotor Strike	AMM 2.530	At each occurrence	-
H9	Rotor / Engine Overspeed	AMM 2.540	At each occurrence	-
H10	Hard Landing	AMM 2.550	At each occurrence	-
H11	Penetrant Inspection of C020 Upper Steel Tube Frame	AMM 2.560	At each occurrence	-
H12	Corrosion on C020 Upper Steel Tube Frame	AMM 2.561	At each occurrence	-
H13	Volcanic Ash Recommendations	AMM 2.570	At each occurrence	-
H14	Windshield Inspection	AMM 2.580	At each occurrence	-
H15	Lightning Strike	AMM 2.590	At each occurrence	-

NO.	INSPECTION DESCRIPTION	REFERENCE	INTERVAL/FREQUENCIES	REMARKS
I	**ENGINE UNSCHEDULED INSPECTIONS**			
I1	All tasks listed in the EMM of the relevant Non-scheduled Inspections.	OM Section 4	As stipulated in OM Section 4	-

NO.	INSPECTION DESCRIPTION	REFERENCE	INTERVAL/FREQUENCIES	REMARKS
J	**AIRCRAFT STORAGE PROCEDURE**			
J1	All tasks listed in the MM of the relevant Storage Instructions	AMM 1.160	As stipulated in the MM 1.160	-

NO.	INSPECTION DESCRIPTION	REFERENCE	INTERVAL/FREQUENCIES	REMARKS
K	**ENGINE PRESERVATION PROCEDURE**			
K1	All tasks listed in the EMM of the relevant Storage / Preservation Chapter	OM Section 7	As stipulated in OM Section 7	-
		Lycoming SL L180B	As stipulated in the Lycoming SLL180B	

NOTES:

1. Perform pop-out float pressure cylinder hydrostatic test.
2. Pop-out float pressure cylinder maximum life.
3. Verify magneto drive cushion pliability.

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	COMPONENT TIME LIMIT - AIRFRAME			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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COMPONENT TIME LIMIT – AIRFRAME

ITEM	FATIGUE LIFE-LIMITED PARTS
1.	Remove the applicable components from service in accordance with the time period, hours or cycles specified in **Robinson R44 Series Maintenance Manual, Section 3.300, Airworthiness Limitation latest revision.**

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	COMPONENT TIME LIMIT - AIRFRAME			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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No.	Part Number	Description	Maximum Service Life
1.	C023-1	Tailcone Assembly, Rev M & Prior	2000 Hours
2.	C016-2, -5 & -7	Main Rotor Blade	2200 Hours or 12 years
3.	C020-1 & -2	Upper Frame	2200 Hours
4.	C029-1, -2 & -3	Tail Rotor Blade	2200 Hours or 12 years
5.	C030-1	Tail Rotor Hub	2200 Hours
6.	C044-1	Horizontal Stabilizer, Rev L & Prior	2200 Hours
7.	C146-1 & -5	Gear Set, Main Gearbox	2200 Hours
8.	C146-2	Pinion, Main Gearbox	2200 Hours
9.	C154-1	Main Rotor Hub	2200 Hours
10.	C158-1	Main Rotor Spindle	2200 Hours
11.	C196-1	Tail Rotor Drive Shaft	2200 Hours
12.	C263-1 & -2	Sump, Main Gearbox	2200 Hours
13.	C264-1 & -2	Housing, Main Gearbox	2200 Hours
14.	C545-1	Gear Set, Tail Gearbox	2200 Hours
15.	C545-2	Pinion, Tail Gearbox	2200 Hours
16.	C647-12	Bearing Set, C017-6 Swashplate	2200 Hours
17.	D062-2	Tail Rotor Hub	2200 Hours
18.	D079-1	Tail Rotor Guard	2200 Hours
19.	G062-2	Tail Rotor Hub	2200 Hours
20.	A756-6	Cyclic Grip	4400 Hours
21.	C023-1	Tailcone Assembly, Rev N & Subsequent	4400 Hours
22.	C023-2, -3, -4, -14, & -15	Tailcone Assembly	4400 Hours
23.	C044-1	Horizontal Stabilizer, Rev M & Subsequent	4400 Hours
24.	C198-1 & -2	Lower Swashplate	4400 Hours
25.	C251-1	Main Rotor Shaft	4400 Hours
26.	C319-3	Cyclic Torque Tube	4400 Hours
27.	C320-1	Cyclic Stick	4400 Hours
28.	C337-1	Jackshaft	4400 Hours
29.	D196-1	Tail Rotor Drive Shaft	4400 Hours
30.	C016-7	Main Rotor Blade, Rev AF & Subsequent	2400 Hours or 12 years
31.	C020-1 & -2	Upper Frame	2400 Hours

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
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No.	Part Number	Description	Maximum Service Life
32.	C029-3	Tail Rotor Blade	2400 Hours or 12 years
33.	C146-2	Pinion, Main Gearbox	2400 Hours
34.	C146-5	Gear Set, Main Gearbox	2400 Hours
35.	C154-1	Main Rotor Hub	2400 Hours
36.	C158-1	Main Rotor Spindle	2400 Hours
37.	C263-2	Sump, Main Gearbox	2400 Hours
38.	C264-2	Housing, Main Gearbox	2400 Hours
39.	C545-1	Gear Set, Tail Gearbox	2400 Hours
40.	C545-2	Pinion, Tail Gearbox	2400 Hours
41.	C647-12	Bearing Set, C017-6 Swashplate	2400 Hours
42.	D079-1	Tail Rotor Guard	2400 Hours
43.	G062-2	Tail Rotor Hub	2400 Hours
44.	C023-1, -14, & -15	Tailcone Assembly, Rev AQ & Subsequent	4800 Hours
45.	C044-1	Horizontal Stabilizer, Rev P & Subsequent	4800 Hours
46.	D196-1	Tail Rotor Drive Shaft	4800 Hours

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	COMPONENT TIME LIMIT - ENGINE			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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COMPONENT TIME LIMIT – ENGINE

ITEM	LIFE LIMITED PARTS
1.	NIL

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	TIME BETWEEN OVERHAUL - AIRFRAME			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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TIME BETWEEN OVERHAUL - AIRFRAME

ITEM	TASK DESCRIPTION
1.	Remove the applicable components and assemblies for overhaul in accordance with the time period, hours or cycles and within the interval tolerance margin permitted as specified in the **Robinson R44 Series Maintenance Manual, Chapter 2 – 2.600**.

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	TIME BETWEEN OVERHAUL - ENGINE			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
CHAPTER:	16.0	**PAGE:**	1 of 2	**DATE:**	17 NOVEMBER 2022				

TIME BETWEEN OVERHAUL - ENGINE

ITEM	TASK DESCRIPTION – TIME BETWEEN OVERHAUL
1.	Remove the applicable components for overhaul in accordance with the time period/hours specified in Lycoming Service Instructions 1009, or appropriate manufacturers' maintenance publications and service bulletins, latest revision.

Engine models / Series	Time Between Overhaul Period	Remarks
O-540-F1B5 (Robinson R44)	2000	Note 1, Note 2, Note 3
IO-540-AE1A5	2000	Note 1, Note 2, Note 3

Notes

1. If an engine is being used in "frequent" type service, by accumulating 40 hours or more per month, and has been so operated consistently since being placed in service, add 200 hours to TBO time. (Engines affected by AD 2012-19-01 and not in compliance with AD-2012-19-01 are not eligible for this TBO extension.)

2. A 200-hour extension to the listed TBO can be applied to Lycoming Factory New, Lycoming Factory Rebuilt, and Lycoming Factory Overhauled engine models. Engine repairs or field overhauls that are performed by any entity other than the Lycoming Factory in Williamsport PA must meet all of the following requirements to be eligible forthis 200-hour TBO extension:
   a. Be performed using ONLY Lycoming genuine parts or FAA-PMA parts approved by Lycoming
   b. Be performed using ONLY Lycoming approved procedures
   c. Block 12 of FAA form 8130-3 or international equivalent must indicate the repair or overhaul was performed using ONLY Lycoming approved procedures and Lycoming genuine parts or FAA-PMA parts approved by Lycoming

   A repair or overhaul performed using any FAA approved local shop procedures or using FAA-PMA parts not approved by Lycoming is not eligible for this 200-hourTBO. (Engines affected by AD 2012-19-01 and not in compliance with AD-2012-19-01 are not eligible for this TBO extension.

3. When NOTE 2 is referenced with NOTE 1 for engine models in Tables 1 and 2 (refer Lycoming SI1009), and the conditions of both NOTES are met, the sum of the extended TBO hours in both NOTES 1 and 2 can be added to the required TBO, thus extending the TBO a total of 400 hours. (Engines affected by AD 2012-19-01 and notin compliance with AD-2012-19-01 are not eligible for this TBO extension.)

4. GAM CAMO shall carry out investigation to ensure that all the requirement to be eligible for the 200-hour TBO extension are met by using Technical Notes procedure in CAMP Part 4.12

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER			
PAGE TITLE:	INSPECTION POST MODIFICATION / REPAIR			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:** 0
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INSPECTION POST MODIFICATION / REPAIR

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
1	NIL				

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	CAAM & AD REQUIREMENTS			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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CAAM REQUIREMENTS

NO.	ITEM	REFERENCE	REMARKS
1.	Certificate of Airworthiness (Renewal)	Regulation 26: Certificate of Airworthiness to be in force	Valid for the period as specified in Certificate of Airworthiness.
2.	Aircraft Weight & Balance	CAAM Civil Aviation Directive CAD 6805 – Aircraft Mass and Balance Programme	Prior to initial entry into service and thereafter at intervals of 4 years or reweighed if the effect of modifications on the mass and balance are not accurately known.
3.	Certificate of Registration (Expiry or Renewal)	Regulation 9: Expiration and Renewal of Certificate of Registration	Valid for the period not exceeding 3 years.
4.	ELT serviceability check & ELT Battery Check	CAD 8501 VAM AD No. 2004-001	• A serviceability check of ELT is to be carried out every 4 months. • The ELT battery is to be checkedfor full voltage, every 6 months.

AD REQUIREMENTS

NO.	INSPECTION DESCRIPTION	REFERENCE / AD NO.	ITEM	INTERVAL/FREQUENCIES	REMARKS
1	NIL				

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER			
PAGE TITLE:	OPERATOR REQUIREMENTS			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:** 0
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OPERATOR REQUIREMENTS

NO.	INSPECTION DESCRIPTION	REFERENCE / AD NO.	ITEM	INTERVAL/FREQUENCIES	REMARKS
1	NIL				

DAILY INSPECTION (DI) / PRE-FLIGHT INSPECTION

1. Daily Inspection / Pre-Flight Inspection is a visual check to ensure the aircraft readiness for flight. On completion of the inspection, a signed entry must be madein the Journey Log.

2. The Daily Inspection / Pre-Flight inspection are an inspection that has to be performed by qualified maintenance personnel or by an authorized pilot as definedin Para. 3. below when aircraft is out of base.

3. Authorized pilot is addressed to pilot which has been task trained and granted authorization by Quality Assurance Department of the GAM AMO. Refer to GAM QPM Part 2-10 Limited Certification Authorisations Control Procedures for the issuance of pilot authorization.

4. The Daily Inspection / Pre-Flight Inspection in this AMP do not replace the Pre-Flight check in Pilot Operating Handbook (POH) requirement list, which must be performed by a pilot.

5. Reference shall be made to:

    a) Lycoming O-540 & IO-540 Series Operator's Manual Section 4

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	DAILY INSPECTION (DI) / PRE-FLIGHT INSPECTION			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
CHAPTER:	20.0	**PAGE:**	2 of 2	**DATE:**	17 NOVEMBER 2022				

NO.	INSPECTION REQUIREMENTS	REMARKS
A	**DAILY PRE-FLIGHT INSPECTION (LYCOMING O-540 & IO-540 SERIES OPERATOR'S MANUAL SECTION 4)**	
1	a. Be sure all switches are in the "Off" position. b. Be sure magneto ground wires are connected. c. Check oil level. d. Check fuel level. e. Check fuel and oil line connections, note minor indications for repair at 50-hour inspection. Repair any leaks before aircraft is flown. f. Open the fuel drain to remove any accumulation of water and sediment. g. Make sure all shields and cowling are in place and secure. If any are missing or damaged, repair or replacement should bemade before the aircraft is flown. h. Check controls for general condition, travel and freedom of operation. i. Induction system air filter should be inspected and serviced in accordance with the airframe manufacturer's recommendations.	Daily Pre-Flight Inspection
B	**R44 SB-112**	
2	a. Conduct visual inspection of tail rotor tip area. b. If bubbled paint or other evidence of corrosion is observed at or adjacent to tip cap bond line or if any portion of tip cap bond line is exposed, do not fly helicopter. c. Comply with latest revision of R44 SL-82 prior to further flight.	Daily Inspection

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	ROBINSON R44 II HELICOPTER				
PAGE TITLE:	DAILY INSPECTION (DI) / PRE-FLIGHT INSPECTION			**REFERENCE:**	TUSB/CAMO/AMP/R44II	**ISSUE:**	1	**REVISION:**	0
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NO.	INSPECTION REQUIREMENTS	REMARKS
A	**DAILY PRE-FLIGHT INSPECTION (LYCOMING O-540 & IO-540 SERIES OPERATOR'S MANUAL SECTION 4)**	
1	a. Be sure all switches are in the "Off" position. b. Be sure magneto ground wires are connected. c. Check oil level. d. Check fuel level. e. Check fuel and oil line connections, note minor indications for repair at 50-hour inspection. Repair any leaks before aircraft is flown. f. Open the fuel drain to remove any accumulation of water and sediment. g. Make sure all shields and cowling are in place and secure. If any are missing or damaged, repair or replacement should bemade before the aircraft is flown. h. Check controls for general condition, travel and freedom of operation. i. Induction system air filter should be inspected and serviced in accordance with the airframe manufacturer's recommendations.	Daily Pre-Flight Inspection