1.1.9 PRE-FLIGHT MAINTENANCE TASKS (DAILY CHECKS)

a) The purpose of the daily checks is to ensure the serviceability of the aircraft for the flights.

b) The daily checks are broken down as follows:

1) Check before the first flight of the day (BFF)

(a) The purpose of this check is to confirm the airworthiness of the aircraft once it has been positioned on the takeoff area after 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 should be as short as possible.

2) Turn-around check (TA)

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

3) Check after the last flight of the day (ALF)

(a) 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.

(b) This check must be performed after the last flight of the day without exceeding a 10 FH interval between two checks.

4) P-check

(a) The P-check is intended to check the operational availability of the helicopter between two checks.

(b) This check must be performed at the latest at 10 FH without exceeding 1 month.

(c) There are three possible cases in which this check is to be triggered:

i) The helicopter flies 10 FH within less than 1 month. The P-check must be performed at the latest at 10 FH.

ii) The helicopter flies less than 10 FH within 7 days. The P-check must be performed at the latest at 1 month.

iii) The helicopter is grounded during 1 month or more. The P-check must be performed before resuming flights.

5) Pre-flight (PF)

(a) Task to be performed before each flight.

6) Inspection after 15 flight hours or 7 days (first limit reached) (15fh//7d)

(a) This inspection is performed so that certain checks can be carried out more frequently than just scheduled inspection.

(b) This inspection must be performed after 15 flight hours or 7 days whichever comes first.

c) The purpose of these checks is to ensure the operational availability of the helicopter for flight and they must be performed by:

1) a maintenance-qualified personnel, or

2) authorized pilot which has been task trained and granted approval by Quality Assurance Department of the maintenance contractor.

d) If in doubt or if a failure is detected, the crew member must inform AMO in order to perform the maintenance operations. In compliance with the criteria specified in Maintenance Manual, the AMO then will decide:

1) Either to authorize flights while monitoring the defective component (in such a case the mechanic must inform the pilot of the criteria which must be observed to continue the flights of the day),

2) or to carry out the remedial actions before resuming flights.

e) To make inspections easier, the operations to be performed are broken down into work stations.

1) STATION 1: “Cabin” outside.

2) STATION 2: “Fuselage Structure”, LH side.

3) STATION 3: “Tail boom”, LH side.

4) STATION 4: “Tail boom”, RH side.

5) STATION 5: “Fuselage Structure”, RH side.

6) STATION 6: “Cabin” inside.

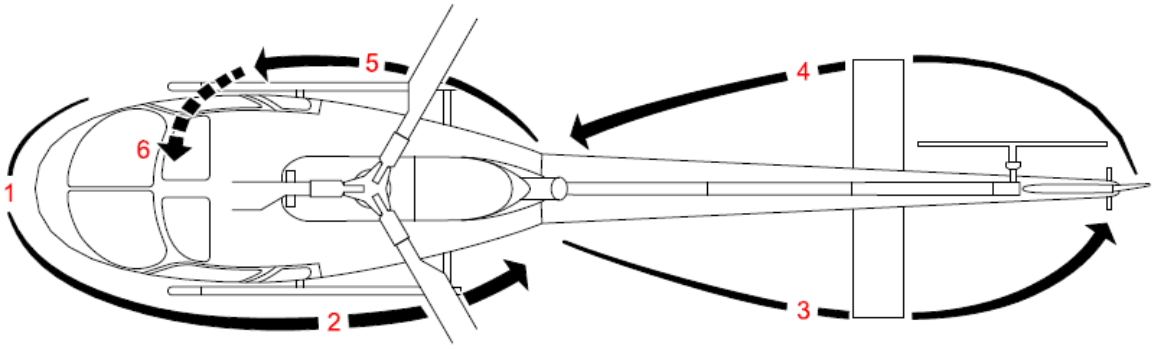

Figure 1 Work Stations - Daily Checks

f) The Daily Checks reference shall be made to:

(1) AS350 B3 MSM 05-20-00

(2) AS350 B3 ALS 04-20-00

(3) AS350 B3 AMM 05-40

(4) Arriel 2D EMM Chapter 05

<table>
<tr><th>NO.</th><th>ITEM</th><th>INSPECTION REQUIREMENTS</th><th>REMARKS</th></tr>
<tr><td colspan="4">Daily Checks</td></tr>
<tr><td colspan="2">BFF –Task to be carried out only before the first flight of the day.
TA – Task to be carried out prior to proceeding flight
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<tr><td colspan="4">CHECK BEFORE THE FIRST FLIGHT OF THE DAY – OPTIONAL EQUIPMENT (AMM 05-40-00,6-9)</td></tr>
<tr><td>1.</td><td>APPAREO Imaging and Flight Data Monitoring Device</td><td>(1) Make sure that the LED status condition is correct.<table><tr><th>Condition</th><th>Status</th><th>Configuration</th></tr><tr><td>1</td><td>Red</td><td>Anomaly</td></tr><tr><td>2</td><td>Blue</td><td>Starting</td></tr><tr><td>3</td><td>Green</td><td>Operational</td></tr><tr><td>4</td><td>Yellow</td><td>SD card not inserted
or SD card not formatted to FAT32
or GPS locking signal not received</td></tr><tr><td>5</td><td>LED not on</td><td>Does not operate</td></tr></table>(2) If there is an anomaly, comply with the procedure described in (AMM 25-10-40,1-1)</td><td>BFF</td></tr>
<tr><td>2.</td><td>Emergency Locator Transmitter (STATIONS 2 and 5)</td><td>(1) KANNAD INTEGRA AP-H Emergency Locator Transmitters
(a) Make sure that the "ON-ARMED-TEST / RESET" remote control switch is set to "ARMED".
(b) Make sure that the ELT "ARM-ON-OFF" switch is set to "ARM".</td><td>BFF</td></tr>
</table>

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3.	PILOT ICS	(1) Set the "N / EMER" button of the pilot ICS control unit to the "EMER" mode. (a) Perform an ICS test: • make sure that the audible control signal is received in the pilot headset, • communicate with the copilot. (b) Select the transmission-reception channel No. 2. (c) Perform a radio transmission test. (d) Make sure that the audible control signal is received. (e) Perform a fire test and make sure that the gong is heard in the TB31. (2) Set the "N / EMER" button of the pilot ICS control unit to the "N" mode	BFF
4.	Copilot ICS	(1) Set the "N / EMER" button of the copilot ICS control unit to the "EMER" mode. (a) Perform an ICS test: • make sure that the audible control signal is received in the copilot headset, • communicate with the pilot. (b) Select the transmission-reception channel No. 1. (c) Perform a radio transmission test. (d) Make sure that the audible control signal is received. (e) Perform a fire test and make sure that the gong is heard in the TB31. (2) Set the "N / EMER" button of the copilot ICS control unit to the "N" mode.	BFF
INSPECTION BEFORE THE FIRST FLIGHT OF THE DAY (EMM 05-20-10-201-801-A01)			
5.	Remove blanks	Remove the blanks and make sure that there are no foreign objects: examine near the air intakes and the exhaust zone.	BFF
6.	Oil level	Inspection of oil level in tank and top up if required. Refer AMM 79-00-00,3-1.	BFF

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INSPECTION BEFORE EACH FLIGHT (EMM 05-10-10-200-801-A01 / 05-20-10-201-803-A01)			
7.	Engine deck – Main drain	Make sure that nothing is flowing through the main drain of the engine deck. Refer to AMM.	PF
8.	Engine Logbook	In the engine logbook, record the number of C1 and C2 cycles if the automatic counting is not available Refer EMM 05-10-02-200-801.	PF
9.	Oil level	Inspection of oil level in tank and top up if required. Refer AMM 79-00-00,3-1.	PF
TURN-AROUND INSPECTION (BETWEEN FLIGHT) (EMM 05-20-10-201-803-A01)			
10.	Engine Main Drain	Make sure that nothing is flowing through the main drain of the engine deck.	TA
11.	Engine Log Book	In the engine log book, record the number of C1 and C2 cycles	TA
12.	Oil Level	Inspection of oil level in tank and top up if required	TA
CHECK AFTER THE LAST FLIGHT OF THE DAY (AMM 05-40-00,6-6)			
13.	Tail rotor blades (STATION 4)	(1) Attachment, general condition of the skin and the polyurethane protections (visual inspection for debonding, scratches, cracks, impacts and distortions).	ALF
14.	Static and total pressure ports (STATION 1 and STATION 2)	**CAUTION** IN RAIN / SNOW / ICE CONDITIONS, INSTALL THE TOTAL AND STATIC PRESSURE BLANKING CAPS IMMEDIATELY AFTER STOPPING THE ENGINE. (1) Install the blanking caps.	ALF

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CHECK AFTER THE LAST FLIGHT OF THE DAY – OPTIONAL EQUIPMENT (AMM 05-40-00,6-10)			
15.	Emergency Locator Transmitters (STATIONS 2 and 5)	(1) KANNAD INTEGRA AP-H Emergency Locator Transmitters (a) Make sure that the "ON-ARMED-TEST / RESET" remote control switch is set to "ARMED". (b) Make sure that the ELT "ARM-ON-OFF" switch is set to "ARM". **NOTE** If the helicopter must be immobilized for a long period (more than 2 months), set the ELT switch to "OFF". **NOTE** KANNAD INTEGRA AP-H ELT: if the Emergency Locator Transmitter transmitted for more than one hour or for an unknown duration. Replace the battery in a KANNAD approved repair center.	ALF
16.	"DART" footstep installation (STATIONS 2 and 5)	(1) Make sure that the condition of the footsteps is correct. (2) If excessive wear or a damage is found, perform a detailed check (AMM 32-11-00,6-9).	ALF
17.	Systematic downloading of the helicopter operating data	(1) Download and export the VEMD operating data (AMM 31-71-00,3-1).	ALF

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P INSPECTION POST MOD 074302 (AMM 05-40-00,6-7B)			
STATION 1 – "CABIN" OUTSIDE			
18.	Door jambs, canopy arches	No damage or cracks	P-CHECK
19.	Pitot pressure probes	Bled	P-CHECK
STATION 2 – "FUSELAGE STRUCTURE" LH SIDE			
20.	Cabin door:	Attachments and locking correct, no abnormal play: (1) Jettison mechanism: condition, no cracks at the external jettison control lever	P-CHECK
21.	VEMD OAT probe:	Condition, attachment.	P-CHECK
22.	Pitot probes and Static pressure ports	Bled.	P-CHECK
23.	Lower cowlings	Condition, attachment	P-CHECK
24.	Upper Cowlings	Condition, attachment	P-CHECK
25.	LH cargo door:	Opening, condition, attachment, no abnormal play	P-CHECK
26.	LH cargo door:	Closing, correct locking.	P-CHECK
27.	Rear cargo door:	Opening, condition, attachment, no abnormal play.	P-CHECK

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28.	Rear cargo door:	Closing, correct locking.	P-CHECK
29.	LH landing gear	(1) Condition: shock absorber: condition, no leaks, (2) Wear plate (visible parts): condition.	P-CHECK
30.	MGB cowling	Opening, condition of the locking systems. Condition of the glass /silicone seal.	P-CHECK
31.	Air conditioning compressor belt	No contamination caused by fluids (except water) on all of the belt. If necessary, replace	P-CHECK
32.	MGB: sealing	Oil: check of the level, if in doubt (AMM 12-10-00, 3-1)	P-CHECK
33.	MGB suspension bars (and nearby surrounding)	(1) condition of the protective paint, (2) no anomalies on the MGB suspension bar attachments, (3) condition of the hoses and their attachment, (4) condition of the cables, connectors and electrical cables and their attachment.	P-CHECK
34.	Hydraulic system	(1) open the MGB cowlings and open the rear rotor actuator access hatch. (2) SAMM rotor actuator: attachment, no leaks, make sure that there is no flaking paint on the swashplate attachments, (3) hydraulic system: attachment, sealing, condition of the lines and unions, no leaks. (4) close the MGB cowlings and close the rear rotor actuator access hatch.	P-CHECK
35.	Cooling fan	Motor attachment, condition of the blades.	P-CHECK
36.	Gimbal assembly	Attachment, pins installed and locked.	P-CHECK

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37.	Main rotor mast	(1) Swashplate bearing: (a) make sure that there are no grease runs, no change in paint color or paint flaking. (2) Scissors, swashplates, rods, spherical bearings: condition, attachment, tactile check for changes in play. Make sure that there is no flaking paint on the swashplate attachments. (3) Swashplate / pitch rod end-fitting interface: no contact marks, no flaking paint on the swashplate attachment yokes. (4) Pitch rods with ball ends (a) condition, no radial play in the spherical bearings, (b) spherical bearing / friction fabrics: tactile measurement of the radial play and visual inspection. If in doubt (AMM 62-33-00,6-1). (5) Rotor mast shaft: (a) on the entire visible part of the mast, especially under the hub: condition of the paint, no impacts, scratches, crazing, blisters, corrosion or tool marks. (6) 1/4 turn non-electrical chip detector of the conical housing: (a) remove the 1/4 turn chip detector, (b) if there are metal particles, comply with (05-50-00, 6-1), (c) if there are no metal particles, perform a second check, (d) if there are metal particles, comply with (05-50-00, 6-1), (e) if there are no metal particles, install the 1/4 turn chip detector.	P-CHECK

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38.	Main rotor hub attachment, general condition	(1) The STARFLEX star (1): no delamination (splinters). (2) Starflex star arm (2): no delamination, condition of the paint. (3) Bushes (3) at the end of the arms of the Starflex star (1): no space between the bead of adhesive and the bush. If in doubt or if damage is found (62-21-00, 6-1). (4) Spherical thrust bearings (Figure 4: P inspection POST MOD 074302): no damage on the elastomer parts, no debonding, splits, blisters, extrusions, cracks (other than minor and unchanging surface irregularities), no elastomer protrusion between the laminated zone and the inner member. (5) Ventilated lead-lag dampers: no damage on the elastomer parts, no debonding, splits, blisters, extrusions, cracks (other than minor and unchanging surface irregularities). Ventilation holes are not clogged (on both sides). On the lead-lag dampers equipped with the drilled bush, make sure that there is lockwire in the holes on the trailing edge side and make sure that the attachment screws for the bush are installed. If in doubt or if damage is found (AMM 62-21-00,6-7). (6) Self-lubricating spherical bearings: no debris or play. **NOTE** This check for anomalies can be performed during the daily checks before the end of the 30-operating hour term.	P-CHECK
39.	Anti-vibrator	Attachment.	P-CHECK

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40.	Main rotor blades	Attachment, general condition of the skin (lower surface, upper surface and trailing edge), tabs and polyurethane protections. Perform a visual check to make sure that there is no debonding, scratches, cracks, impacts and distortions. No erosion holes on the leading edge, no gaps or impacts. **NOTE** It is recommended to use a ladder / platform to perform the check of the condition of the blades. Condition of the electrical bonding braid. If in doubt or if an anomaly is found (AMM 62-11-00,6-1).	P-CHECK
41.	Engine air intake	Attachment, condition of the seal (debonding, tears, distortion).	P-CHECK
42.	Engine cowling	Opening, condition of the locking systems	P-CHECK
43.	Engine support	Condition, attachment	P-CHECK
44.	Engine and engine compartment	WARNING BEFORE STARTING ANY WORK ON ENGINE COMPONENTS, MAKE SURE THAT THEY ARE SUFFICIENTLY COOL TO PREVENT ANY RISKS OF BURNS (1) Engine and accessory: general condition, clean surface. (2) Systems: no leaks. (3) Controls: no interference. (4) Upper deck drain hole: not blocked. (5) Firewall: condition. (6) Oil filter: attachment, clogging indicator not visible. (7) Fuel filter: attachment, clogging indicator not visible.	P-CHECK

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45.	Free turbine	The free turbine must be driven when the tail rotor turns in the counterclockwise direction. The free turbine does not turn in the clockwise direction. If the check is not conclusive, the operator must perform one of the two following operations: (1) repeat the previous check within 15 minutes after stopping the engine, (2) turn the free wheel using the free turbine (clockwise when looking through the nozzle) the free wheel must be desynchronized (no sensation of torque transmission) when the free turbine turns. **NOTE** Use a flashlight to monitor the free rotation of the turbine.	P-CHECK
46.	Nozzle	Attachment	P-CHECK
47.	Rear cargo door	Opening, condition, attachment, no abnormal play: Emergency Locator Transmitter: if installed, condition, attachment.	P-CHECK
48.	MGB and engine cowlings	Closing, locking	P-CHECK
STATION 3 – "TAIL BOOM" LH SIDE			
49.	Stabilizer, tail skid	Condition, attachment	P-CHECK
50.	Fins	Attachment, condition The rivet heads are visible on the tail bumper and the reinforcement on the upper fin, no deformation of the reinforcement between the rivets concerned, no cracks. If there are any cracks, make sure that there are no cracks on the half rib, the boomerang and the spars (AMM 55-20-00, 6-1).	P-CHECK
51.	TGB	Oil level, if in doubt (12-10-00, 3-1), no leaks.	P-CHECK

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52.	Tail boom fairing:	Attachment.	P-CHECK
STATION 4 – "TAIL BOOM" RH SIDE			
53.	TGB	Attachment by applying a load on the drive shaft: (1) Remove the tail boom fairing. (2) Perform the tactile check (manual movement) of the attachments on the transmission shaft. (3) Pitch horn support yoke: connection area, if in doubt (AMM 65-21-00,6-13) (Figure 5: P inspection POST MOD 074302). (4) Bell crank hinge pin: no abnormal play. (5) Sealing bead: condition.	P-CHECK
54.	Stabilizer, tail skid:	Condition, attachment.	P-CHECK
55.	Fins	Attachment, condition. The rivet heads are visible on the tail bumper and the reinforcement on the upper fin, no deformation of the reinforcement between the rivets concerned, no cracks. If there are any cracks, make sure that there are no cracks on the half rib, the boomerang and the spars (AMM 55-20-00, 6-1).	P-CHECK
56.	Tail rotor protection	Attachment, condition.	P-CHECK
57.	Tail rotor blades	Attachment, general condition of the skin and the polyurethane protections (visual inspection for debonding, scratches, cracks, impacts and distortions).On the leading edge protective strip, no erosion holes, gaping or impacts. If in doubt (AMM 64-10-00, 6-1)	P-CHECK
58.	Tail rotor blades	Make sure that there is no abnormal noise on the blade when coning the rotor (AMM 64-10-00, 6-2).	P-CHECK

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59.	Laminated bearing	Apply a movement (F) and (G) to the blade to make sure that there is no debonding, deep splits or emergence (AMM 64-10-00,6-8).	P-CHECK
60.	Pitch horn	No play and visual inspection. If in doubt (AMM 64-10-00,6-1)	P-CHECK
61.	Blanking cap on the chin shaped weights, if installed	Perform a visual inspection (AMM 64-10-00,6-11).	P-CHECK

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62.	TRH	(1) Pitch control plate: attachment, condition. (2) Spherical bearing and pitch rod check: (a) no play (J) in the spherical bearing (Figure 1: P inspection POST MOD 074302): • hold the body of the rod with one hand with the thumb on the pitch horn yoke, • move the rod parallel to the spherical bearing axis to detect any play, • while moving the rod: with the other hand, move the blade in the flapping direction (A) and look for the position in which any possible axial play in the spherical bearing will be detectable (stress relieving in the rod), • if any play (J) is detected, perform a check of its value (AMM 65-21-00,6-11). (b) perform a visual check of the condition of the spherical bearing, make sure that there is no extrusion of the Teflon fabric and no brown staining and / or scratches on the ball. (3) Elastomer pitch rod. Make sure that there is no debonding of an elastomer spherical bearing layer between the inner and outer members (Figure 2: P inspection POST MOD 074302): • hold the body of the pitch rod by hand, • move the rod parallel to the spherical bearing axis, movement (J) (Figure 1: P inspection POST MOD 074302) to make sure that there is no debonding of an elastomer layer of the spherical bearing on each side of the elastomer pitch rod sides 1 and 2 (Figure 1: P inspection POST MOD 074302), • with the other hand, move the rod in the flapping direction (A) (Figure 1: P inspection POST MOD 074302) and look for the position in which any possible separation is detectable, • if debonding is detected on one of the layers (Figure 2: P inspection POST MOD 074302), replace the elastomer pitch rod (AMM 65-21-00,4-12), **NOTE** Debonding is usually located near to the elastomer inner member. Debonding can be identified by: • a total loss of stiffness of the component between the inner and outer members: • the inner member rotates freely, • the detection of a metallic surface on one of the elastomer spherical bearing layers, • if in doubt during the inspection, perform a detailed inspection (AMM 65-21-00,6-11).\ **NOTE** A flashlight can be used to make the check of the elastomer zone A easier. (4) Pitch rod body: no impacts, scratches, corrosion.	P-CHECK

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63.	Flapping hinge	(flapping hinge bearing), as per the type. (1) Type 1: cups on both sides of the pin: play necessary. (2) Type 2: flapping hinge spherical bearings: no play. (3) Type 3: rubber of the bearing external cone: no cracks with extrusion or bronze chips.	P-CHECK
64.	Tail boom fairing	Attachment	P-CHECK
65.	Front fairing and thermal protection:	Condition, no cracks, particularly at the six lateral attachment points on the fairing (use a mirror if necessary). If there are cracks or if in doubt, perform a check (53-31-00, 6-3	P-CHECK
STATION 5 – "FUSELAGE STRUCTURE" RH SIDE			
66.	Static pressure probes	Bled	P-CHECK
67.	Engine air intake	Attachment, blanking cap installed, condition of the seal (debonding, tears, distortion).	P-CHECK
68.	Engine cowling	Opening, condition of the locking systems	P-CHECK
69.	Engine support	Condition, attachment.	P-CHECK
70.	Engine and engine compartment	(1) Engine and accessories: general condition, clean surface, (2) systems: no leaks, (3) controls: no interference, (4) upper deck drain hole: not clogged, firewall: condition	P-CHECK

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71.	Chip detector	(1) Engine module 01 (no electrical signal): no metal particles, (2) engine module 05 (no electrical signal): no metal particles. **NOTE** These checks for anomalies can be performed during the daily checks before the end of the 30-operating hour term.	P-CHECK
72.	MGB cowling	Opening, condition of the locking systems, condition of the glass /silicone seal.	P-CHECK
73.	Hydraulic pump drive belt	No contamination caused by fluids (except water) on all of the belt. If necessary, replace	P-CHECK
74.	Replacement hydraulic pump drive belt (if installed):	No contamination from fluids (except water) on all of the belt. If necessary, replace.	P-CHECK
75.	Gimbal assembly	Attachment, pin installed.	P-CHECK
76.	Hydraulic reservoir	Level, if in doubt (29-00-00, 3-3), attachment, sealing.	P-CHECK
77.	Hydraulic circuit filter and valve unit	Clogging indicator not visible. If the indicator is "extended" (05-50-00, 6-15).	P-CHECK
78.	MGB suspension bar (and nearby surrounding)	(1) condition of the protective paint, (2) no anomalies on the MGB suspension bar attachments, (3) condition of the hoses and their attachment, (4) condition of the cables, connectors and electrical cables and their attachment.	P-CHECK

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79.	Hydraulic system	(1) open the MGB cowlings, (2) SAMM rotor actuator: attachment, no leaks, make sure that there is no flaking paint on the swashplate attachments, (3) hydraulic system: attachment, sealing, condition of the lines and unions, no leaks, (4) close the MGB cowlings.	P-CHECK
80.	Engine oil tank	Oil circuit, oil level, if in doubt (79-00-00, 3-1), attachment, sealing, locking of the filler plug. **NOTE** Adding oil is not authorized when the engine is cold. If in doubt, perform a run-up to make sure that level is correct when the engine is hot. Perform the check of the oil level within 15 minutes of engine shutdown after this run-up. Add oil if necessary.	P-CHECK
81.	Engine oil cooler	Attachment, no leaks	P-CHECK
82.	Engine and MGB cowlings	Closing, locking.	P-CHECK
83.	RH cargo door	Opening, condition, attachment, no abnormal play: battery: attachment, condition of the electrical harness and the terminals.	P-CHECK
84.	RH cargo door	Closing, correct locking	P-CHECK
85.	RH landing gear	Condition: (1) Shock absorber: condition, no leaks. (2) Wear plate (visible parts): condition.	
86.	Cabin door	Attachments, no abnormal play, locking correct: (1) Jettison mechanism: condition, no cracks at the external jettison control lever.	P-CHECK

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87.	Lower cowlings	Condition, attachment	P-CHECK
88.	Upper cowlings	Condition, attachment	P-CHECK
STATION 6 – "CABIN" INSIDE			
89.	Seats	Attachment, condition, pin installed.	P-CHECK
90.	Belt / harness	General condition, wear, visible damage of the strap and reel in good working order. Belt fasteners: general condition, wear, loosening and locking.	P-CHECK
91.	Cabin	General clean surface	P-CHECK
92.	Jettison mechanism (internal section)	Check, plastic protection installed.	P-CHECK
93.	Hand fire Extinguisher	Make sure that the pressure displayed on the fire extinguisher is in the green zone.	P-CHECK
94.	Battery switch set to "ON"	Perform the check of the battery voltage.	P-CHECK

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95.	VEMD	Perform the check of the flight reports of the day on the "FLIGHT REPORT" page of the "MAINT" mode. If in doubt (31-61-00, 5-2). To access the "MAINT" mode, the helicopter must be on the ground and the VEMD must be OFF. Press and hold the "SCROLL" and "RESET" keys until the "RELEASE KEY" message is displayed. Perform the check of the: - VEMD flight hours, - N1 and N2 cycles, make sure that the values are greater than 0 and indicated in white characters, - the failure messages, if the words "FAILURE DETECTED" or "OVERLIMIT DETECTED" are displayed (on the "FAILURE" and "OVERLIMIT" pages). Record the flight data in the engine logbook and in the aircraft logbook. **NOTE** When the total N1 and N2 cycles is exceeded, the value is displayed in orange. Take this into account when updating the calculations. **NOTE** If an anomaly is found in the number of N1 or N2 cycles during a flight of the day, comply with the manual cycle calculation procedure for the flight in question, refer to the (EMM). • Read the cumulated N1 and N2 cycles at the last flight of the day. • Add the results obtained from the manual calculation procedure. • Record these values in the helicopter Logbook. • Update the total number of all cycles in the helicopter and engine logbooks. If the cumulated N1 and N2 cycle data after the last flight of the day is not available, comply with the manual cycle calculation procedure for all the flights of the day; refer to the (EMM). If the number of cumulated N1 and N2 cycles of the last flight could not be read before the aircraft power systems were cut off, perform the cycle counting reading procedure at the next flight, but do not exceed the flights of the next day.	P-CHECK

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96.	Battery switch	Set to "OFF"	P-CHECK
97.	Fuel shut-off lever	(1) In the front position, (2) red guard in place.	P-CHECK
P INSPECTION – OPTIONAL INSTALLATIONS (AMM 05-40-00,6-8)			
98.	Sand filter (STATION 2)	(1) With the engine cowling closed, make sure that: (a) the condition of the filter support cowling is correct, (b) the external condition of the filter is correct, (c) the condition and cleanliness of the separator tubes are correct, (d) the condition of the ejector nozzles is correct. (2) Open the engine cowling and make sure that: (a) the condition of the filtering unit is correct, (b) the condition and cleanliness of the separator tubes are correct, (c) the condition of the ejector nozzles is correct, (d) the condition of the lines is correct, (e) the condition of the collective air duct is correct, (f) the condition of the air intake seal is correct, (g) the internal cleanness of the collective air duct is correct, (h) the condition and attachment of the electric valve with its hoses and the P2 supply union are correct. (3) Close the engine cowling.	P-CHECK
99.	First aid kit (STATION 6)	Installed.	P-CHECK
INSPECTION AFTER 15 FLIGHT HOURS OR 7 DAYS (FIRST LIMIT REACHED)			
100	Automatic Cycle Counting	Make sure that the automatic cycle counting is correct. Refer to EMM 05-10-02-200-801	15fh//7d

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101	C1 and C2 cycles recording	In the engine log book, record the total number of C1 and C2 cycles consumed as counted by the EECU. Refer to EMM 05-10-02-200-801	15fh//7d
102	Fire protection shut-off valve	Visually examine the fire protection of the shut-off valve for signs of deterioration	15fh//7d
103	HMU	Visually examine the HMU for signs of impact or deterioration.	15fh//7d
104	Engine & Engine floor	Visually examine the engine and the engine floor for leakage	15fh//7d
105	Engine attachments	Visually examine the engine attachments for signs of impact or deterioration.	15fh//7d
106	Creep damage recording	Record the values from the creep damage counter in the engine logbook. Refer to EMM 05-15-00-200-801	15fh//7d
107	Flying hours recording	Record in the engine logbook the accumulation of flying hours. Refer to EMM 05-15-00-200-801	15fh//7d
108	HP gas generator rotation	Check that the HP gas generator rotates freely (no abnormal noises) and visually check that the engine is in good condition. Manually or during a dry crank cycle	15fh//7d
109	Power turbine rotation	Manually check that the power turbine rotates freely (no abnormal noises).	15fh//7d
110	Oil level	Inspection of oil level in tank and top up if required. Must be done within 15 minutes following engine shut-down. Refer to AMM 79-00-00,3-1	15fh//7d
111	FOD check	Make sure that there are no foreign objects: examine near the air intakes and the exhaust zone. Install the blanks.	15fh//7d

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112	Automatic Cycle Counting	Make sure that the automatic cycle counting is correct. EMM 05-10-02-200-801	15fh//7d
MAINTENANCE TASK			
113	Spherical thrust bearing	Check of the elastomer part. GVI Refer to AMM 05-40-00, 6-7	BFF
114	Frequency adapter	Check of the elastomer part. GVI Refer to AMM 05-40-00, 6-7	BFF
115	TRH pitch change unit	Check the alignment of the black paint line between the pitch change spider and the bearing spacer. VC Refer to AMM 65-21-00, 6-15	BFF
AIRWORTHINESS DIRECTIVES			
116	Main Rotor– Pitch Rod Upper Links	Visual inspection of the two alignment markings on each MR pitch rod upper link. Refer to EASA AD 2023-0064 & ASB 05.01.01 R1	BFF
117	Tail Rotor – Tail Rotor Head Pitch Change Unit Bearing Spacer – Marking / Check	Monitor of black paint index mark. Refer to EASA AD 2021-0282 & ASB 05.01.03 R0	BFF