
CAS MEMORANDUM M-20-01

DATE: 02/21/2020
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: BO-105 AAIP REV 2

The MHI BO-105 AAIP Rev 2 dated 11/15/19 has been approved and is now available on the maritime maintenance website <http://www.rotor-app.com/index.html#!>. Please take some time and review the changes and delete any old revisions that may be saved from the portal.

Highlights of Change

- Cover – Rev 2
- Pg. iv – Updated RECORD OF REVISIONS to reflect Rev 2
- Pg. vi & v – Updated LOG OF EFFECTIVE PAGES to reflect Rev 2, additionally;
 - Added A0624
 - Added A1872
- Pg. 4-5 – Updated SCHEDULE OF INSPECTIONS - SECTION A
 - Added A0624
 - Added A1872
- A0351.4 Pg. 1 – Removed transmission oil filter inspections, now covered every 100 hours by [AD 2015-19-14](#) now tracked in aircraft status (run) sheets
- A0352.4 Pg. 1 – Removed transmission oil filter inspections, now covered every 100 hours by [AD 2015-19-14](#) now tracked in aircraft status (run) sheets
- A0353.4 Pg. 1 – Removed transmission oil filter inspections, now covered every 100 hours by [AD 2015-19-14](#) now tracked in aircraft status (run) sheets
- A0353.12 Pg. 12 – Moved 12.1, 12.3 and 12.4 to A6024.4 to consolidate all Hyd System inspections in line with BO-105 MM 101-3 Lubrication Chart item 43 – HYDRAULIC SYSTEM
- Added A0624 to cover only Hyd System inspections as a Hyd mule is needed
- A0648 Pg. 1 - Moved 4.3 Freewheeling Unit Inspection to B-1 INSPECTION EXCLUDED FROM AAIP as it will now be tracked on aircraft status (run) sheets
- **NOTE:** Pages 2-3,5 effected by global changes to Pg. 1 & 4
- A0648 Pg. 4 – Removed 0648.15 Hyd System inspections and placed in a shorter interval (A0624) 24 months instead of 48 months.
- A0648 Pg. 6 – Added ENGINE CONTROLS 0648.25 to cover Teleflex cable inspection (Company requirement)
- A1836.4 Pg. 1 – Moved tailboom removal and inspection to new A1872 as per AIRBUS Technical Agreement B0105-05-004A.
- Added A1872 to cover tailboom removal and inspection.
- A3048 Pg. 1 – Added function test of hydraulic system from A6090, going from 72 months to 48 month; shorter internal.

- A3048 Pg. 2 – Removed 3048.9, Hyd pack disassembly, duplicate, covered in own inspection A4049 Hyd Pack
- A6090 Pg. 4 – Moved 15.5 functional test to A3048.7 Pg. 1 (Company requirement due to operating experience)
- A6090 Pg. 4 – Moved 15.6 ground run check down to 6090.27.4 Pg. 7 to be completed during post ground runs.
- Attachment B Pg. B-1 INSPECTIONS EXCLUDED FROM AAIP – Added **F.** 600 hour / 48 Month Freewheeling Unit Inspection & **G.** 100 Hour Filter Insp (Covered by AD 2015-19-14)

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

1915 Donald Ave.
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Cell 907 378-8421

CAS MEMORANDUM M-20-02

DATE: 02/21/2020
TO: MAINTENANCE
FROM: DIRECTOR OF MAINTENANCE
RE: BELL 407 AAIP REV 6

The MHI Bell 407 AAIP Rev 6, dated 11/30/19 has been FAA approved posted to the Maritime Maintenance website <http://www.rotor-app.com/index.html>. Please take time to review the **Highlights of Changes** and delete any old revisions that you may have saved from the Portal.

NOTE: As with any revision you may have to refresh your browser or clear your computer cache to view the current manual(s). Please ensure the date on the front cover reflects the current revision date above. You can verify other changes with the Master Pubs Document.

Highlights of Change;

- Cover - Updated
- Pg iv – Updated RECORD OF REVISIONS
- Pg vi – Updated LOG OF EFFECTIVE PAGES (changes indicated by Issue Date)
- Pg vii – Updated LOG OF EFFECTIVE PAGES (changes indicated by Issue Date)
- Pg viii – Updated LOG OF EFFECTIVE PAGES (changes indicated by Issue Date)
- Pg ix – Updated LOG OF EFFECTIVE PAGES (changes indicated by Issue Date)
- Pg xi – Updated LOG OF EFFECTIVE PAGES B-1 Excluded Inspections Guideline Issue Date
- Pg 4-2 – Update SECTION 4.2.2 to reflect removal of the “occurs 50 hours after” requirement
- Pg 4-3 – Update SECTION 4.2.2 to reflect removal of the “occurs 50 hours after” requirement
- Pg 4-4 – Update SECTION 4.2.2 to reflect removal of the “occurs 50 hours after” requirement
- Pg 4-5 – Update SECTION 4.3.1 to reflect rev changes to SECTION A of AAIP
- A0600 – Removed entire inspection from AAIP. Rotor Brakes now tracked on Status Sheets and Maritime does not operate with Main Rotor FRAHM’s
- A0630.2 – Removed inspection and lubrication of expanding blade bolts, now tracked on each aircraft’s Status Sheets
- A2500 – Removed entire inspection from AAIP. Pitch links now tracked on each aircraft’s Status Sheets
- A6010 – Removed entire inspection from AAIP. Freewheeling 60-month inspection now tracked only on Status Sheets
- A6020 – Removed entire inspection from AAIP. Main rotor mast 60-month inspection now tracked only on Status Sheets
- A6030 – Removed entire inspection from AIP. Main transmission 60-month inspection now tracked only on Status Sheets

- B0051NT – Pg 4; Removed post inspection compressor washes and rinses now tracked only on Status Sheets, performed every 100 hours
- B0052NT – Pg 4; Removed post inspection compressor washes and rinses now tracked only on Status Sheets, performed every 100 hours
- B0053NT – Pg 3; Removed post inspection compressor washes and rinses now tracked only on Status Sheets, performed every 100 hours
- B0054NT – Pg 3; Removed post inspection compressor washes and rinses now tracked only on Status Sheets, performed every 100 hours
- B0055NT – Pg 3; Removed post inspection compressor washes and rinses now tracked only on Status Sheets, performed every 100 hours
- B0056NT – Pg 4; Removed post inspection compressor washes and rinses now tracked only on Status Sheets, performed every 100 hours
- Appendix B – Pg B-1; Added above removed inspections to INSPECTIONS EXCLUDED FROM AAIP to reflect changes.



Steve Slade

Director of Maintenance/Part 145 Accountable Manager



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CAS MEMORANDUM M-20-03

DATE: 06/29/2020
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: MHI GMM REV 7

The MHI GMM rev 7 dated 06/01/2020 has been approved and is now available on the maritime maintenance website <http://www.rotor-app.com/index.html#!>. Please take some time and review the changes:

- Cover – Updated to reflect current Revision
- Pg iv – Updated Record of Revisions
- Pg vi – Updated Page Control
- Pg vii thru x – Updated Table of Contents
- Pg 1-8 – Added AFM to definitions (DHC-6)
- Pg 2-1 – Clarified sock procedure; addition of “no sock”
- Pg 2-13 – Updated definitions of MOC. Added Pilots Operational Check (POC)
- Pg 2-14 – Add Service Completion Check (SCC)
- Pg 2-15 thru 2-19 Affected Globally by addition of the above checks
- Pg 2-20,21 – Added 2.37 Aircraft Battery Care
- Pg 2-22 – Updated and added items to Maintenance Definitions and Acronyms
- Pg 3-1,2 – Expounded on Correcting Log Book under 3.1 Helicopter Log Books
- Pg 3-3 thru 3-8 Affected Globally by addition of the above additions
- Removed section 7. SAFETY PROGRAM as it is covered in more detail in MHI Safety Program Manuals
- Section 8. APPENDICES now is Section 7
- Added Aircraft Airworthiness Check to Section 7. To be used as a reference due to absence of any Daily Inspection checklists in Manufacturers Manuals
- Added Viking DHC-6 MEL, will be uploaded and linked upon FAA approval

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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CAS MEMORANDUM M-20-04

DATE: 10/19/2020
TO: MAINTENANCE
FROM: DIRECTOR OF MAINTENANCE
RE: APPROVED MANUAL REVISIONS

The following MHI manual revisions were submitted, approved and currently posted on the Maintenance Portal.

Highlights of Changes;

GMM Rev 8 -

Additional fuel sampling procedures

Pilots Preventative Maintenance Program Rev 2 -

Added 206/407 engine chip detector removing, checking and installing.

412 MEL Rev 4 –

Added relief for;

- Vibration monitor kit and Altair Engine Trend Monitor system.
- External Aux Fuel System.

Please review these changes when able.



Steve Slade
Director of Maintenance



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CAS MEMORANDUM M-20-04

DATE: 10/19/2020
TO: MAINTENANCE
FROM: DIRECTOR OF MAINTENANCE
RE: APPROVED MANUAL REVISIONS

The following MHI manual revisions were submitted, approved and currently posted on the Maintenance Portal.

Highlights of Changes;

GMM Rev 8 -

Additional fuel sampling procedures

Pilots Preventative Maintenance Program Rev 2 -

Added 206/407 engine chip detector removing, checking and installing.

412 MEL Rev 4 –

Added relief for;

- Vibration monitor kit and Altair Engine Trend Monitor system.
- External Aux Fuel System.

Please review these changes when able.



Steve Slade
Director of Maintenance



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**MARITIME HELICOPTERS
PUBLICATIONS
ROUTING MEMORANDUM**

DATE: 10/19/20

TO: Maintenance

FROM: DOM

SUBJECT: M-20-04

Please complete the verification of receipt below and return this form to the Records Department in Fairbanks via email to faiaadmin@maritimehelicopters.com or by fax to (907)452-4539

BY SIGNING THIS FORM I ACKNOWLEDGE I have reviewed and will comply with the memo listed above

EMPLOYEE SIGNATURE

DATE

CAS MEMORANDUM M-20-05 CANCELLED

DATE: 10/22/20
TO: MAINTENANCE
FROM: DIRECTOR OF MAINTENANCE
RE: APPROVED MANUAL REVISIONS

The following MHI manual was submitted, approved and currently posted on the Maintenance Portal.

- 206L AAIP Rev 7

Highlights of Changes;

**Cancelled: continue to use revision 5
at this time**

Cover – Updated Revision Status to Rev 7

Page iv – Updated RECORD OF REVISIONS

Pages vi thru xi - Updated LOG OF EFFECTIVE PAGES to reflect Rev 7 – Changes indicated by dates

Preamble Pages 4-1 thru 4-6. Removed 50-hour references and change verbiage on NOTE's

A0051.4 Page 2 – Removed ASB Reference for Pillow Block Torque check – Incorporated into MM Chp 4.

A0052 Page 3 – Moved A0052.7 HYDRAULIC to A0054 to even out inspections

A0052 Page 4 – Cleaned up verbiage in A0052.8 differentiating types of driveshafts

A0052 Page 5 – Moved A0052.11 Lubrication to A0100

A0053 Page 2 - Removed Pillow Block Torque Check – Now incorporated into MM Chp 4

A0053 Page 2 - Moved A0053.6 DRIVETRAIN to A0054.5 renamed TAIL ROTOR DRIVETRAIN. Moved Oil cooler blower impeller, shaft and bearings to A1720

A0053 Page 3 — Moved A0054.5 TAILBOOM STRUCTURE to A0053.8

A0053 Page 3 – Moved A0053.6.2 & 6.3 to A1720

A0053 Page 4 – Merged A0054.7 TAIL ROTOR GEARBOX and A0054.8 TAIL ROTOR PITCH CHANGE CONTROL into A0053.9 TAIL ROTOR GEARBOX

A0054 Page 1 – Changed A054.5 TAIL ROTOR DRIVETRAIN to FREEWHEELING UNIT

A0054 Page 2 – Removed 100-hour tailboom inspection Tracked as AD2013-25-10 in Status Sheets

A0054 Page 2 – Added HYDRAULIC from A0052

A0054 Page 3 – Moved A0055.8.1 Pillow blocks to A0100 (Chp 4 - 110-hour requirement)

A0056 Page 3 – Removed A0056.7 LUBRICATION. Now C/W every 100 hours in A0100

A0100 added to track 100-hour items (bulk is lubes).

A1720 Page 2 – Added Oil Cooler impeller, shaft and bearings. Repaginated A1720

A1720 Page 2 – Added step 4.9.9.2

A6010 Removed – Now tracked on Status Sheets. Part comes off, overhauled, then put into rotables.

B section was revamped. All 150 hr inspections were removed from the other inspections and put in their own AAIP section B 0150NT. The remaining inspections were divided into 4, AAIP 300 hr / 12 Mon inspections. These are each “Stand-Alone” in they can be completed at any time, not required 50 hours after last insp.:

B0301NT

B0302NT

B0303NT

B0304NT

Removed Compressor Fresh Water Rinse from all B section and will now be tracked on the Aircraft CALM status reports at 100-hour intervals. Removed 150 hr Fuel Nozzle cleaning, now tracked in CALM Status Reports.

C0110 Added for 100-hour NVG inspection.

C0120 – 12 Mon Insp - All pages renamed to reflect correct AAIP 12-month designator, now **C 1700**

C1710 – Added for 12 Mon NVG inspection.

C1720 Page 7 – Added C1720.18 AAI TAIL ROTOR LOCKOUT KIT (currently tracked on status report)

C1720 Page 8 – Added C1720.19 AAI LOCKING FUEL CAP (currently tracked on status report)

Attachment A-1 – Added #1 ASU Night Vision Goggle Lighting System, #9 AAI TAIL ROTOR LOCKOUT KIT, #10 AAI LOCKING FUEL CAP and #26 DART AVIONICS CONSOLE (all currently tracked on status report)

Attachment B – Added Rolls-Royce Engine Wash & 150 hr Fuel Nozzle cleaning to INSPECTIONS EXCLUDED FROM AAIP. Engine washes will now be tracked on MHI CALM aircraft status report at 100-hour intervals.

Steve Slade

Part 135 Director of Maintenance/Part 145 Accountable Manager



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CAS MEMORANDUM M-20-06

DATE: 10-30-20
TO: ALL MECHANICS AND PILOTS
FROM: MAINTENANCE
RE: AOG PROCEDURES AND GUIDELINES

MHI Aircraft on Ground (AOG) procedures and guidelines

To streamline our internal/external communications when an aircraft is AOG, we are implementing the following procedures:

Internal Communications

- As soon as it is determined that the aircraft is grounded call the appropriate manager and inform them of the AOG.
- Notify the appropriate departments of the AOG using the email address AOG@maritimehelicopters.com with the N number as the subject line. Include a description of the problem, parts available/needed, troubleshooting performed, and an estimate of the time out of service if possible. All communications for the remainder of the AOG will reply to this email.
- MHI will make every effort to return the aircraft to service in the shortest timeframe possible. This may include the mechanic, and pilot if needed, working beyond their regular schedules to ensure all troubleshooting is done, parts are picked up, and ground runs are completed.
- It is expected that the mechanic on site will complete as much prep as possible prior to the parts arriving. (i.e. Eng. or trans ready to be removed when the parts and assisting mechanic arrive)
- After the aircraft is returned to service follow up with the Maintenance and Parts department on parts used for troubleshooting that are still serviceable and to reorder parts used at your location for the AOG.
- After the aircraft has been returned to service submit a FIR or GOR as necessary.
- At no time will a customer point of contact be included in internal communications.

External Communications

- Communications with the client will be limited to the following management personnel: DO, CP, ACP-RW, ACP-FW, DOM, and Chief Inspector.
- Management will be initial notification to the client with the following information:
 - o DO, CP, ACP-RW, ACP-FW, DOM and Chief Inspector will be cc'd on emails
 - o N- Number will be in the Subject Line.
 - o Include a description of the problem.

- o Enter one of the following comments
 - Troubleshooting –
 - Parts on hand – Expected to arrive on site at (State date/time)
 - Parts on order- Expected to arrive on site at (State date/time)
 - Length of AOG if known
- o At the end of the email state: More to Follow.
- o Management will provide periodic updates to the initial email.
- o A final email will be sent to the client when the aircraft is back in service.

Isaac Mackey
Chief Inspector



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