

DISCREPANCY REPORT

AIRCRAFT TYPE: A109E REG. NO: 9M-208 DR. NO: 1283 / 208

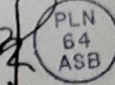
SOURCE REFERENCE: BT 107EP-121 DTD 2.09.2012

DATE RAISED: 01/03/13 CHECK TYPE: WORK ORDER (JCN): LED013208

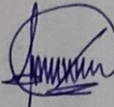
DISCREPANCY

AF HRS	271.20	NO.1 ENG	2709.20	(TSNT/ST)	NO.2 ENG	342.50	(TSNT/ST)
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
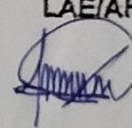
BT 107EP-121 DTD 21.09.2012 (TAIL ROTOR DUPLEX BEARING RING NUT P/N. 109-0130-97-101 OR P/N 109-0130-97-103 INSPECTION) TO BE COMPLIED WITH ON PT 3 ONLY. (NOT LATER THAN 30.04.2013)

RAISED BY: Spksh Samad SIGN & STAMP:  DATE: 01/03/13

DISPOSITION
C/OA COMPLIANCE TO BT107EP-121 ACCORDINGLY. (PART 3 ONLY)

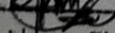
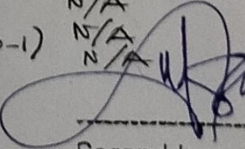
SIGN:  STAMP: E2837 DATE: 5/03/13

MHP: <u>8.0</u>	MH/: <u>15.0</u>	CUST. APP. SIGNATURE:	MATERIAL COST:
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CORRECTIVE ACTION <u>BT107EP-121. COMPLIED WITH AND FOUND SAT. (PART 3 ONLY)</u>	MECH 	LAE/AH & DATE  <u>8/03/13</u> <u>E2837</u>
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COMPONENT/ PART CHANGE

PART NO.	DESCRIPTION	S/NO. ON	S/NO. OFF	QTY.	BATCH NO.
<u>109-0130-43</u>	<u>115 FORWED LEVER ASB</u>	<u>NO. 218</u>	<u>112268</u>	<u>01</u>	<u>AGN2007-1633</u>
<u>109-0133-05-101</u>	<u>DUPLEX BEARING</u>	<u>08349</u>	<u>07134</u>	<u>01</u>	<u>AGN 2008-2709</u>
<u>AN 14-14</u>	<u>BOLT</u>	<u>N/A</u>	<u>N/A</u>	<u>02</u>	<u>AGN2008-2896</u>
<u>2800/0170</u>	<u>SUPPORT</u>	<u>5086</u>		<u>01</u>	<u>AGN 2008-1521</u>
<u>109-0130-30-1</u>	<u>WASHER</u>	<u>N/A</u>	<u>N/A</u>	<u>04</u>	<u>AGN2007-2139</u>
<u>RAS6604D16</u>	<u>BOLT</u>	<u>N/A</u>	<u>N/A</u>	<u>02</u>	<u>AGN2007-2259</u>
<u>129-0105-30-129</u>	<u>RING NUT</u>	<u>N/A</u>	<u>N/A</u>	<u>01</u>	<u>AGN 2007-1750</u>
<u>109-0133-09-1018</u>	<u>WASHER (109-0130-30-1)</u>	<u>N/A</u>	<u>N/A</u>	<u>04</u>	<u>AGN2006-1730</u>
<u>129-0105-32-147</u>	<u>RING LOCKING</u>	<u>N/A</u>	<u>N/A</u>	<u>01</u>	<u>AGN 2007-19413</u>

First Insp. Sign / Stamp / Date:  E2837 26/03/13
 Second Insp. Sign / Stamp / Date:  E206A 27/03/13

The work recorded above has been carried out in accordance with the requirements of the MCAR for the time being in force and in that respect, the aircraft / equipment is considered fit for release to service.