

POLIS DIRAJA MALAYSIA

DOCUMENT TITLE	AIRCRAFT MAINTENANCE PROGRAMME	AIRCRAFT TYPE	TEXTRON AVIATION INC. B300 (SUPER KING AIR 350)		
AMP REF.	RMPAOF/CAMO/AMP/B300	ISSUE	4	REVISION	0
		DATE	15 JAN 2024		

1.1.15.2 AIRFRAME COMPONENT OPERATING TIME LIMIT SCHEDULE

- a) No airframe component operating time limit schedule available for all Beechcraft B300 (Super King Air 350) listed in this AMP.

1.1.15.3 ENGINE ACCESSORIES USED-LIMITED PARTS SCHEDULE

- a) No engine accessories used-limited parts schedule available for all Beechcraft B300 (Super King Air 350) listed in this AMP.

1.1.15.4 ENGINE ACCESSORIES TIME BETWEEN OVERHAUL

- a) The Basic Industry TBO is the Pratt & Whitney Canada Corp. recommended TBO per P&WC S.B. No. 13303R20 which is applicable to all operators.
- b) The Engine TBO is the TBO applicable to a specific engine per the Industry TBO or Fleet TBO or a recommended TBO by P&WC for a particular set of conditions.
- c) The term “hours” in this document is the Engine Flight Hours (EFH).

NO	REF.	COMPONENT	OVERHAUL INTERVAL	MANUAL REFERENCE	REMARKS
1.	MM 72-00-00	Engine	The basic industry TBO for PT6A-60A engine/modules may be operated to a basic TBO of 3600 hours.	P&WC S.B. No. 13303R20	Note 1, Note 2, and Note 3
2.	MM 72-00-00	Hamilton Sundstrand fuel pump	Operated to the engine TBO (basic or extended, as applicable). NOTE: Refer to periodic inspection of Hamilton Sundstrand fuel pump, per the EMM as applicable.	P&WC S.B. No. 13303R20	-

POLIS DIRAJA MALAYSIA

DOCUMENT TITLE	AIRCRAFT MAINTENANCE PROGRAMME	AIRCRAFT TYPE	TEXTRON AVIATION INC. B300 (SUPER KING AIR 350)		
AMP REF.	RMPAOF/CAMO/AMP/B300	ISSUE	4	REVISION	0
		DATE	15 JAN 2024		

NO	REF.	COMPONENT	OVERHAUL INTERVAL	MANUAL REFERENCE	REMARKS
3.	MM 72-00-00	Engine accessories <ul style="list-style-type: none"> • Fuel control unit • Fuel heater • Propeller governor • Ignition exciter • Compressor bleed valve • Flow divider 	The engine accessories that follow may be operated to the engine TBO (basic or extended, as applicable) plus 500 FH interval. All other accessories may be operated to the engine TBO.	P&WC S.B. No. 13303R20	-

NOTES:

1. For maintenance scheduling purposes, one engine per aircraft may be operated an additional 70 calendar day or 200 flight hours, whichever comes first, conditional on the following:
 - a) The engine has been maintained and operated in accordance with P&WC's instructions for Continued Airworthiness and operated to an engine TBO interval that is recommended by P&WC;
 - b) Borescope inspection of the hot section components per the Engine Maintenance Manual must be carried out and the engine found to be in serviceable condition;
 - c) Only one maintenance scheduling extension per TBO interval is available.
 - d) The maintenance scheduling hours do not modify the operator's base TBO interval;
 - e) The operator must notify their local airworthiness authority or equivalent upon use of this extension.

2. Rotor component life limitations outlined in the latest revision of P&WC S.B. No.13002 override TBO considerations.

3. Engines that are within the basic recommended TBO and that have been maintained or stored per maintenance manual requirements have no related calendar time limits.