



|                                       |                       |        |           |  |
|---------------------------------------|-----------------------|--------|-----------|--|
| CLIENT/OWNER: APMM SUBANG AIR STATION | SERIAL NO.            | HOURS  | LDG/CYCLE | WORKPACK NO: M72-02-5179   |
| AIRCRAFT TYPE: AW139                  | AIRCRAFT 31315        | 4793.4 | 5382      | WORK/INSP/DESC: ONE TIME INSPECTION  |
| REGISTRATION: M72-02                  | #1 ENGINE: PCE-KB0740 | 4793.4 | N/A       | AERONET JOB NO.: 2024-5179   |
| BASE/FACILITY: APMM, WMSA             | #2 ENGINE: PCE-KB0732 | 4793.4 | N/A       | AJL REF NO. <span style="border: 1px solid blue; padding: 2px;">GAM M018 DGTA</span> 45 315-002500 |
| DATE IN: 26/4/24 1230                 |                       |        | NG / N1   | NF / N2  |
| DATE OUT: 26/4/24 1600                |                       |        |           | SHEET: <span style="border: 1px solid blue; padding: 2px;">GAM M018 DGTA</span> OF 1               |

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|---|---|--|
| Reason for raising:<br>ONE TIME INSPECTION ON AIRCRAFT FLIGHT CONTROL AND ENGINE TO BE CARRIED OUT. REFER TO APMM LETTER REF.: APMM.COJ.600.13/2/8 Jil 3 - (25) DTD 24 APRIL 2024 | Raised by and date:<br>CAMO; Nur Atira Najihah<br>binti Anuar<br>25/04/2024 | Other requirements/information:<br>N/A |
|---|---|--|

List of scheduled inspection and all work carried out under this workpack including individual reference. Master Signature Schedule

| NO. | INSPECTION / WORK   | WORKSHEET REF | DATE COMPLETED | TOTAL M/H | NAME    | SIGNATURE | APP/STAMP/ STAFF ID  |
|-----|---|---------------|----------------|-----------|---------|-----------|--|
| 1   | ONE TIME INSPECTION ON AIRCRAFT FLIGHT CONTROL AND ENGINE | 5179-001      | 26/4/24        | 3.0       | NIK     |           | <span style="border: 1px solid blue; padding: 2px;">GAM M071 DGTA</span> |
|     |   |               |                |           | RAZI    |           | <span style="border: 1px solid blue; padding: 2px;">GAM A041 DGTA</span> |
|     |   |               |                |           | SYAHMIN |           | <span style="border: 1px solid blue; padding: 2px;">GAM A029 DGTA</span> |
|     |   |               |                |           | FADZIL  |           | <span style="border: 1px solid blue; padding: 2px;">GAM M018 DGTA</span> |
|     |   |               |                |           | ASTRAAF |           | <span style="border: 1px solid blue; padding: 2px;">GAM M062 DGTA</span> |
|     |   |               |                |           | DANIOL  |           | <span style="border: 1px solid blue; padding: 2px;">GAM M072 DGTA</span> |
|     |   |               |                |           | AINA    |           | <span style="border: 1px solid blue; padding: 2px;">GAM A040 DGTA</span> |
|     |   |               |                |           | REDWAN  |           | <span style="border: 1px solid blue; padding: 2px;">GAM M037 DGTA</span> |
|     |   |               |                |           | ASMI    |           | <span style="border: 1px solid blue; padding: 2px;">GAM A038 DGTA</span> |

**Galaxy Aerospace (M) Sdn. Bhd.**

I hereby certify the following task has been performed and found satisfactory:

1) All the tools and equipment used for maintenance has been removed from aircraft. 2) All the access panels removed for maintenance access has been reinstalled. 3) All the excess spares and materials have been notified to AMO Planner for return plan. 4) FOD check has been done.

Sign & Stamp: GAM M018 DGTA Date & Time: 26/4/24 1600

|  |        |       |  |         |
|--|--------|-------|--|---------|
| <b>PART 145 - AMO RELEASE STATEMENT</b><br>THIS IS TO CERTIFY THAT ALL WORK LISTED ABOVE HAS BEEN INSPECTED AND ACCOMPLISHED IN ACCORDANCE WITH CONTRACTED AMO EXPOSITION AND PROCEDURE LATEST REVISION, AND<br><br>OEM PUBLICATION/ REVISION: <u>44-fa</u><br><u>ISAE: 2024-02-14</u> | NAME   | FIRM  | SIGN & APPROVAL  | DATE    |
|  | FADZIL | G.A.W | <span style="border: 1px solid blue; padding: 2px;">GAM M018 DGTA</span> | 26/4/24 |



|                                       |                          |                |           |                                     |
|---------------------------------------|--------------------------|----------------|-----------|-------------------------------------|
| CLIENT/OWNER: APMM SUBANG AIR STATION | SERIAL NO.               | HOURS          | LDG/CYCLE | WORKSHEET NO: 5179-001              |
| AIRCRAFT TYPE: AW139                  | AIRCRAFT: 31315          | REFER WORKPACK |           | WORK/INSP/DESC: ONE TIME INSPECTION |
| REGISTRATION: M72-02                  | #1 ENGINE: PCE-KB0740    | REFER WORKPACK |           | WORKPACK REF: M72-02-5179           |
| BASE/FACILITY: APMM, WMSA             | #2 ENGINE: PCE-KB0732    | REFER WORKPACK |           | AJL REF NO.: REFER WORKPACK         |
| DATE IN: REFER WORKPACK               | DATE OUT: REFER WORKPACK | NG / N1        | NF / N2   | SHEET: 1 OF 5                       |

Reason for raising: ONE TIME INSPECTION ON AICRAFT FLIGHT CONTROL AND ENGINE TO BE CARRIED OUT. REFER TO APMM LETTER REF.: APMM.COU.600.13/2/8 Jil 3 - (25) DTD 24 APRIL 2024

Raised by and date: CAMO; Nur Atira Najihah binti Anuar 25/04/2024

Other requirements/information: N/A

| Item | Description  | Technician | * Eng. CRS | Date    |
|------|--|------------|------------|---------|
| 1    | 03-01 TAIL ROTOR DRIVE COMPONENTS<br>REFERENCE (DMC): 39-A-20-82-03-01A-311A-D, 39-A-20-84-01-01A-311A-D<br>DO A GVI FOR CONDITION, SECURITY AND DAMAGE (TAIL ROTOR SHAFTS COWLINGS OPENING REQUIRED). PAY PARTICULAR ATTENTION TO NUMBER 2 TRDS IN THE SECTION ADJACENT TO THE AREA WHERE INTAKES ARE INSTALLED ON LEADING EDGE FAIRING. INCLUDES A GVI OF BALANCE PATCHES FOR CONDITION AND SECURITY OF ATTACHMENT. INCLUDES A GVI OF TR SHAFT COWLING AND ATTACHMENT FOR DAMAGE, CORROSION AND WEAR. (TAIL ROTOR SHAFTS COWLINGS OPENING REQUIRED).<br><br>REMARKS: CARRIED OUT. FOUND SATISFACTORY | <br>1230   | <br>1300   | 26/4/24 |
| 2    | 04-01 INTERMEDIATE AND TAIL ROTOR GEARBOX<br>REFERENCE (DMC): 39-A-20-82-06-00A-31AA-D, 39-A-20-84-03-00A-31AA-D<br>DO A GVI FOR LEAKS AND CORRECT OIL LEVEL. IF LEAKS ARE DETECTED, DETERMINE AMOUNT OF LEAKAGE (39-A-65-21-00-00A-364A-A AND 39-A-65-22-00-00A-364A-A), INCLUDING A GVI FOR GENERAL CONDITION AND SECURITY OF ATTACHMENT.<br><br>REMARKS: CARRIED OUT. FOUND SATISFACTORY  | <br>1235   | <br>1300   | 26/4/24 |
| 3    | 04-03 TAIL ROTOR COMPONENTS, BLADES AND ROTATING CONTROLS<br>REFERENCE (DMC): 39-A-20-82-02-00A-310A-D<br>DO A GVI FOR CONDITION, SECURITY AND DAMAGE. PITCH CHANGE MECHANISM AND ROTOR DAMPERS FOR CONDITION AND SECURITY. SPIDER AND SLIDER BOOT FOR DAMAGE AND CONDITION<br><br>REMARKS: CARRIED OUT. FOUND SATISFACTORY  | <br>1245   | <br>1300   | 26/4/24 |
| 4    | 04-04 TAIL ROTOR PITCH CHANGE LINK ASSEMBLY SPHERICAL BEARINGS<br>REFERENCE (DMC): 39-A-20-82-02-00A-31AA-D<br>DO A GVI AND AN OC FOR PLAY. NO REMOVAL NECESSARY. NO QUANTITATIVE MEASUREMENT NECESSARY. IF UNUSUAL PLAY IS FELT, REMOVE PITCH LINK AND PERFORM A DI FOR CONDITION, DAMAGE AND PLAY (39-A-64-31-00-00A-31AA-A)<br><br>REMARKS: CARRIED OUT. FOUND SATISFACTORY   | <br>1247   | <br>1300   | 26/4/24 |
| 5    | 04-05 TAILPLANE ATTACHMENTS<br>REFERENCE (DMC): 39-A-53-40-00-00A-31AA-A<br>DO A GVI FOR SIGNS OF RUBBER EXTRUSION AND TO CHECK TAILPLANE FREE PLAY<br><br>REMARKS: CARRIED OUT. FOUND SATISFACTORY  | <br>1255   | <br>1300   | 26/4/24 |
| 6    | 04-07 TAIL ACCESS PANELS<br>REFERENCE (DMC): 39-A-20-84-04-00A-31AA-D<br>DO A GVI FOR CONDITION AND SECURITY<br><br>REMARKS: CARRIED OUT. FOUND SATISFACTORY   | <br>1300   | <br>1305   | 26/4/24 |

- The work recorded above has been carried out in accordance with the AW139 Interactive Electronic Technical Publication (IETP), Air-vehicle Maintenance Planning Information (AMPI) - EASA and PT6C-67C Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS555SN Maintenance Manual, Airbus AS555SN Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arrius 1 A Maintenance Manual.
- The work recorded above has been carried out in accordance with Super Lynx Compound Interactive Electronic Technical Publication (CIETP) and CTS800-40N Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS365N3 Maintenance Manual, Airbus AS365N3 Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arriel 2C Maintenance Manual

The work recorded above has been carried out in accordance with the requirements of the Technical Airworthiness Management Manual (TAMM) for the time being in force and in that respect the aircraft / equipment is considered fit for release to service.



|                                       |                     |            |                |                 |                     |
|---------------------------------------|---------------------|------------|----------------|-----------------|---------------------|
| CLIENT/OWNER: APMM SUBANG AIR STATION | SERIAL NO.          | HOURS      | LDG/CYCLE      | WORKSHEET NO:   | 5179-001            |
| AIRCRAFT TYPE: AW139                  | AIRCRAFT            | 31315      | REFER WORKPACK | WORK/INSP/DESC: | ONE TIME INSPECTION |
| REGISTRATION: M72-02                  | #1 ENGINE:          | PCE-KB0740 | REFER WORKPACK | WORKPACK REF:   | M72-02-5179         |
| BASE/FACILITY: APMM, WMSA             | #2 ENGINE:          | PCE-KB0732 | REFER WORKPACK | AJL REF NO.:    | REFER WORKPACK      |
| DATE IN: REFER WORKPACK               | OUT: REFER WORKPACK |            |                | NG / N1         | NF / N2             |
|                                       |                     |            |                | SHEET:          | 2 OF 5              |

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| Reason for raising:<br>ONE TIME INSPECTION ON AICRAFT FLIGHT CONTROL AND ENGINE TO BE CARRIED OUT. REFER TO APMM LETTER REF.: APMM.COU.600.13/2/8 Jil 3 - (25) DTD 24 APRIL 2024 | Raised by and date:<br>CAMO; Nur Atira Najihah<br>binti Anuar<br>25/04/2024 | Other requirements/information:<br>N/A |
|--|---|--|

| Item | Description   | Technician | * Eng. CRS | Date   |
|------|---|------------|------------|--|
| 7    | 64-38 TAIL ROTOR INSTALLATION<br>REFERENCE(DMC): 39-A-64-21-00-00A-310A-A<br>DO A GVI OF TAIL ROTOR INSTALLATION COMPONENTS<br><br>REQUIREMENTS AFTER JOB COMPLETION:<br>1 REMOVE ALL THE TOOLS AND THE OTHER ITEMS FROM THE WORK AREA. MAKE SURE THAT THE WORK AREA IS CLEAN.<br>2 REMOVE THE PLATFORM FROM THE RIGHT SIDE OF THE VERTICAL FIN.<br><br>REMARKS: <i>CARRIED OUT. FOUND SATISFACTORY</i>   | <br>1310   | <br>1313   | <i>26/4/24</i><br><i>20/4/24</i><br><i>Z.I.E. #16</i><br><i>1630</i><br> |
| 8    | 67-03 ELECTRICAL CABLES IN CLOSE PROXIMITY TO FIXED FLIGHT CONTROLS<br>REFERENCE (DMC): 39-A-67-31-00-00B-310A-A<br>DO A GVI TO VERIFY CONDITION AND CLEARANCE (FAULT FINDING TASK)<br><br>NOTE 3: USE THE LIMIT THAT OCCURS FIRST.<br><br>NOTE 17: INSPECTION INTERVAL MUST BE REDUCED FROM 1200 FH/2 YEAR TO 1200 FH/1 YEAR IN CASE OF SALINE AND/OR HIGH HUMIDITY ENVIRONMENT OPERATION CONDITIONS.<br><br>REQUIREMENTS AFTER JOB COMPLETION<br>1 CLOSE THE ACCESS DOOR 473AL. REFER TO 39-A-06-41-00-00A-010A-A<br>2 REMOVE THE PLATFORMS FROM THE LEFT AND RIGHT SIDE OF THE FUSELAGE.<br><br>REMARKS: | <br>1250   | <br>1300   | <i>26/4/24</i><br><i>24/4/24</i><br><i>Z.I.E. #16</i><br><i>1630</i><br> |
| 9    | ENGINE #1 (LH) ENGINE EXTERNALS - GAS GENERATOR CASE<br>REFERENCE: 72-30-04, GENERATOR CASE - MAINTENANCE PRACTICES<br>VISUAL CHECK FOR CRACKS, DISTORTION AND CORROSION.<br><br>REMARKS: <i>CARRIED OUT FOUND SATISFACTORY</i>   | <br>1300   | <br>1313   | <br><i>24/4/24</i><br><i>Z.I.E. #16</i><br><i>1630</i><br><i>26/4/24</i> |

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|---|
| <input checked="" type="checkbox"/> The work recorded above has been carried out in accordance with the AW139 Interactive Electronic Technical Publication (IETP), Air-vehicle Maintenance Planning Information (AMPI) - EASA and PT6C-67C Engine Maintenance Manual. |
| <input type="checkbox"/> The work recorded above has been carried out in accordance with the Airbus AS555SN Maintenance Manual, Airbus AS555SN Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arrius 1 A Maintenance Manual.           |
| <input type="checkbox"/> The work recorded above has been carried out in accordance with Super Lynx Compound Interactive Electronic Technical Publication (CIETP) and CTS800-40N Engine Maintenance Manual.   |
| <input type="checkbox"/> The work recorded above has been carried out in accordance with the Airbus AS365N3 Maintenance Manual, Airbus AS365N3 Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arriel 2C Maintenance Manual             |
| The work recorded above has been carried out in accordance with the requirements of the Technical Airworthiness Management Manual (TAMM) for the time being in force and in that respect the aircraft / equipment is considered fit for release to service.           |



|                                      |                          |                |           |                                     |
|--------------------------------------|--------------------------|----------------|-----------|-------------------------------------|
| CLIENT/OWNER: APM SUBANG AIR STATION | SERIAL NO.               | HOURS          | LDG/CYCLE | WORKSHEET NO: 5179-001              |
| AIRCRAFT TYPE: AW139                 | AIRCRAFT: 31315          | REFER WORKPACK |           | WORK/INSP/DESC: ONE TIME INSPECTION |
| REGISTRATION: M72-02                 | #1 ENGINE: PCE-KB0740    | REFER WORKPACK |           | WORKPACK REF: M72-02-5179           |
| BASE/FACILITY: APM WMSA              | #2 ENGINE: PCE-KB0732    | REFER WORKPACK |           | AJL REF NO.: REFER WORKPACK         |
| DATE IN: REFER WORKPACK              | DATE OUT: REFER WORKPACK | NG / N1        | NF / N2   | SHEET: 3 OF 5                       |

Reason for raising: ONE TIME INSPECTION ON AICRAFT FLIGHT CONTROL AND ENGINE TO BE CARRIED OUT. REFER TO APM LETTER REF.: APM.COU.600.13/2/8 Jil 3 - (25) DTD 24 APRIL 2024

Raised by and date: CAMO; Nur Atira Najihah binti Anuar 25/04/2024

Other requirements/information: N/A

| Item | Description   | Technician            | * Eng. CRS            | Date    |
|------|---|-----------------------|-----------------------|---------|
| 10   | ENGINE #1 (LH) ENGINE EXTERNAL - AIR INLET SCREEN<br>REFERENCE: 72-20-00<br>VISUAL CHECK FOR CLEANLINESS, DISTORTION, CORROSION AND OVERALL CONDITION<br>REMARKS: CARRIED OUT FOUND SATISFACTORY  | GAM A029 DGTA<br>1305 | GAM M071 DGTA<br>1315 | 26/4/24 |
| 11   | ENGINE #1 (LH) ENGINE EXTERNALS - COMPRESSOR INLET CASE<br>VISUAL INSPECTION<br>REFERENCE: 72-20-00, AIR INLET SECTION - MAINTENANCE PRACTICES<br>REMARKS: CARRIED OUT FOUND SATISFACTORY   | GAM A029 DGTA<br>1305 | GAM M071 DGTA<br>1315 | 26/4/24 |
| 12   | ENGINE #1 (LH) ENGINE EXTERNAL - ELECTRICAL WIRING HARNESSSES<br>REFERENCE: 73-20-40, ELECTRICAL WIRING HARNESS - MAINTENANCE PRACTICES<br>VISUAL CHECK FOR EVIDENCE OF CHAFING, CRACKS, CORROSION AND WEAR. DO A SECURITY CHECK TO VERIFY CONNECTOR SECURITY<br>REMARKS: CARRIED OUT FOUND SATISFACTORY. | GAM A040 DGTA<br>1305 | GAM M072 DGTA<br>1315 | 26/4/24 |
| 13   | ENGINE #2 (RH) ENGINE EXTERNALS - GAS GENERATOR CASE<br>REFERENCE: 72-30-04, GENERATOR CASE - MAINTENANCE PRACTICES<br>VISUAL CHECK FOR CRACKS, DISTORTION AND CORROSION.<br>REMARKS: CARRIED OUT FOUND SATISFACTORY  | GAM A029 DGTA<br>1305 | GAM M071 DGTA<br>1315 | 26/4/24 |
| 14   | ENGINE #2 (RH) ENGINE EXTERNAL - AIR INLET SCREEN<br>REFERENCE: 72-20-00<br>VISUAL CHECK FOR CLEANLINESS, DISTORTION, CORROSION AND OVERALL CONDITION<br>REMARKS: CARRIED OUT FOUND SATISFACTORY  | GAM A029 DGTA<br>1305 | GAM M071 DGTA<br>1315 | 26/4/24 |

- The work recorded above has been carried out in accordance with the AW139 Interactive Electronic Technical Publication (IETP), Air-vehicle Maintenance Planning Information (AMPI) - EASA and PT6C-67C Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS555SN Maintenance Manual, Airbus AS555SN Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arrius 1 A Maintenance Manual.
- The work recorded above has been carried out in accordance with Super Lynx Compound Interactive Electronic Technical Publication (CIETP) and CTS800-40N Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS365N3 Maintenance Manual, Airbus AS365N3 Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arriel 2C Maintenance Manual

The work recorded above has been carried out in accordance with the requirements of the Technical Airworthiness Management Manual (TAMM) for the time being in force and in that respect the aircraft / equipment is considered fit for release to service.



|                                       |                          |            |                |                 |                     |
|---------------------------------------|--------------------------|------------|----------------|-----------------|---------------------|
| CLIENT/OWNER: APMM SUBANG AIR STATION | SERIAL NO.               | HOURS      | LDG/CYCLE      | WORKSHEET NO:   | 5179-001            |
| AIRCRAFT TYPE: AW139                  | AIRCRAFT                 | 31315      | REFER WORKPACK | WORK/INSP/DESC: | ONE TIME INSPECTION |
| REGISTRATION: M72-02                  | #1 ENGINE:               | PCE-KB0740 | REFER WORKPACK | WORKPACK REF:   | M72-02-5179         |
| BASE/FACILITY: APMM, WMSA             | #2 ENGINE:               | PCE-KB0732 | REFER WORKPACK | AJL REF NO.:    | REFER WORKPACK      |
| DATE IN: REFER WORKPACK               | DATE OUT: REFER WORKPACK |            |                | NG / N1         | NF / N2             |
|                                       |                          |            |                | SHEET:          | 4 OF 5              |

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| Reason for raising:<br>ONE TIME INSPECTION ON AICRAFT FLIGHT CONTROL AND ENGINE TO BE CARRIED OUT. REFER TO APMM LETTER REF.: APMM.COU.600.13/2/8 Jil 3 - (25) DTD 24 APRIL 2024 | Raised by and date:<br>CAMO; Nur Atira Najihah<br>binti Anuar<br>25/04/2024 | Other requirements/information:<br>N/A |
|--|---|--|

| Item | Description   | Technician            | * Eng. CRS            | Date    |
|------|---|-----------------------|-----------------------|---------|
| 15   | ENGINE #2 (RH) ENGINE EXTERNALS - COMPRESSOR INLET CASE<br>VISUAL INSPECTION<br>REFERENCE: 72-20-00, AIR INLET SECTION - MAINTENANCE PRACTICES<br>REMARKS: CARRIED OUT FOUND SATISFACTORY   | GAM A029 DGTA<br>1305 | GAM M071 DGTA<br>1315 | 26/4/24 |
| 16   | ENGINE #2 (RH) ENGINE EXTERNAL - ELECTRICAL WIRING HARNESSSES<br>REFERENCE: 73-20-40, ELECTRICAL WIRING HARNESS - MAINTENANCE PRACTICES<br>VISUAL CHECK FOR EVIDENCE OF CHAFING, CRACKS, CORROSION AND WEAR. DO A SECURITY CHECK TO VERIFY CONNECTOR SECURITY<br>REMARKS: CARRIED OUT FOUND SATISFACTORY. | GAM A040 DGTA<br>1305 | GAM M072 DGTA<br>1315 | 26/4/24 |
| 17   | ENGINE #1 (LH) 05.20.00 MAINTENANCE CHECKS - OIL SYSTEM REFERENCE: EMM PT6C-67C CHAPTER 79-30-01<br>CHIP DETECTORS<br>REMOVE AND DO AN OPERATIONAL CHECK. CLEAN USING LINT FREE CLOTH<br>REMARKS: CARRIED OUT FOUND SATISFACTORY  | GAM A029 DGTA<br>1305 | GAM M071 DGTA<br>1315 | 26/4/24 |
| 18   | ENGINE #2 (RH) 05.20.00 MAINTENANCE CHECKS - OIL SYSTEM REFERENCE: EMM PT6C-67C CHAPTER 79-30-01<br>CHIP DETECTORS<br>REMOVE AND DO AN OPERATIONAL CHECK. CLEAN USING LINT FREE CLOTH<br>REMARKS: CARRIED OUT FOUND SATISFACTORY  | GAM A029 DGTA<br>1305 | GAM M071 DGTA<br>1315 | 26/4/24 |

- The work recorded above has been carried out in accordance with the AW139 Interactive Electronic Technical Publication (IETP), Air-vehicle Maintenance Planning Information (AMPI) - EASA and PT6C-67C Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS555SN Maintenance Manual, Airbus AS555SN Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arrius 1 A Maintenance Manual.
- The work recorded above has been carried out in accordance with Super Lynx Compound Interactive Electronic Technical Publication (CIETP) and CTS800-40N Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS365N3 Maintenance Manual, Airbus AS365N3 Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arriel 2C Maintenance Manual

The work recorded above has been carried out in accordance with the requirements of the Technical Airworthiness Management Manual (TAMM) for the time being in force and in that respect the aircraft / equipment is considered fit for release to service.



|                                       |                          |                |           |                                     |
|---------------------------------------|--------------------------|----------------|-----------|-------------------------------------|
| CLIENT/OWNER: APMM SUBANG AIR STATION | SERIAL NO.               | HOURS          | LDG/CYCLE | WORKSHEET NO: 5179-001              |
| AIRCRAFT TYPE: AW139                  | AIRCRAFT: 31315          | REFER WORKPACK |           | WORK/INSP/DESC: ONE TIME INSPECTION |
| REGISTRATION: M72-02                  | #1 ENGINE: PCE-KB0740    | REFER WORKPACK |           | WORKPACK REF: M72-02-5179           |
| BASE/FACILITY: APMM, WMSA             | #2 ENGINE: PCE-KB0732    | REFER WORKPACK |           | AJL REF NO.: REFER WORKPACK         |
| DATE IN: REFER WORKPACK               | DATE OUT: REFER WORKPACK | NG / N1        | NF / N2   | SHEET: 5 OF 5                       |

|  |   |  |
|--|---|--|
| Reason for raising:<br>ONE TIME INSPECTION ON AICRAFT FLIGHT CONTROL AND ENGINE TO BE CARRIED OUT. REFER TO APMM LETTER REF.: APMM.COU.600.13/2/8 Jil 3 - (25) DTD 24 APRIL 2024 | Raised by and date:<br>CAMO; Nur Atira Najihah<br>binti Anuar<br>25/04/2024 | Other requirements/information:<br>N/A |
|--|---|--|

| Item | Description   | Technician                | * Eng. CRS                | Date    |
|------|---|---------------------------|---------------------------|---------|
| 19   | 71-39 NUMBER 1 ENGINE<br>PERFORM A POWER ASSURANCE CHECK OF THE ENGINE.<br>REFERENCE: NOTE 65 - REFER TO ROTORCRAFT FLIGHT MANUAL (RFM) FOR TASK PROCEDURE. BOTH CAT A AND CAT B PROCEDURES MAY BE USED TO PERFORM THIS TASK.<br>NOTE 64 : IF AVERAGE ITT POWER ASSURANCE MARGIN OF LAST THREE POWER CHECKS IS < 10°C OR AVERAGE NG POWER ASSURANCE MARGIN OF LAST THREE POWER CHECKS IS < 0.5%, THE TASK MUST BE PERFORMED DAILY.<br>REMARKS: CARRIED OUT FOUND SATISFACTORY | <br>GAM M062 DGTA<br>1550 | <br>GAM M018 DGTA<br>1600 | 26/4/24 |
| 20   | 71-39 NUMBER 2 ENGINE<br>PERFORM A POWER ASSURANCE CHECK OF THE ENGINE.<br>REFERENCE: NOTE 65 - REFER TO ROTORCRAFT FLIGHT MANUAL (RFM) FOR TASK PROCEDURE. BOTH CAT A AND CAT B PROCEDURES MAY BE USED TO PERFORM THIS TASK.<br>NOTE 64 : IF AVERAGE ITT POWER ASSURANCE MARGIN OF LAST THREE POWER CHECKS IS < 10°C OR AVERAGE NG POWER ASSURANCE MARGIN OF LAST THREE POWER CHECKS IS < 0.5%, THE TASK MUST BE PERFORMED DAILY.<br>REMARKS: CARRIED OUT FOUND SATISFACTORY | <br>GAM M062 DGTA<br>1550 | <br>GAM M018 DGTA<br>1600 | 26/4/24 |
| 21   | POWER PLANT - GROUND RUN<br>REFERENCE (DMC): 39-A-71-00-00-00A-13BA-A<br>REMARKS: CARRIED OUT FOUND SATISFACTORY  | <br>GAM M062 DGTA<br>1550 | <br>GAM M018 DGTA<br>1600 | 26/4/24 |

- The work recorded above has been carried out in accordance with the AW139 Interactive Electronic Technical Publication (IETP), Air-vehicle Maintenance Planning Information (AMPI) - EASA and PT6C-67C Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS555SN Maintenance Manual, Airbus AS555SN Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arrius 1 A Maintenance Manual.
- The work recorded above has been carried out in accordance with Super Lynx Compound Interactive Electronic Technical Publication (CIETP) and CTS800-40N Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS365N3 Maintenance Manual, Airbus AS365N3 Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arriel 2C Maintenance Manual

The work recorded above has been carried out in accordance with the requirements of the Technical Airworthiness Management Manual (TAMM) for the time being in force and in that respect the aircraft / equipment is considered fit for release to service.



|                                      |                       |                |           |                                     |
|--------------------------------------|-----------------------|----------------|-----------|-------------------------------------|
| CLIENT/OWNER: APM SUBANG AIR STATION | SERIAL NO.            | HOURS          | LDG/CYCLE | WORKSHEET NO: 5179-001              |
| AIRCRAFT TYPE: AW139                 | AIRCRAFT: 31315       | REFER WORKPACK |           | WORK/INSP/DESC: ONE TIME INSPECTION |
| REGISTRATION: M72-02                 | #1 ENGINE: PCE-KB0740 | REFER WORKPACK |           | WORKPACK REF: M72-02-5179           |
| BASE/FACILITY: APM WMSA              | #2 ENGINE: PCE-KB0732 | REFER WORKPACK |           | AJL REF NO: REFER WORKPACK          |
| DATE IN: REFER WORKPACK              | OUT: REFER WORKPACK   | NG / N1        | NF / N2   | SHEET: 1 OF 1                       |

|   |   |  |
|---|---|--|
| Reason for raising:<br>ONE TIME INSPECTION ON AIRCRAFT FLIGHT CONTROL AND ENGINE TO BE CARRIED OUT. REFER TO APM LETTER REF.: APM.COU.800.13/2/8 Jil 3 - (25) DTD 24 APRIL 2024 | Raised by and date:<br>CAMO, Nur Atira Najihah<br>binti Anuar<br>25/04/2024 | Other requirements/information:<br>N/A |
|---|---|--|

| Item  | Part No    | Description | Serial Number |    | Qty | Position | Reason  | Lifed Item Information<br>TSN/TSO/DUE/TIMEX | Release<br>Reference |
|---|------------|-------------|---------------|----|-----|----------|---------|---|----------------------|
|   |            |             | Off           | On |     |          |         |   |                      |
| 1   | AS3209-011 | ORING       | -             | -  | 04  | ENG      | DISCARD | N/A   | GIN 966              |
| (Remaining rows are crossed out with a diagonal line) |            |             |               |    |     |          |         |   |                      |

|                        |                         |                                       |                        |
|------------------------|-------------------------|---------------------------------------|------------------------|
| NAME<br><i>PAO JIN</i> | FIRM<br><i>G. S. An</i> | SIGN & APPROVAL<br><i>[Signature]</i> | DATE<br><i>26/4/24</i> |
|------------------------|-------------------------|---------------------------------------|------------------------|

- The work recorded above has been carried out in accordance with the AW139 Interactive Electronic Technical Publication (IETP), Air-vehicle Maintenance Planning Information (AMPI) - EASA and PT6C-67C Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS555SN Maintenance Manual, Airbus AS555SN Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arrius 1 A Maintenance Manual.
- The work recorded above has been carried out in accordance with Super Lynx Compound Interactive Electronic Technical Publication (CIETP) and CTS800-40N Engine Maintenance Manual.
- The work recorded above has been carried out in accordance with the Airbus AS365N3 Maintenance Manual, Airbus AS365N3 Airworthiness Limitations Section (ALS) and Master Servicing Manual (MSM) and Arriel 2C Maintenance Manual

The work recorded above has been carried out in accordance with the requirements of the Technical Airworthiness Management Manual (TAMM) for the time being in force and in that respect the aircraft / equipment is considered fit for release to service.

# SERVICEABLE



|                       |            |           |   |
|-----------------------|------------|-----------|---|
| ITEM ID:              | 53087      |           |   |
| DESCRIPTION:          | O-RING     |           |   |
| PART NO:              | AS3209-011 | QTY:      | 4.00  |
| SERIAL NO:            | N/A        | BIN:      | C -05-02  |
| CONDITION:            | NE         | LOCATION: | WAREHOUSE BONDED  |
| TSN:                  | N/A        | TSO:      | N/A   |
| SHELF DUE / EXP DATE: | N/A        |           |   |
| JOB ID:               | 16266      | PO ID:    | SIGN:<br><br>15/11/2021 |
| GIN / ID. NO:         | GiN966     | APPROVAL: |   |

GAM/E-005 Rev 2 (01/21)

# POWER ASSURANCE CHECK RECORD

REGN NO.

17202

| STEP | REFERENCE ONLY - REFER TO RFM IF IN DOUBT   |
|------|---|
| 1    | FACE NOSE OF AIRCRAFT INTO PREVAILING WIND  |
| 2    | HEATER/COND OFF   |
| 3    | GENERATOR LOAD TO MINIMUM (BELOW 17%)   |
| 4    | SET NR TO 100%  |
| 5    | TEST ENGINE MODE SWITCH: FLIGHT   |
| 6    | OTHER ENGINE MODE SWITCH: IDLE  |
| 7    | INCREASE COLLECTIVE UNTIL LIGHT ON WHEELS OR HOVERING AT 5 FEET, NOSE ON WIND. DO NOT EXCEED 775°C ITT OR 102.4% NG OR 105%TQ |
| 8    | STABILIZE POWER 1 MINUTE, THEN RECORD OAT, PRESSURE ALTITUDE, ENGINE TORQUE, ITT AND NG                                       |
| 9    | ENTER CHART AT INDICATED TQ, MOVE DOWN TO INTERSECT PRESSURE ALTITUDE, PROCEED TO THE RIGHT TO INTERSECT OAT                  |
| 10   | THEN MOVE UP TO READ VALUES FOR MAXIMUM ALLOWABLE, REPEAT CHECK   |
| 11   | IF INDICATE ITT OR NG EXCEEDS MAXIMUM ALLOWABLE, REPEAT CHECK   |
| 12   | REPEAT CHECK USING OTHER ENGINE   |
| 13   | IF EITHER ENGINE EXCEEDS ALLOWABLE ITT OR NG, PUBLISHED PERFORMANCE MAY NOT BE ACHIEVABLE, REF TO EMM                         |

## CONDITIONS

| READING | DATE            |            | A/F HRS   | Hrs       | PRESS ALT | OAT   | TQ   | NR    | N1/NG  | ITT    | Result |
|---------|-----------------|------------|-----------|-----------|-----------|-------|------|-------|--------|--------|--------|
|         | 1 <sup>st</sup> | 26/4/24    | 4793.4    | PARAMETER | 130 FT    | 36 °C | 90 % | 100 % | 90.6 % | 663 °C | PASS   |
|         |                 | SERIAL NO. | RE FB0740 |           |           |       |      |       |        |        |        |
|         | NO. 1 ENGINE    |            |           |           |           |       |      |       |        |        |        |
|         | NO. 2 ENGINE    |            |           |           |           |       |      |       |        |        |        |
|         |                 | SERIAL NO. | RE KB0932 | PARAMETER | 130 FT    | 36 °C | 90 % | 100 % | 91.4 % | 680 °C | PASS   |

| READING | DATE            |              | A/F HRS    | Hrs       | PRESS ALT | OAT | TQ | NR    | N1/NG | ITT | Result |
|---------|-----------------|--------------|------------|-----------|-----------|-----|----|-------|-------|-----|--------|
|         | 2 <sup>nd</sup> |              |            |           |           |     |    |       |       |     |        |
|         |                 | NO. 1 ENGINE | SERIAL NO. |           | PARAMETER | FT  | °C | %     | 100 % | %   | °C     |
|         | NO. 2 ENGINE    | SERIAL NO.   |            | PARAMETER | FT        | °C  | %  | 100 % | %     | °C  |        |

| READING | DATE            |              | A/F HRS    | Hrs       | PRESS ALT | OAT | TQ | NR    | N1/NG | ITT | Result |
|---------|-----------------|--------------|------------|-----------|-----------|-----|----|-------|-------|-----|--------|
|         | 3 <sup>rd</sup> |              |            |           |           |     |    |       |       |     |        |
|         |                 | NO. 1 ENGINE | SERIAL NO. |           | PARAMETER | FT  | °C | %     | 100 % | %   | °C     |
|         | NO. 2 ENGINE    | SERIAL NO.   |            | PARAMETER | FT        | °C  | %  | 100 % | %     | °C  |        |



*RD*

HEATER/COND OFF  
GENERATOR LOAD TO MINIMUM (BELOW 17%)  
SET NR TO 100%

TEST ENGINE MODE SWITCH: FLIGHT

OTHER ENGINE MODE SWITCH: IDLE

INCREASE COLLECTIVE UNTIL LIGHT ON WHEELS OR HOVERING AT 5 FEET, NOSE ON WIND. DO NOT EXCEED 775°C ITT OR 102.4% NG OR 105% TQ.

STABILIZE POWER 1 MINUTE, THEN RECORD OAT, PRESSURE ALTITUDE, ENGINE TORQUE, ITT AND NG

ENTER CHART AT INDICATED TQ, MOVE DOWN TO INTERSECT PRESSURE ALTITUDE, PROCEED TO THE RIGHT TO INTERSECT OAT.

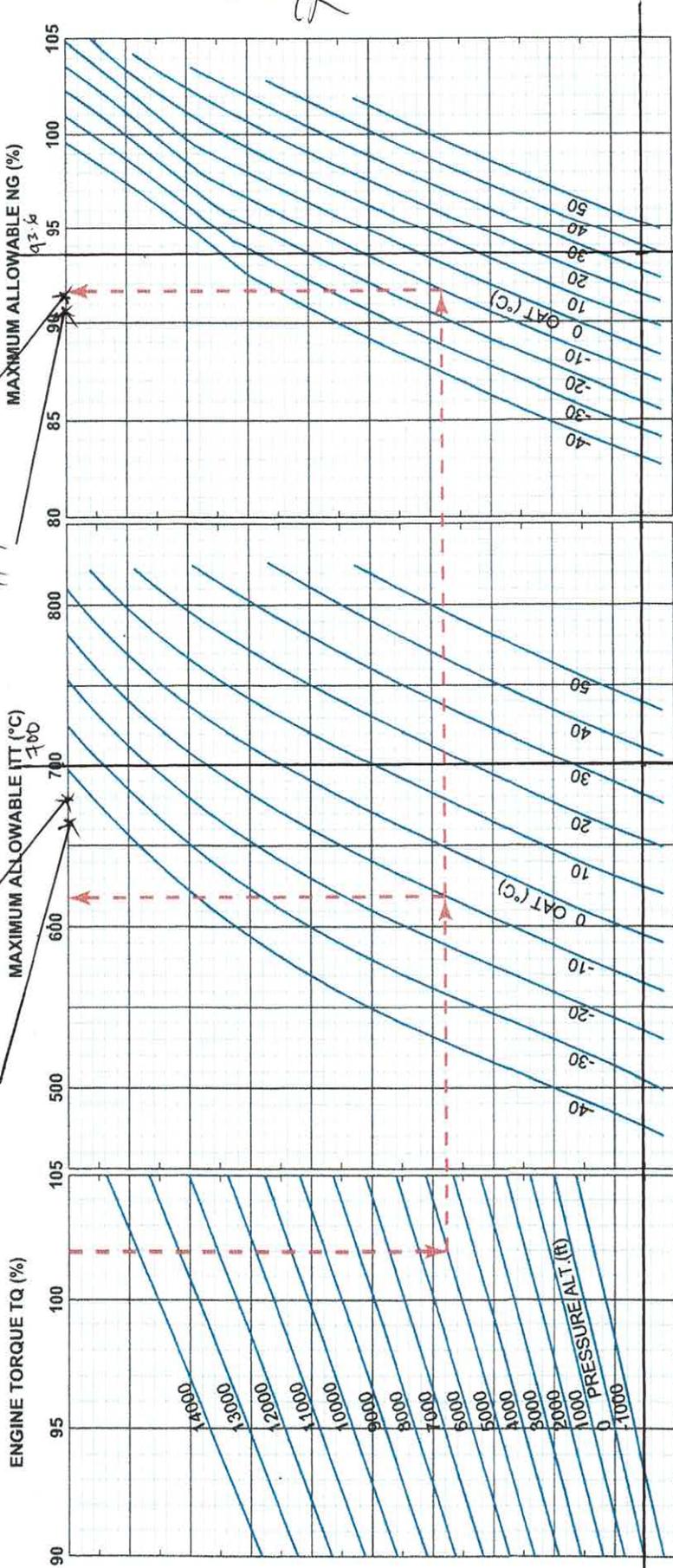
THEN MOVE UP TO READ VALUES FOR MAXIMUM ALLOWABLE ITT AND NG

IF INDICATED ITT OR NG EXCEEDS MAXIMUM ALLOWABLE, REPEAT CHECK

REPEAT CHECK USING OTHER ENGINE

IF EITHER ENGINE EXCEEDS ALLOWABLE ITT OR NG, PUBLISHED PERFORMANCE MAY NOT BE ACHIEVABLE. REFER TO EMM

## POWER ASSURANCE CHECK in HOVER FLIGHT (NR=100%)



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Figure 4-5 PWC PT6C-67C Hover Power Check Chart