Our Ref: CAAM/AW/CAMO/2016/03
Date: 15 April 2021

Galaxy Aerospace (M) Sdn Bhd
Suite 11-14, Helicopter Centre
Malaysia International Aerospace Centre (MIAC)
Sultan Abdul Aziz Shah Airport
47200 Subang
Selangor.

Attn: Zaty Nadhira bte Mohamed Zuhari
Continuing Airworthiness Management Manager

APPROVAL OF AIRCRAFT MAINTENANCE PROGRAMME – AIRBUS HELICOPTER EC120B

Reference being made to your latest submission dated 02 April 2021 regarding the response to CAAM findings related to the above-mentioned matter.

2. With the information given in your letter and your supporting documents, the Authority has performed review and found that your submission of the Aircraft Maintenance Programme reference HFA/CAMO/AMP/EC120B was found satisfactory and it is hereby **approved.**

3. Please find attached together with this, the Maintenance Programme Approval page together with the AMP list of effective pages respectively.

Thank You.

"BERKHIDMAT UNTUK NEGARA"

Saya yang menjalankan amanah,

(AHMAD FERDOUCE PASHA)
Airworthiness Division
for Civil Aviation Authority of Malaysia.

Civil Aviation Authority of Malaysia

AIRWORTHINESS DIVISION
MAINTENANCE PROGRAMME APPROVAL

Programme Reference	:	**HFA/CAMO/AMP/EC120B**			
Issue No.	:	**1**	Date	:	**16 February 2021**
Aircraft Applicability	:	**AIRBUS HELICOPTERS EC 120 B**			
Owner/ Operator	:	**HELANG FLYING ACADEMY**			
CAMO	:	**GALAXY AEROSPACE (M) SDN. BHD.**			
For the purpose of	:	**FLIGHT TRAINING**			

1 CONDITIONS - GENERAL

1.1 The maintenance programme identified above (hereinafter referred to as `this Programme') is approved by Civil Aviation Authority of Malaysia (CAAM) on the basis that it prescribes the minimum maintenance to be performed on the aircraft to which this Programme relates. Nothing contained in, or omitted from, this Programme absolves persons employed in implementing the requirements from ensuring that the aircraft is, at all times, maintained in an airworthy condition. Any damage or defect affecting airworthiness must be rectified before the aircraft flies again subject to any provision to the contrary authorised by CAAM.

1.2 It is the responsibility of the Operator to ensure that recommendations issued by the Aircraft or Equipment Manufacturers in Maintenance Manuals, Recommended Maintenance Programmes, Service Bulletins and other technical service information and relevant information issued by CAAM are evaluated. Where appropriate the Operator must initiate maintenance programme amendment action with CAAM.

1.3 In addition to the performance of the maintenance actions prescribed in the Programme, compliance shall also be established with all appropriate mandatory requirements issued by the CAAM and by the recognised Airworthiness Authority of the country of origin of the Aircraft. Retirement life limitations prescribed by manufacturers shall also be observed, unless otherwise directed by CAAM.

1.4 All amendments/alterations to this Programme shall be approved by CAAM and no change to the Conditions or the Endorsements shall be made other than by CAAM.

1.5 The requirements of this Programme shall be completed within the periods specified in the Programme and in any appropriate Endorsements to this maintenance programme Approval Document.

1.6 The implementation of the requirements of this Programme shall be controlled by such documents and records as will enable personnel authorised to make certifications under the Civil Aviation Regulations to ascertain to their satisfaction that the requirements have been complied with. The prior permission of the Airworthiness Sector shall be obtained before any maintenance check is sub-divided. In implementing the requirements of the Programme, compliance shall, as appropriate, be shown in accordance with requirements as specified by Civil Aviation Authority of Malaysia.

1.7 Any references made to this Programme in statutory log books and in technical records shall include the Programme reference and Issue Number. A copy of this Programme together with a copy of this Approval Document shall be made available to personnel at the locations where the requirements of the Programme are being implemented.

2 CONDITIONS - CERTIFICATION

2.1 Work carried out on aircraft maintained to this Maintenance Programme requires the following certifications:-

2.1.1 A Maintenance Release.

2.1.2 A Base Maintenace Release.

2.2 A Maintenance Release must be issued whenever an aircraft has been inspected overhauled, repaired, replaced, modified, mandatory inspection or maintained.

2.3 A Base Maintenance Release (BMR) is required upon satisfactory completion of any schedule base maintenance check.

2.3.1 The signatory for the maintenance release following overhaul, repair, replacement, modification, mandatory inspection or maintenance shall be aircraft type rated certifying staff qualified in category A or B1/B2 appropriate to the task accomplished.

2.3.2 The signatories for Base Maintenance Release (BMR) shall be: -

Appropriate aircraft type rated certifying staff qualified as Category B1 and B2 or Category C in accordance with Notice 6501.

3 APPROVAL

3.1 Non compliance with any of the Conditions of this Approval Document or its Endorsements shall invalidate the CAAM Approval of this Maintenance Programme.

3.2 An Endorsement page forms part of this Approval Document.

3.3 Maintenance accomplishment.

All checks shall be completed under the supervision of, and certified by an appropriately authorised certifying staff employed or contracted by the approved maintenance contractor.

The maintenance checks shall only be accomplished at CAAM approved facilities at a location specified in the maintenance contractor's approved maintenance organisation exposition or other locations agreed by the Authority.

(AHMAD FERDOUCE PASHA)
Airworthiness Division
for Civil Aviation Authority of Malaysia

Date : **14 April 2021**

ENDORSEMENTS TO APPROVAL OF MAINTENANCE PROGRAMME

REFERENCE: HFA/CAMO/AMP/EC120B DATED 16 FEBRUARY 2021

APPROVED

1. Maintenance Release shall be issued by an appropriate aircraft type rated certifying staff qualified as categories below, following overhaul, repair, replacement, modification, mandatory inspection or maintenance:
   i. A
   ii. B1
   iii. B2

2. Base Maintenance Release (BMR) shall be issued by an appropriate aircraft type rated certifying staff qualified as Category B1 and B2 or Category C in accordance with Notice 6501.

3. Base Maintenance Release (BMR) shall be issued at the completion of Scheduled Base Maintenance Check as defined in the Approved Maintenance Programme.

All endorsements must bear the approval of Civil Aviation Authority of Malaysia.

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
PAGE TITLE:	TITLE PAGE			**REFERENCE:**	HFA/CAMO/AMP/EC120B	**ISSUE:**	1	**REVISION:** 0
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AIRCRAFT MAINTENANCE PROGRAMME

AIRBUS HELICOPTER EC120B

FITTED WITH ENGINE

SAFRAN HELICOPTER ENGINE ARRIUS 2F TURBINE ENGINE

DOC REFERENCE: HFA/CAMO/AMP/EC120B

ISSUE: 1 **REVISION:** 0 **DATED:** 16 FEBRUARY 2021

MASTER COPY – HELANG FLYING ACADEMY SDN BHD

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
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5	MYCOPTER AVIATION SERVICES SDN BHD (Contracted AMO)	MYCOPTER AMO	4

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME		**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
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AIRCRAFT MAINTENANCE PROGRAMME STATEMENT

THIS AIRCRAFT MAINTENANCE PROGRAMME IS OWNED BY **HELANG FLYING ACADEMY 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 **AIRBUS HELICOPTER EC120B** AIRCRAFT MAINTENANCE PROGRAMME ref. **HFA/CAMO/AMP/EC120B, ISSUE 1 REVISION 0 DATE 16 FEBRUARY 2021** 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 Airworthiness Notices AN6101 (M.302) 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 m ay be issued by the Civil Aviation Authority of Malaysia 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 the Civil Aviation Authority of Malaysia 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	Verified by	Accepted by
Sign :	Sign :	Sign :
Name : NIK MUHAMMAD RIDHWAN	Name : ZATY NADHIRA BINTI MOHAMED ZUHARI Continuing Airworthiness Management Manager Galaxy Aerospace (M) Sdn Bhd (18402627-D)	Name : MOHD HARITH COMPLIANCE AND QUALITY MANAGER HELANG FLYING ACADEMY SDN. BHD. (1146014-U)
Date : 17 FEBRUARY 2021	Date : 17 FEBRUARY 2021	Date : *17 FEBRUARY 2021*

HELANG FLYING ACADEMY SDN BHD

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Reviewed by

Signature :

Name : [illegible]AR BIN AHMAD
Quality Assurance Manager
Galaxy Aerospace (M) Sdn. Bhd
(1040262-D)

Date : 22.03.2021

Approved by

Signature :

Name : AHMAD FERDOUCE PASHA

Date : 14.4.2021

CIVIL AVIATION AUTHORITY OF MALAYSIA
Airworthiness CAAM

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
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RECORD OF AMENDMENTS

'A' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

'B' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

'C' AMENDMENTS			
NO.	SUBJECT	SIGNATURE	DATE INCORPORATED

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
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RECORD OF TEMPORARY REVISION

TR NO	CHAPTER AND PAGE NO	ISSUE DATE	INSERTED		REMOVED	
			DATE	NAME	DATE	NAME

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
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PREFACE

A. GENERAL

1. This Maintenance Programme is a “MASTER” document that sets out the inspection work necessary and “not to exceed” period at w hich the work is to be completed, thus forming an agreement between the operator and 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 CAAM or State of Design (EASA, FAA, CAA, etc.) and CAAM Airworthiness Notices (ANs) are mandatory additional maintenance requirements. Manufacturers’ 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 Maintenance Programme is to be construed as absolving any Licensed Aircraft Maintenance Engineer from ensuring that the aircraft is, at all times, and maintained in an airworthy condition.

4. Where reference is quoted against a statement in this Maintenance Programme, it refers to the respective Manufacturer’s Maintenance Manual, e.g.:

Airframe: **Airbus Helicopter EC120B Airworthiness Limitation Section Latest Revision**
Airbus Helicopter EC120B Master Servicing Manual Latest Revision

Engine: **Safran Helicopter Engines Arrius 2F Engine Maintenance Manual No. X 319 L6 301 2 of the 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.

B. CONDITION OF USE

1. This EC120B Aircraft Maintenance Program is the property of Helang Flying Academy Sdn Bhd (HFA) 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 HFA.

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. Operator, HFA / 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. All inspection as required this AMP will 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	:	**Helang Flying Academy Sdn Bhd**
Address	:	Suite 1301, 13th Floor City Plaza, Jalan Tebrau, 80300 Johor Bahru, Johor

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 and maintained by the organisations below:

ITEM	SERIAL NUMBER	AIRCRAFT REG.	MAINTAINED BY	LOCATION	LINE	BASE	REMARKS
1	1487	9M-HFA	Mycopter Aviation Services Sdn Bhd	Lot 10, Helicopter Centre, Malaysia International Aerospace Centre (MIAC), Sultan Abdul Aziz Shah Airport, 47200 Subang	✓	✓	Classification of Line and Base Maintenance as specified in Chapter 7.1 of this AMP

D. LIST OF ABBREVIATION

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

NO	ABBREVIATION	MEANING
1.	I.A.W	In Accordance With
2.	c/o	Carried out
3.	N/A	Not Applicable
4.	SATIS	Satisfactory
5.	U/S	Unserviceable
6.	P/N	Part Number
7.	S/N	Serial Number
8.	No.	Number
9.	#	Number
10.	EGR	Engine Ground Run
11.	Aux	Auxiliary
12.	MR	Main Rotor
13.	TR	Tail Rotor
14.	AJL	Aircraft Journey Log
15.	EIE	Enter In Error
16.	Eng.	Engine
17.	MRB	Main Rotor Blade
18.	TRB	Tail Rotor Blade
19.	MGB	Main Gear Box
20.	LG	Landing gear
21.	HYD	Hydraulic
22.	OVHL	Overhaul
23.	MOD	Modification

NO	ABBREVIATION	MEANING
24.	LH	Left Hand
25.	RH	Right Hand
26.	PFD	Primary Flight Display
27.	MFD	Multi-function Display
28.	INOP	Inoperative
29.	DMC	Data Module Code
30.	ORION	Optimized Reader for Internet and Other Networks
31.	EMM	Engine Maintenance Manual
32.	MEL	Minimum Equipment List
33.	Assy	Assembly
34.	FWD	Forward
35.	Ref	Reference
36.	JAN	January
37.	FEB	February
38.	MAR	March
39.	APR	April
40.	SEP	September
41.	OCT	October
42.	NOV	November
43.	DEC	December
44.	MRH	Main rotor head
45.	TGB	Tail Gearbox
46.	TRDS	Tail rotor driveshaft

E. DEFINITONS OF TERM USED IN THE AIRCRAFT MAINTENANCE PROGRAMME (Ref: EC120B MSM Chapter 05)

1. MAINTENANCE MODES:

The various components of an aircraft (including optional equipment and sub-assemblies) may be subjected to categories below:

a) Hard Time Maintenance

A component subject to hard time maintenance must be removed at the latest when it reaches its limit.

There are three types of hard time maintenance limits:

i. Service Life Limit (SLL)
This is an Airworthiness Limitation. Components which are essential for operating safety which are subject to undetectable damage due to the loads they withstand, are covered by a Service Life Limit. These components must be removed from service when the specified limit is reached.

ii. Operating Time Limit (OTL)
Components whose possible failure would have lesser consequences on flight safety than components with a Service Life Limit, are assigned an Operating Time Limit. These components must be removed from service when the specified limit is reached.

iii. Time Between Overhaul (TBO)
A TBO is assigned to a complete assembly. The interval corresponds to the operating time permitted before an overhaul is performed in a specialized workshop. The overhaul allows the assembly to be returned to service for a new period.

The interval corresponds to a period during which any increase in damage cannot be detected by routine maintenance (example: internal corrosion, fretting leading to the loosening of bolted assemblies, etc.).

b) On-Condition Maintenance

A component subject to On-Condition maintenance must be inspected periodically to confirm:

a. that there is no damage,
b. 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

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 deterioration and deterioration to protection and paint on all helicopter components must be examined and treated without delay in accordance with the applicable instructions (criteria, then reworking).

c) Condition Monitoring Maintenance

A component is subject to condition monitoring only after its failure (which has no impact on flight safety) has been detected. Such failures are detected during maintenance or in service. These components are not listed in the aircraft MSM/ engine EMM.

2. FLYING HOURS:

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

3. CALENDAR TIME:

Calendar time can be expressed:

a) In Months (M)
b) In Days (D)
c) In Years (Y)
d) From the date marked on the equipment label (ED: Expiry Date).

4. CYCLES

According to the component, the cycles can be expressed either as:

a) **Takeoff/landing cycles**: LC (Landing Cycle)
1 LC = 1 takeoff/landing.

b) **Sling cycles**: SC (Sling Cycle)
1 SC = 1 release with load on ground and 3 SC = 1 release in flight (load not on the ground).

c) **Operating cycles**: OPC (OPerating Cycles)
1 OPC = 1 utilization (ditching or untimely percussion of the inflation cylinder).

d) **Operating hours**: OPH (OPerating Hours)
1 OPH = 1 hour of operation except for testing or operation for an unknown duration.

e) Cycle 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 deteriorated by large centrifugal load variations has been calculated based on 6 rotor starts/stops per flight hour. If aircraft operation involves on average more than 6 rotor starts/stops per flight hour over a period of more than 500 FH, the actual service life of some components could be less than that specified in this document. In this case, you must inform Airbus Helicopters.

f) Cycle 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 TC

5. MAINTENANCE CODE (MC)

To make it easier to perform the maintenance operations, each maintenance operation included in section 05-20 and 04-20 is identified by one or mode codes as listed below:

a) LUBrication/SerViCing (LUB/SVC)
This includes work such as routine lubrication and servicing, filling/topping-up of oils, fluids, liquids and checking of pressures.

b) Visual Check (VC)
Visual inspection, without removal of the physical condition of certain components such as oil levels, tire wear, accumulator pressure, etc.

c) General VIsual check (GVI)
A general visual check is a visual inspection, without removal, to detect and assess deterioration or incorrect operation of a component or assembly. This check may require access equipment, ladders or platforms, and inspection means, mirror, light, or screwdriver. The doors and hatches are opened or removed in order to access the components.

d) Detailed Inspection (DI)
A detailed inspection is an inspection to detect and assess deterioration or incorrect operation of a component or assembly. This inspection may require access equipment, ladders, platforms, and specific tools, and may require removal of the component or assembly. The doors and hatches are open or removed.

e) Special Detailed Inspection (SDI)
A special detailed inspection is an inspection to detect and assess deterioration or incorrect operation of a component or assembly. This inspection may require a specific process such as dye penetrant inspection, radiography, etc.

f) Functional Test (FT)
A functional test/check is a test which is performed to determine whether one or more functions of a system operate within stipulated limits. Normally this test is performed without the removal of components and using a maintenance tool.

g) CLeaNing (CLN)
To remove dirt and/or foreign bodies from a system or surface. Cleaning may require removal of the component, such as for a filter for example.

h) DiScard (DS)
A component is withdrawn from service at a specified limit. Discarding normally applies to parts such as cartridges, containers, cylinders, batteries, etc.

i) ReStoration (RS)
This work involves restoring a component to a specific standard. Restoration can vary from cleaning or replacing detail parts to a complete overhaul.

j) Readjustment of the TorQque loading (Retorque) (RTQ)
Readjustment is a maintenance procedure which consists in applying the tightening torque to an assembly, without checking its value.

k) Torque CheckK (TCK)
The aim of the torque check procedure is to check that the tightening torque of the assembly is not below the specified minimum value.

l) WeiGHing (WGH)
The aim is to remove the equipment in order to weigh it using scales, to check its integrity and to make sure that there are no losses.

m) New Proof Test (NPT)
The aim is to perform a proof pressure test to check that there are no leaks.

n) DRaiNing (DRN)
Draining/replenishing consists in replacing all the fluid, liquid, oil or fuel in a component.

o) Ground Run (GR)
A ground run consists in checking certain parameters of a component or a function with the rotor spinning or dynamically after operation.

p) RiggInG (RIG)
Rigging consists in adjusting a control channel or a set of components which must have an operating range in operation.

F. INSPECTION PROGRAM (Ref: EC120B MSM Chapter 05)

1. The aircraft scheduled operations consists of the following:

a. Operations at 100 FH or 12 M intervals focused on checking the condition of components with short inspection interval.

b. Operations at 500 FH or 24 M intervals, based on:

i. condition monitoring of the components and systems by functional tests,

ii. inspection of the condition of the components which have a direct impact on the airworthiness of the helicopter.

2. It is aimed at checking the overall condition of the helicopter through detailed visual checks of the systems and equipment (no distortion, failure, cracks, scratches, corrosion, signs of heating, wear, impacts, etc.).

3. It is supplemented:

a. every 3rd time with operations with 1500 FH or 72 M intervals,

b. by a specific operation.

G. PERMITTED VARIATIONS TO AIRFRAME INSPECTION INTERVAL TOLERANCES (Ref: EC120B MSM)

1. The periods prescribed herewith may be varied as follows but **ONLY** with approval from CAAM upon application made by contracted CAMO in accordance with the procedure specified in CAME Part 1 Para. 1.13.4 and CAMP Part 4.4.4:

2. MAXIMUM LIMIT VALUE

The maximum limit value represents the limit not to be exceeded. No tolerance is permitted beyond the maximum limit value.
The maximum limit value equals to a limit value + margin value.

a) 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", to be added to a limit value.This margin, added to the limit value to which it is applicable, results in the maximum limit value (limit value + margin value) to be taken into account for two consecutive inspections.

b) Application of the margin

The margin can be used repetitively for each limit value interval (refer to "example of how the margin is used").
However, to maintain certain "flexibility" in maintenance planning, Airbus recommends to plan the maintenance operation using the limit value without taking the margin into account.

c) Specification of the margin

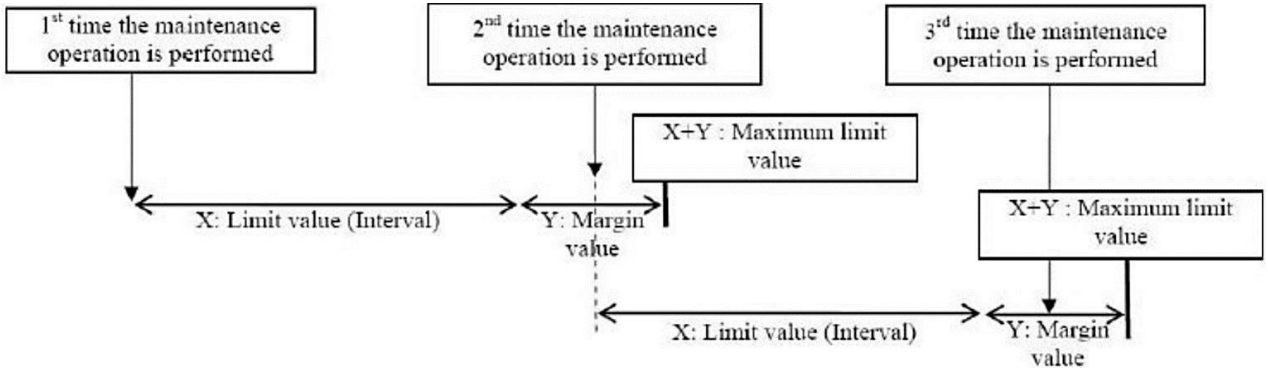
The margin value and its units are specified as shown in the following example.

Example:

Task Number Description/Remarks	MP/N (PN)	Type of limit: TBO	Margin
24/36/02/000/000/150 Starter generator AUXILEC.	524-061 (704A46101021)	2400 FH	240 FH

No units are specified when the margin equals zero.

d) Example of how the margin is used



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 maximum limit value.

H. PERMITTED VARIATIONS TO ENGINE INSPECTION INTERVAL TOLERANCES (Ref: ARRIUS 2F EMM 05-20-10-200-801-A01):

1. The periods prescribed herewith may be varied as follows but **ONLY** with approval from CAAM upon application made by contracted CAMO in accordance with the procedure specified in CAME Part 1 Para. 1.13.4 and CAMP Part 4.4.4:
2. The required inspections must be respectively carried out at the time intervals of 15 flight hours or 7 days, of 100 flight hours +10% or 12 months and 500 flight hours +10% or 24 months. The inspection must be carried out when the first limit is reached, hours or calendar.
3. The user may take advantage of the time periods during which the helicopter is not in service to gradually perform all the maintenance tasks.

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.

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 inspections are made, or work undertaken at any position in the flight control system or engine control system, a detailed investigation must be made upon completion to ensure that tools, rags or other loose articles and foreign matter such as could impede or distort the full and free movement and safe operation of the system are not present and that the system and installation in the work area are clean. If, as a result of the application of this maintenance programme, any part of either the main or any associated system is dismantled, adjusted, repaired or replaced, then that part of the system which has been disturbed shall be subjected to a Duplicate Inspection for security, free movement, range and direction and shall be so certified in accordance with Malaysian Civil Airworthiness Regulations 2016 / Airworthiness Notices No. 51.

7. Refer to the Maintenance Programme Approval Document for the conditions set by the CAAM, governing the application of this Maintenance Programme.

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 should only be issued when the signatory is satisfied that the work has been properly carried out, having due regards to the use of:
   a. Be qualified for the tasks performed.
   b. Ensure that the area in which maintenance is carried out is well organized and clean in respect of dirt and contamination.
   c. Use the methods. Techniques. Standards and instructions specified in the up to date maintenance data.
   d. Use the tools. Equipment and material specified in the up to date maintenance data. If necessary, tools and equipment shall be controlled and calibrated to an officially recognized standard.
   e. Ensure that maintenance is performed within any environment limitations specified in the up to date maintenance data.
   f. Ensure that proper facilities are used in case of inclement weather of lengthy maintenance.
   g. Ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimized.
   h. Ensure that an error capturing method is implemented after the performance of any critical maintenance task.
   i. Ensure that complex maintenance tasks are transcribed onto the worksheets and subdivided into clear stage to ensure a record of the accomplishment of the complete maintenance task.
   j. Carry out a general verification after completion of maintenance to ensure the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels removed have been refitted.

3. 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; and
   b. the grouping of tasks for the purpose of sign-off allows critical steps to be clearly identified.

4. 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.

5. The following critical maintenance tasks should primarily be reviewed to assess their impact on safety and shall be subject to duplicate inspection where applicable as defined in Chapter 7.0 Para. 6 od:

   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.

6. 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. The 'independent qualified person' does not issue a certificate of release to service, therefore he/she is not required to hold certification privileges;
   c. the certificate of release to service 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 certificate of release to service is issued.

B. AIRCRAFT LINE MAINTENANCE

1. All inspections which requires 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. Trouble shooting;
   b. Defect rectification;
   c. Component replacement with use of external test equipment, if required. Component replacement may include components such as engines and propellers;
   d. 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 power plant items which are visible through quick opening access panels/ doors;
   e. Minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means.

f. 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 B1.3 and B2 privileges, the certification on the completed tasks within the Aircraft Journey Log is deemed as CRS.

3. In addition, task trained certifying staff with appropriate level of aircraft type training qualified in Category A3 and B2 may carry out minor scheduled line maintenance and simple defect rectification certification.

4. 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:

   a. Replacement of emergency equipment.
   b. Replacement of internal and external light bulbs.
   c. Replacement of windscreen wiper blades
   d. Replacement of passenger seats, seat belts and harnesses.
   e. Closing of cowlings and refitment of quick access inspection panels
   f. Replacement of main undercarriage static discharger
   g. Replacement of aircraft main battery.
   h. Routine lubrication and replenishment of all system fluids and gases.
   i. The de-activation only of sub-systems and aircraft components as permitted by the minimum equipment list (MEL) where such de-activation is agreed by the CAAM as a simple task.
   j. Any other task agreed by the CAAM as a simple task for the aircraft listed in this maintenance programme. This may include defect deferment when all of the conditions below are met:
      a) There is no need for troubleshooting;
      b) The task is in the MEL; and
         The maintenance action required by the MEL is agreed by the CAAM to be simple.
         Role changes e.g. Dual controls, doors, etc.

5. Details of work recorded above shall be entered in Aircraft Journey Log sheet.

6. Tasks Permitted to be carried out by the commander holding a CAAM Flight Crew License

   a. Replacement of internal and external light bulbs
   b. Closing of cowlings and re-fitment of quick access inspections panels
   c. Any check/ replacement involving simple techniques agreed by CAAM
   d. Tasks such as oil and hydraulic fluid uplift and tyre inflation

7. The above tasks shall only be carried out when the aircraft is out of base. Details of work recorded above shall be entered in Aircraft Journey Log.

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. A maintenance release statement shall not be issued in the case of any known non-compliance which endanger flight safety.

4. For Base Maintenance Release certification other than large aircraft (helicopter with a maximum certificated take-off mass exceeding 3,175 kg or a helicopter with more than one engine) have either;

   a. appropriate aircraft type rated certifying staff qualified as Category B1.3 and category B2 to certify the task for release to service in the appropriate categories and for the issue of base maintenance release, or
   b. appropriate aircraft rated certifying staff qualified in category C for the issue of the base maintenance release

5. Scheduled maintenance classified as Base Maintenance are listed below:
   a. 500 Flying Hours or 24 Months Airframe Inspection
   b. 1,500 Flying Hours or 72 Months Airframe Inspection
   c. 144 Months Airframe Inspection
   d. 600 Flying Hours Engine Inspection
   e. 600 Flying Hours or 24 Months Engine Inspection

6. Base Maintenance Release Certificate (BMRC) to be issued upon completion of Base Maintenance Inspection as defined above.

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
PAGE TITLE:	AMENDMENT PROCEDURES			**REFERENCE:**	HFA/CAMO/AMP/EC120B	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	8.0	**PAGE:**	1 of 1	**DATE:**	16 FEBRUARY 2021			

AMENDMENT PROCEDURES

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

   "A" amendments

   Mandatory amendments promulgated by the Civil Aviation Authority of Malaysia.

   "B" amendments
   Amendments which have been requested by the operator and approved by the Civil Aviation Authority of Malaysia.

   "C" amendments
   Amendments initiated by GAM and approved by the GAM QA Manager CAMO.

2. "A" amendments may arise as a result of defects or experience gained by other operators. In this connection, maintenance personnel should, through the Continuing Airworthiness Manager and Quality Assurance Manager, submit to the Civil Aviation Authority of Malaysia, suggestions arising from their maintenance experience with a view to future mandatory amendments to this programme.

3. All "A" and "B" amendments will be allocated consecutive serial numbers and their incorporation into the maintenance programme must be recorded in the columns provided on the Record of Amendments Sheet and at the top right corner of the affected page(s). All material differences will be indicated by black marginal lines on the left side of the page.

4. Corrections to typographical errors; reflections of part number changes to consumable parts; changes not decreasing the inspection frequency and life of any components are reflected in the "C" amendment.

5. From time to time there will be new and additional instructions and / 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. 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.

SCHEDULED MAINTENANCE CHECK AND CYCLE

GLOSSARY					
FH	Flight Hour	**M**	Month	**D**	Day
SC	Sling Cycle	**OP**	Operating Cycles	**BFF**	Check Before the First Flight of the day
ALF	Check After the Last Flight of the day	**MSM**	Master Servicing Manual	**EMM**	Engine Maintenance Manual
AF	Airframe	**ENG.**	Engine	**AMP**	Aircraft Maintenance Programme
ALS	Airworthiness Limitation Section	**AMM**	Aircraft Maintenance Manual	**AA**	As Applicable

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

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
A	**AIRFRAME ROUTINE INSPECTIONS**				
A1	BFF	MSM 05-20-00	AA	Check before the first flight of the day (BFF)	Refer Chapter 17
A2	ALF	MSM 05-20-00	AA	Check after the last flight of the day (ALF)	Refer Chapter 17

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
B	**ENGINE ROUTINE INSPECTIONS**				
B1	Inspection Before the First Flight of the Day	EMM 05-20-10-201-801-A01	AA	Before the First Flight of the Day	Refer Chapter 17
B2	Turn Around Inspection	EMM 05-20-10-201-803-A01	AA	Before each flight	Refer Chapter 17
B3	Inspection After Last Flight of the Day	EMM 05-20-10-201-804-A01	AA	After Last Flight of the Day	Refer Chapter 17

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
C	**AIRFRAME SCHEDULED INSPECTIONS FLIGHT HOUR INTERVAL**				
C1	15 FH Inspection	ALS 04-20-00	AA	Every 15 FH interval	
C2	100 FH Inspection.	MSM 05-21-01	AA	Every 100 FH interval	
C3	300 FH Inspection.	MSM 05-25-00	AA	Every 300 FH interval	
C6	1000 FH Inspection.	ALS 04-20-00	AA	Every 1000 FH interval	

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
D	**AIRFRAME SCHEDULED INSPECTIONS CALENDAR INTERVAL**				
D1	1 M Inspection	MSM 05-25-00	AA	Every 1M interval	
D2	3 M Inspection	MSM 05-25-00	AA	Every 3M interval	
D3	6 M Inspection	MSM 05-25-00	AA	Every 6M interval	
D4	12 M Inspection	MSM 05-21-02	AA	Every 12M interval	
D5	24 M Inspection.	MSM 05-22-02	AA	Every 24M interval	
D6	48 M Inspection	MSM 05-25-00	AA	Perform the first check at 96 M then every 48M interval	
D7	72 M Inspection.	MSM 05-23-02	AA	Every 72M interval	Refer Note 2
D8	144 M Inspection.	MSM 05-24-02	AA	Every 144M interval	

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
E	**AIRFRAME SCHEDULED INSPECTIONS WITH SPECIFIC INTERVALS**				
E1	15 FH / 7D Inspection	MSM 05-20-02	AA	Every 15 FH or 7D interval whichever occurred first	
E2	100 FH / 3 M	MSM 05-25-00	AA	Every 100FH/3M interval	
E3	100 FH / 12 M Inspection.	MSM 05-21-00	AA	Every 100FH or 12M interval whichever occurred first	
E4	500 FH / 24 M Inspection.	MSM 05-22-00	AA	Every 500FH or 24M interval whichever occurred first	
E5	1000 FH / 24 M Inspection.	MSM 05-25-00	AA	Every 1000FH/24M interval	
E6	1500 FH / 72 M Inspection.	MSM 05-23-00	AA	Every 1500FH or 72M interval whichever occurred first	

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
F	**AIRFRAME CONDITIONAL/ UNSCHEDULE INSPECTIONS**				
F1	Starter generator 160SG140Q-4 (7050A4243054) *AMM 24-36-01, 6-1* *AMM 24-36-01, 6-3* *AMM 24-36-01, 6-5*	MSM 05-26-00	AA	300 FH	After the introduction to service of a new or overhauled component.
F2	Strainers *AMM 28-00-00, 6-3*	MSM 05-26-00	AA	10 FH, 100FH	Each time after the component is installed.
F3	Cabin antivibrator support *AMM 53-37-00, 6-1*	MSM 05-26-00	AA	2 FH – 10 FH	Each time after the component is installed.
F4	Main rotor *AMM 20-10-00, 6-1* *AMM 62-00-00, 6-2*	MSM 05-26-00	AA	2 FH – 10 FH	Each time after the component is installed.
F5	Main rotor blade *AMM 62-11-00, 6-1*	MSM 05-26-00	AA	100 FH, 200 FH	After the introduction to service of a new, overhauled or repaired component.

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
F	**AIRFRAME CONDITIONAL/ UNSCHEDULE INSPECTIONS**				
F6	Mast - scissors drive coupling *AMM 62-21-00, 6-28*	MSM 05-26-00	AA	2 FH – 10 FH	Each time after the component is installed.
F7	Main rotor drive *AMM 20-10-00, 6-1* *AMM 63-00-00, 6-3*	MSM 05-26-00	AA	2 FH – 10 FH	Each time after the component is installed.
F8	MGB *AMM 12-10-00, 3-2* *AMM 63-22-00, 3-1*	MSM 05-26-00	AA	30 FH	After the introduction to service of a new, overhauled or repaired component.
F9	Tail rotor *AMM 20-10-00, 6-1* *AMM 64-21-00, 6-3*	MSM 05-26-00	AA	2 FH – 10 FH	Each time after the component is installed.
F10	TGB *AMM 12-10-00, 3-2*	MSM 05-26-00	AA	30 FH	After the introduction to service of a new, overhauled or repaired component.
F11	Servocontrol *AMM 20-10-00, 3-2* *AMM 67-31-00, 4-2*	MSM 05-26-00	AA	2 FH – 10 FH	Each time after the component is installed.

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
G	**ENGINE SCHEDULED INSPECTIONS FLIGHT HOUR INTERVAL**				
G1	150 FH Inspection	EMM 05-20-10-200-801-A01	AA	Every 150 FH interval	
G2	300 FH Inspection	EMM 05-20-10-201-835-A01	AA	Every 300 FH interval	
G3	400 FH Inspection	EMM 05-20-10-200-801-A01	AA	Every 400 FH interval	
G4	600 FH Inspection	EMM 05-20-10-201-850-A01	AA	Every 600 FH interval	

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
H	**ENGINE SCHEDULED INSPECTIONS WITH CALENDER INTERVALS**				
H1	15 Y Inspection	EMM 05-20-10-201-940-A01	AA	Every 15 Y interval	

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
J	**ENGINE SCHEDULED INSPECTIONS WITH SPECIFIC INTERVALS**				
J1	15FH/ 7D Inspection	EMM 05-20-10-200-801-A01	AA	Every 15FH/ 7D Interval	Refer Note 1
J2	100 FH/ 12M Inspection.	EMM 05-200-10-200-801-A01	AA	Every 100 FH/ 12 M interval	
J3	150 FH/12M Inspection	EMM 05-20-10-200-801-A01	AA	Every 150 FH/ 12 M interval	
J4	500 FH/ 24M Inspection.	EMM 05-20-10-200-801-A01	AA	Every 500 FH/ 24 M interval	
J5	600 FH/24M Inspection	EMM 05-20-10-201-850-A01	AA	Every 600 FH/ 24 M interval	

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
K	**ENGINE CLEANING**				
K1	Engine rinsing	EMM 71-01-01-610-801	AA	ALF	
K2	Engine cleaning	EMM 71-01-03-610-801	AA	100 FH	
K3	Engine external protection	EMM 71-01-05-620-801	AA	Weekly or 50 FH	

NO.	INSPECTION DESCRIPTION	REFERENCE	ITEM	INTERVAL/FREQUENCIES	REMARKS
L	**ENGINE CONDITIONAL/ UNSCHEDULED INSPECTIONS**				
L1	All tasks listed in the EMM of the relevant chapter	EMM 05-50-00-200-801-A01	AA	As stipulated in the EMM 05-50-00-200-801-A01	

NOTE:

1. Engine Servicing Inspections - Inspection after 15 flight hours or 7 days (first limit reached).This inspection is performed so that certain checks can be carried out more frequently than just during scheduled inspections.
2. Operation to be carried out after having logged 144 M (margin 180 D) after initial setting to service or since the last Overhaul.

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
PAGE TITLE:	COMPONENT SERVICE LIFE LIMITS AND OPERATING TIME LIMITS - AIRFRAME			**REFERENCE:**	HFA/CAMO/AMP/EC120B	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	10.0	**PAGE:**	1 of 1	**DATE:**	16 FEBRUARY 2021			

COMPONENT SERVICE LIFE LIMITS AND OPERATING TIME LIMITS - AIRFRAME

ITEM	TASK DESCRIPTION - SERVICE LIFE LIMITS
1.	Remove the applicable components from service in accordance within the time period, hours or cycle specified in the Airworthiness Limitation Section, **Service Life Limit (SLL)** TABLE, of ALS Chapter 04-10-00 of the latest revision.

ITEM	TASK DESCRIPTION - OPERATING TIME LIMITS
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 as **Operating Time Limit (OTL)** section, MSM 05-11-00 of the latest revision.

ENGINE COMPONENT IN-SERVICE LIMITS AND USE LIMITED PARTS

ITEM	TASK DESCRIPTION - IN-SERVICE LIMITS
1.	Remove the applicable components from service in accordance within the time period, hours or cycle specified in the **Airworthiness Limitation**, Table of authorised **In-Service Limits**, EMM ARRIUS 2F TASK 05-10-00-200-801-A01 of the latest revision.

ITEM	TASK DESCRIPTION - USE LIMITED PARTS
1.	Remove the applicable components from service in accordance within the time period, hours or cycle specified in the **Use-Limited Parts** Table of EMM ARRIUS 2F TASK 05-15-00-200-801-A01 of the latest revision.

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
PAGE TITLE:	TIME BETWEEN OVERHAUL - AIRFRAME			**REFERENCE:**	HFA/CAMO/AMP/EC120B	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	12.0	**PAGE:**	1 of 1	**DATE:**	16 FEBRUARY 2021			

TIME BETWEEN OVERHAUL - AIRFRAME

ITEM	TASK DESCRIPTION
1.	Carry out inspection on the applicable components in accordance within the time period, hours or cycle and within the interval tolerance margin permitted as specified in the Component Time Between Overhaul Table MSM 05-10-00 of the latest revision.

HELANG FLYING ACADEMY SDN BHD

DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B			
PAGE TITLE:	TIME BETWEEN OVERHAUL - ENGINE			**REFERENCE:**	HFA/CAMO/AMP/EC120B	**ISSUE:**	1	**REVISION:** 0
CHAPTER:	13.0	**PAGE:**	1 of 1	**DATE:**	16 FEBRUARY 2021			

TIME BETWEEN OVERHAUL - ENGINE

ITEM	TASK DESCRIPTION – TIME BETWEEN OVERHAUL
1.	Remove the applicable Engine, Module, equipment and accessories from service for overhaul within the time period, hours or cycle specified in accordance with the TBO Table for engines/modules/equipment and accessories for the ARRIUS 2F, TASK 05-15-00-201-801-A01 of the latest revision.

INSPECTION POST MODIFICATION / REPAIR

NO.	ITEM	REFERENCE	INSPECTION	INTERVAL	REMARKS
6.	VFR AUTOPILOT ICDS (SAGEM PA85)	Section 7.D.1, SA-08R-E-005 (Maintenance Manual Supplement)	Auto Pilot Periodic Inspection.	500FH / 1Y	
7.	INTEGRATED COCKPIT DISPLAY SYSTEM	Section 7.D.1, SA-08R-E-004 (Maintenance Manual Supplement)	ICDS Periodic Inspection	12M	
8.	BRITE SAVER 2	Section 9.1, MMS-REC-ARA-EC120-EN (Brite Saver 2 Maintenance Manual Supplement)	Time between overhaul	10Y	
		Section 6, MMS-REC-ARA-EC120-EN (Brite Saver 2 Maintenance Manual Supplement)	BS2 Periodic Inspection	2Y	
9.	VHF SYSTEM with 8.33KHz STANDARD	Section 6, 386ICA (Instruction for Continued Airworthiness)	Schedule Inspection	24M	
10.	DME, GPS & XPDR (ELS)	Section 6, 385ICA (Instruction for Continued Airworthiness)	Schedule Inspection	24M	

CAAM AND REPETITIVE AD REQUIREMENTS

CAAM REQUIREMENTS

NO.	DESCRIPTION	REFERENCE	REMARKS
1.	Certificate of Airworthiness (Renewal)	Regulation 27: Issue and Renewal Certificate of Airworthiness	Valid for the period specified in the certificate
2.	Aircraft Weight & Balance	• CAR 2016, Regulation 43: Aircraft Weight Schedule • CAAM FOD No: 60CA-16 (CAT.POL.MAB.100) – Mass and balance, loading	Weighing 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 is 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.	First Aid Kit Inspection	• CAAM FOD No: 60CA-16; CAT. IDE. A. 220	As required

REPETITIVE AD REQUIREMENTS

1. The table below **ONLY** applicable to repetitive AD which require repetitive inspection.
2. Standard AD's will be complied with as applicable.

NO.	AD NO	DESCRIPTION	SB REFERENCE	INSPECTION	INTERVAL / FREQUENCIES	REMARKS
1.	EASA AD 2010-0026-E	Main Rotor Head- Rotor Hub Inspection	1. EASB 05A012	Perform a visual inspection to detect cracks in the inspection areas of the rotor hub	Every 15FH / 7D	
2.	EASA AD 2019-0272-E	Tail Rotor – Tail Rotor Hub Body – Inspection / Replacement	1. EASB 05A020	Perform a visual inspection of the tail rotor hub body for cracks	Every 15FH / 7D	
3.	EASA AD 2021-0046	Main Rotor – Hub Scissors / Attachment Bolts – Inspection / Replacement	1. ASB EC120-62A020 2. ASB EC120-05A019	Inspect each affected part markings for misalignments.	Within 50 FH from effective date of AD, then every 15FH / 7D	

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DOCUMENT TITLE:	AIRCRAFT MAINTENANCE PROGRAMME			**AIRCRAFT TYPE:**	AIRBUS HELICOPTER EC120B		
PAGE TITLE:	OPERATOR REQUIREMENTS			**REFERENCE:**	HFA/CAMO/AMP/EC120B	**ISSUE:** 1	**REVISION:** 0
CHAPTER:	16.0	**PAGE:**	1 of 1	**DATE:**	16 FEBRUARY 2021		

OPERATOR REQUIREMENTS

NO.	ITEM	REFERENCE	REMARKS
1	NIL		

DAILY INSPECTION

1. The purpose of the daily checks is to ensure the serviceability of the aircraft for the flights.
   The daily checks are broken down as follows:

   a. Before First Flight (BFF)
      The purpose of this check is to confirm the airworthiness of the aircraft once it has been positioned on the takeoff area aft er elimination of possible failures that have been reported by the pilot in the aircraft log book and that are liable to affect the safety level of the aircraft. The interval between this check and the first of the day flight should be as short as possible. This check includes checks on optional equipment installed on aircraft.

   b. Turn Around (TA)
      The turn-around check is intended to confirm the short-term serviceability of the aircraft further to the preceding flight (checking the oil levels and mission related particular features etc.).

   c. After Last Flight (ALF)
      The check after the last flight of the day is intended to confirm the serviceability of the aircraft for the flights scheduled for the next flying day.

2. Inspection of optional installations.
   The daily checks (before the first flight of the day (BFF), and after the last flight of the day (ALF)) must be performed in accordance with the procedures specified in the Aircraft Maintenance Manual (AMM). The purpose of these checks is to ensure the operational availability of the helicopter for flights and they must be performed by:

   a. A maintenance - qualified personnel.

   b. A crew member who has received an appropriate training by the operator's maintenance department, if authorized by local authorities.

3. Engine Servicing Inspections are to be performed at varying intervals from the following inspections:

   a. Inspection before the first flight of the day
      This inspection is performed to make sure that the engine is in flight condition (it may have been subjected to corrective maintenance operations following the inspection after the last flight of the day.)

   b. Turn-around inspection
      i. This inspection requires a reduced number of operations.

ii. This inspection is performed to make sure that the engine is in flight condition.
iii. This inspection is independent of refuelling, or of any mission-specific preparation operations.

c. Inspection after the last flight of the day
This inspection is performed so that certain checks can be carried out more frequently than just during scheduled inspections.

4. Reference shall be made to:

a. AMM 05-30-00,6-2 Inspections - Optional Parts - Routine Inspection
b. EMM 05-20-10-200-801-A01 Engine - Scheduled Maintenance

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NO.	ITEM	INSPECTION REQUIREMENTS	REMARKS
OPTIONAL PARTS – BFF/ALF INSPECTION			
a)	Emergency Floatation Gear (if installed)		
1.	Bar fittings	Condition, attachment, safety pins installed.	BFF/ALF
2.	Protection fabric	Condition, correct lacing.	BFF/ALF
3.	Pressurization piping	Condition, attachment.	BFF/ALF
4.	Cylinder assembly	Condition, attachment, correct pressure.	BFF/ALF
5.	Circuit breakers, located in the cockpit and in the 1st RH lateral compartment	Engaged.	BFF/ALF
6.	Cylinder discharge control	Condition.	BFF/ALF
b)	Sand Protection of Main Rotor Blades (if installed)	Visually check that the protection are present and did not slip.	BFF/ALF
c)	Agricultural Sprayer Installation (if installed)	This optional equipment requires the presence of qualified personnel to perform daily inspections.	BFF/ALF
ENGINE – BFF, TA & ALF INSPECTION			
7.	Air intake and exhaust	Visual check, refer to the Aircraft Flight Manual.	BFF/ TA
8.	Oil level	Make sure that the oil level is above the MIN. level. Fill up if necessary in accordance with ARRIUS 2F MM 12-10-22-610-801	BFF/ TA
9.	Record in the Technical Log.	• The total number of consumed flight hours. • The flight hours and the C1 and C2 cycles performed during the day. • The oil top-up, if any. • The corrective maintenance operations, if any.	ALF