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## 9M-PEC Upcoming Maintenance Inspection

1 message

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Dear All,

Selamat Hari Raya! Hope you had a joyous celebration despite the current pandemic that's happening right now. I believe everyone is already aware that aircraft 9M-PEC is having its annual check in mid-June. There are some notes that we would like to highlight.

### 1. SPARE LIST

Please refer to the attachment.

We have ordered the spares (except for SB's ) and foresee that those items will arrive before the aircraft downtime.

### 2. PTF REQUIREMENT & APPLICATION

Please be informed that for 2 years inspection ( as stated in the attachment ) would require the application of PTF. In conjunction with that, we would require GAM assistance to handle this.

### 3. FLIGHT TEST

As per the maintenance planning doc, we need to carry out flight test in order to complete the maintenance check. Prior to that, we need to do vibration check on the ground followed by vibration check in-flight. Hence, we would like to seek for the owner ( PLUS ) to confirm that we can engage Pilot, Capt. Nizam for the said task since he is the only person that is still valid to fly the aircraft. In my opinion, it is best if En Wan ( on behalf of owner) can liaise directly with Capt. Nizam with regard to the pricing and charges so that both parties agreed. Please advise.

### 4. ELT UNIT

As per our logistic department, the ELT having issues with DG shipment however, we have cleared the issue and the unit is on its way to our facility.

### 5. OPTIONAL SB's

Following our previous SB meeting with GAM, we would like to provide feedback on the status of the SB's. Please find below the list of SBs and our recommendation to comply with the SBs.

No	Optional Service Bulletin No	Suggestions from SAS
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1	ASB NO. 429-15-16, REVISION C	<p>We <b>recommend</b> implementing this SB Part III as doing so will terminate every 50H inspection on the Tail Rotor Pitch Link.</p> <p>2 units of TR Pitch Link Assy, PN 429-012-212-105, and 2 units of PN 429-012-212-107 are required to carry out this SB.</p> <p>*Note: If the owner agrees to this, the TAT of the aircraft will be depending on the lead time of the spares hence it may affect the downtime.</p> <p>Quote / estimated cost as attached- \$ 6,748.20</p>
2	<p>P&amp;WC SB 28384 REVISION 2</p> <p>and</p> <p>P&amp;WC SB 28401 REVISION 1</p>	<p>SAS <b>does not recommend</b> performing the SBs as advised by PWC. If the currently installed ignition exciters are not displaying any fault symptoms described in the SBs, then the SBs may be considered only when there is a need to replace the ignition exciters.</p>
3	P&WC SB 28349 REVISION 1	<p>SAS <b>does not recommend</b> carrying out this SB. Statement from PWC are as follows:</p> <p>“SB is optional and not likely to produce any positive effect to the overall engine performance. This type of SBs are usually offered during a shop visit and the subject part needs to be replaced due to its condition. Even then, it remains optional and the superseded PN can be installed if it is available, keeping in mind that in some cases, pre-SB parts can cost more than post-SB parts.</p> <p>Both engines had completed a HSI in 2018 at TSN 1772 therefore the next scheduled shop visit will be at TSN 4000. That is a still long way to go and this SB need not be forecasted to be complied with.”</p>
4	IL 429-21-14	IL will be included during the annual check in June. Already informed GAM

5	SB 429-21-65	SB will be carried out by AMO together during the annual check. Already informed GAM
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We hope that the above information suffices. Please do not hesitate to contact me or my team if you require more information. Thank you.  
Regards,

*Mohd Azhar Bin Abdul Aziz*  
*Chief Engineer*

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***CAAM Air Operator Certificate (AOC) No. 29***

***CAAM Approved Maintenance Organization (AMO/2017/23)***

***CAAM Approved Training Organization (ATO/2012/03)***

***CAAM Approved Continuing Airworthiness Maintenance Organization (CAMO/2017/33)***

***DGCA Indonesia Approved Maintenance Organization (145F-669)***

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