
CAS MEMORANDUM M-21-01

DATE: 01/25/2021
TO: ALL MECHANICS/PILOTS
FROM: DIRECTOR OF MAINTENANCE
CC: BOB FELL, DAVE JONES
RE: AIRCRAFT DISPATCHED TO ANOTHER LOCATION

All,

We recently had an incident where during an aircraft repositioning flight from one base to another the aircraft ran out of time before a AAIP B inspection came due. Since B inspections cannot be extended it resulted in overflight with MHI having to disclose the incident to the FAA.

I would remind everyone of the guidance in Maritimes GMM page 2-20;

Aircraft

Aircraft dispatched to another location, either from/to a base or a field site, must arrive at its next location with no less than the following hours remaining before major inspections are due such as an AAIP/CAMP segment;

- 8 hours
- 10 hours for the 412

NOTE: Times are not inclusive of the ferry time and must be added in addition to the above.

If special circumstances prevent complying with these times, as soon as practicable, inform the Fairbanks Lead Mechanic or DOM to allow preparation to complete the work scope that may be required once the aircraft arrives.

Please ensure you are in compliance with and follow our approved procedures in our company GMM. I would ask everyone to periodically review the GMM.

In this case, had we followed our own written guidance this event would not have occurred.

Thank you,

Steve Slade

Part 135 Director of Maintenance/Part 145 Accountable Manager

CAS MEMORANDUM M-21-02

DATE: 02/04/2021
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: MHI 206 AAIP REV 8

The MHI 206 AAIP Rev 8 dated 11/01/2020 has been approved and is now available on the maritime maintenance website at: <http://www.rotor-app.com/index.html#!>. The approval of Rev 8 includes a daily airworthiness form. This will be used after every flight day and the appropriate log book entry shall be made IAW the MHI GMM Ch. 2

Also, please note we are moving from Rev 5 to Rev 8. The highlighted changes below cover Rev 6 and 7 however these to revisions were never implemented. Take some time and review the changes here and on the aircraft status sheet as inspections have moved:

Highlights of Change – Rev 6:

Cover – Updated Revision Status to Rev 6

Page IV – Updated RECORD OF REVISIONS

Pages VI thru xi - Updated LOG OF EFFECTIVE PAGES to reflect Rev 6

Pages V – Included Temp Rev 1 into Rev 6

Page 4-5, 4-6 – Changed NOTE on A, B and C SECTIONS to allow for progressive inspections, restricted to two consecutive.

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

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

B0051.5NT Page 4 – Added Engine Rinse

B0053.4NT Page 4 – Changed Engine Wash to Rinse

B0055.4NT Page 4 – Added Engine Rinse

NOTE: Engine washes will now be tracked on MHI CALM aircraft status report at 100 hour intervals.

B0056NTNT Page 2 – Removed B0056.3.1.11 already covered in B0055.4.14 (duplicate)

C0010 Page 3 – Added C0010.6 DART AVIONICS CONSOLE (currently tracked on status report)

C0120 Page 7 – Added C0120.18 AAI TAIL ROTOR LOCKOUT KIT (currently tracked on status report)

C0120 Page 8 – Added C0120.19 AAI LOCKING FUEL CAP (currently tracked on status report)

Attachment A – Added #6 AAI TAIL ROTOR LOCKOUT KIT, #7 AAI LOCKING FUEL CAP and #24 DART AVIONICS CONSOLE (all currently tracked on status report)

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

Highlights of Change Rev 7:

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 Ch. 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 driveshaft's

A0052 Page 5 – Moved A0052.11 Lubrication to A0100

A0053 Page 2 - Removed Pillow Block Torque Check – Now incorporated into MM Ch. 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 – All pages effected globally, now only 4 pages – All Rev 7

A0054 Page 3 – Moved A0055.8.1 Pillow blocks to A0100 (Ch. 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).

A1203 Deleted. (Tailboom Insp) Moved to INSPECTIONS EXCLUDED FROM AAIP. Cyclic stick insp now A 1202.

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 Aircraft Status Sheet.

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.

C0100 Added for 100-hour NVG inspection.

C1700 – 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, #6 AAI TAIL ROTOR LOCKOUT KIT, #7 AAI LOCKING FUEL CAP and #24 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.

Highlight of Change – Rev 8

GENERAL – Sections B and C were each consolidated down; B from 6 to 4 inspections, C from 5 to 3 inspections.

COVER

Rev 8 11/01/20

TABLE OF CONTENTS

Page iii - Addition of Attachment C Airworthiness Daily Check

Page IV – Record of Revisions update

LOG OF EFFECTIVE PAGES

Page viii – Removal of **A1202** and **A1203** - The Main Rotor Hub 1200 hour (**Old Rev 7 A1200**) is performed in our overhaul shop and then put back in stock.

The Tailboom insp (**Rev 7 A1202**) is covered both with an ASB and now AD2002-25-07, which we track in or CALM program;

Page viii – Removed A1202 – not needed.

Page ix – Removed B0350 (see below for justification)

INTRODUCTION

Page 4-5 – Removed A 1203

A SECTION

A0052 Page 4 – Replaced Flex frame bolt insp (N/A for greased driveshaft) with TEMP-PLATES inspection. 8.1.2.5

A0054 Page 3 – Removed torque check log entry requirement. None needed for this AAIP Inspection

A0056 Page 3 – Removed Keflex insp. 300 hour already covered in A0053

A0057 Page 1 – Changed wording in 2.1 to not specifying type of grease and method of application due to changes in lubrication choices/methods.

A1200 – Removed Main Rotor Hub Assembly Insp (moved to CALM) replaced with Tail Rotor Control Tube 1200 hr. Insp

A1202 – Removed (was old Tailboom Insp now on CALM tracked by AD)

A1500 – Removed. Will be tracked on CALM as not a Bell insp but done I/A/W Manufacture ICA, which can change and update. Only applicable to the L1/L3 “if” installed.

A1700 Page 6 – Moved hub and blade balance to Appx B & CALM (already performed multiple times during the year). Removed voltage regulator setting as already performed every 12 months in A0055.8.

A1720 Page 3 – Added torque requirement for any disconnected drive shaft couplings.

B SECTION

B0150 Page 2 – Added retaining nut torque check moved from B0310.4 to a more frequent inspection (always find hardware loose waiting 300 hours)

B0301 Page 3 – Added control and power turbine rigging. Moved 4.11 torque check to lower interval A0150. Inserted ENGINE AIR SYSTEM removed from B0303.6.

B0301 Page 4 – Removed compressor fresh water rinse. Will just rinse as required. Still complying with RR required Engine Washes.

B0302 Page 3 – Removed fuel nozzle cleaning (4.6-4.9), now tracked in Appx B & CALM

B0302 Page 4 – Changed globally from removal of fuel nozzle cleaning

B0303 Page 2 – Added rear engine mount inspection. Removed Starter-Generator inspection; now tracked in Appx B on CALM with units, as they move around.

B0303 Page 3 – ENGINE AIR SYSTEM moved to B-0301 Page 3 (see above). Added additional inspections to ENGINE OIL SYSTEM

B0303 Page 4 – Removed compressor fresh water rinse. Will just rinse as required. Still complying with RR Engine Wash requirements.

B0303 Page 6 – Moved ENGINE AIR SYSTEM to B0301 Page 3

B0304 Page 2 – Added additional inspections

B0350 – Removed. Placed all 300 hr. /12 Month oil inspections in B0303 ENGINE OIL SYSTEM section; consolidation.

C SECTION

C0303 – Page 2 Move Crosstube deflection check (2.8) to C1700 Page 8

C1700 – Page 8 Added Crosstube deflection check from C0303

APPENDICES

B-1 – Added;

- 150 fuel nozzle Cleaning/Inspections
- 300 Starter Gen Insp
- 300 hour Tail rotor Hub and blade Track and
- 1200 Main rotor Hub
- Keflex 1500 hr.

C-i – Title Page

C-1 Airworthiness Daily Check

Thank you

Steve Slade

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CAS MEMORANDUM M-21-03

DATE: 02/09/2021
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: MHI 206/407 MEL REV 12

The MHI 206/407 MEL Rev 12 dated 11/15/2020 has been approved and is now available on the maritime maintenance website at: <http://www.rotor-app.com/index.html#!>. Take some time and review the changes.

Thank you

Isaac Mackey
Chief Inspector



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CAS MEMORANDUM M-21-04

DATE: 02/09/2021
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: MHI DHC-6 400 MEL REV 1

The MHI DHC-6 400 MEL Rev 1 dated 01/30/21 has been approved and is now available on the maritime maintenance website at: <http://www.rotor-app.com/index.html#!>. Take some time and review the changes.

Thank you

Isaac Mackey
Chief Inspector



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CAS MEMORANDUM M-21-05

DATE: 02/09/2021
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: MHI BO-105 MEL REV 3

The MHI BO-105 MEL Rev 3 dated 01/20/21 has been approved and is now available on the maritime maintenance website at: <http://www.rotor-app.com/index.html#!>. Take some time and review the changes.

Thank you

Isaac Mackey
Chief Inspector



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CAS MEMORANDUM M-21-06

DATE: 02/09/2021
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: MHI DHC-6 400 MEL REV 1

The MHI DHC-6 400 MEL Rev 1 dated 01/30/21 has been approved and is now available on the maritime maintenance website at: <http://www.rotor-app.com/index.html#!>. Take some time and review the changes.

Thank you

Isaac Mackey
Chief Inspector



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CAS MEMORANDUM M-21-07

DATE: 03/26/21
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: B407 TEMP REV 1

The MHI B407 AAIP Temp Rev 1 dated 02/14/21 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.

The temp rev has added the daily airworthiness check guide to the B407 AAIP.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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CAS MEMORANDUM M-21-08

DATE: 03/26/21
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: BELL 412 CAMP REISSUE

The MHI B412 CAMP dated 11/15/20 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

- Globally – All pages changed to Reissue with a date of 11/15/20 due to large reorganization of manual.
- Cover - Reissue

Table of Contents

- Pg. ii – Removed 2.2 Individual Responsibilities. (Addressed in the CAMP General Manual)
- Removed 2.3 Mechanic Qualifications. (Addressed in the CAMP General Manual)
- 2.4 Maintenance and Servicing now 2.2
- Added 2.8 Airworthiness Check
- Removed 2.12 Contract Maintenance. (Addressed in the CAMP General Manual)
- Added 2.13 Abbreviations (from old Rev Original Section 7)
- Added 2.14 Definitions. (from old Rev Original Section 7)
- Removed 4.2.2-4.2.4
- Pg. iii – Section 6 Now Weight and Balance Control. (Replaced CASS as it's addressed in CAMP General Manual)
- Section 7 Abbreviations and Definitions incorporated in Section 2 Page ii. Now "Aircraft Log Page"
- Section 8 – Now Inspections instead of "Forms"
- Added additional ATTACHMENTS
- Pg. iv – Updated RECORD OF REVISIONS table, removed "Insertion Date" and "Posted by" columns. (All MHI manuals now inserted and posted digitally online)
- Pg. vi – All pages Rev date changed as this manual is a reissue due to multiple additions and global changes. Added xiii, xiv. Removed Abbreviations and Definitions and Forms. Added Weight & Balance Control and Inspections also includes name changes from all noted above.
- Pg. vii – Removed A0101 -A0103. Now combined in A0120. A0305 moved to viii globally.
- Pg. viii – ENGINE INSPECTION SECTION moved to ix to allow for future additions to AIRFRAME SECTION

- Pg. ix – Removed B0056, explanation on page. ICA INSPECTION SECTION moved to x.
- Pg. x thru xii – Globally changed.
- Pg. xiii & xiv Added due to Multiple Attachments C Thru F.

Preamble

- Pg. 1-1 – Updated wording under INTRODUCTION to fall in line with a CAMP rather than an AAIP.
- Pg. 2-1 – Removed 2.2 Individual Responsibilities. (Addressed in the CAMP General Manual)
- Removed 2.3 Mechanic Qualifications. (Addressed in the CAMP General Manual)
- Replaced 2.4 MAINTENANCE AND SERVICING (now 2.2) with AIRWORTHINESS LIMITATION
- 2.5 EXCLUSIONS moved to 2.3
- 2.7 OVERHAUL TIME LIMITS moved to 2.5
Removed 2.12 Contract Maintenance. (Addressed in the CAMP General Manual)
- Pg. 2-3 – Added 2.13 ABBREVIATION AND DEFINITIONS moved from Rev 0 7-1
- Pg. 2-4,5 – New pages. Moved Definitions from Revision 0 Ch. 7, pages 7-2 & 3
- Pg. 3-1 – No changes
- Pg. 4-2 – Removed 4.2.2
- Pg. 4-3 – 4.2.3 thru 4.2.3.3 Removed – Covered in new employee training. Now SCHEDULE OF INSPECTIONS

Series A – Airframe Section Table

- Pg. 4-3 – Removed A0100 – A0103, added A 0120 (also contains A0100 thru A0103)
- Pg. 4-4 – Deleted 4.2.4 Now SERIES B – POWERPLANT SCHEDULE OF INSPECTIONS

Series B – Engine Inspections Table

- Pg. 4-4 - B0056 Removed. Incorporated into Appx F Airworthiness Daily Inspection

Series C – Instructions for Continued Airworthiness Table

- Pg. 4-4 – Changed name of C 0301 to C 0350 to fall in line with AAIP/CAMP designations
- Pg. 5-1 thru 5-6 – No changes
- Pg. 6-1 – Replaced Section 6 CASS (Addressed in the CAMP General Manual) with Weight and Balance Control
- Pg. 7-1 – Abbreviations and Definitions moved (see above) replaced with Aircraft Log page
- Pg. 8-1 – Changed from FORMS to heading page for the A, B and C Series inspections section.

Airframe Inspections

- A 0025 updated
- A0100 – Removed. Battery inspections covered in A-0025.4 and the F-4 Daily Airworthiness Check
- A0101-A0103 Removed, now combined into A0120 100 hr. /120 Day Insp
- A0120 – Added to consolidate A0101 – A0103

- A0306 - Para 5.1.1 and 5.1.5 from Rev Orig; N/A for our aircraft. We do not have elastomeric rod ends on any flight control rod end. A0306.6 added.

No other changes were made to any remaining Airframe Inspections other than Revision # and Date

Engine Inspections

- B0056 – Removed. Incorporated into Appx F Airworthiness Daily Inspection
- B0100 Para 6.1- not required because we have post SB5398 fuel surge accumulators
- B0100 Para 6.2- perform engine deceleration check not required for our engines. IAW 71-00-00 para O, and SB 5398
- B0150- Para 5.6.2 and Para 5.6.4 removed - we have post SB5354 chip detectors (quick disconnect style)
- B0156 – Corrected numeration issues on B0156 5 and 6
- B0312- Para 5.7.1 note removed, fuel pump gear set and coupling now tracked on CALM because different pumps have different TSN
- B0312- Para 5.10 and Para 5.11 note removed. This statement is not required because the inspection is for chip detectors not the entire engine
- B0600.6 – Removed - inspection of seam welds is not required on MHI engines. IAW SB5239 effectivity of SB is for PT6T-3 & 3B engines only
- B1200RT- Para 5.2.- inspection of seam welds is not required IAW SB5239

ICA Inspections

- C 0301 name changed to C 0350
-

No other changes were made to ICA Inspections other than Revision Name and Date

Appendices

- Pg. A-1 – Removed R34, was a repeat of R01
- Attachment B – Added 300 Hour / 12 Month Fuel Pump Insp – Tracked on CALM against SB5003
- Added the following Attachments;
- C – Airworthiness Limitations
- D – Lubrication Schedule
- E – After Maintenance Checks
- F – Airworthiness Check (Daily)

Thank you

CAS MEMORANDUM M-21-09

DATE: 05/24/2021
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: 407 MAIN ROTOR FOLDING

In order to reduce the chance of damage to the 407 main rotor blade expansion bolts when the main rotor is folded the following change will be implemented effective immediately.

For storage of the expansion bolts, gently slide each bolt into the hole in the adjacent swashplate drive link and swing the handle over the top and away from the cowling IAW Paravion 407 main rotor blade folding kit operating instructions.

Thank you

Isaac Mackey
Chief Inspector



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CAS MEMORANDUM M-21-10

DATE: 07/27/2021
TO: ALL MECHANICS/PILOTS
FROM: DIRECTOR OF MAINTENANCE
CC: DOO, CHIEF PILOT, CHIEF INSPECTOR
RE: SPECIAL FLIGHT PERMIT

Revision 2 for Maritimes Special Flight Permit (SFP) has been FAA approved and posted to the MHI Maintenance Portal. Please review.

The following are the major **Highlights of Change;**

- For the permit to be issued, there is no longer a requirement for a licensed mechanic to be physically at the aircraft if it can be evaluated remotely that there is no safety-of-flight issue for the aircraft to operate. If a mechanic is present, they can assist in this determination after discussion with the DOM or Chief Inspector.
- The pilot is now able to enter both the Log Book Discrepancy and also sign the Discrepancy Corrective Action by entering on the log page the aircraft will be operated I/A/W the provision of the SFP. This is not considered a CFR 43.11 maintenance record entry but general statement the flight will comply with restrictions of the SFP.

If any Maritime aircraft has a maintenance issue and there is no mechanic present, please contact the Chief Inspector via Cell/Sat phone. If the Chief Inspector is unavailable, then contact the DOM.

We may require some addition information such as photos of the discrepancy to assist in the evaluation.



Steve Slade

Part 135 Director of Maintenance/Part 145 Accountable Manager



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CAS MEMORANDUM M-21-11

DATE: 09/14/21
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: HOMER QUALITY CONTROL MANUAL

The MHI Homer Quality Control Manual Rev 2 dated 07/01/21 has been approved and is now available on the maritime maintenance website <https://www.rotor-app.com/> Please take some time and review the changes.

Summary of Changes

- i – (Cover) Updated with latest Rev and Date
- iii – Record of Revision updated
- iv – List of Effective Pages updated
- v – Updated to reflect changes
- vi – Updated to reflect changes
- 1-1 – Added “Repair Station Form Manual” to define acronym
- 2-1 – Modified Manual Revisions. Removed Paper Format instructions. All manuals now Web based, updated web link
- 4-1 – Inserted “RSFM”, updated Training Verification Form number due to rev in Forms Manual
- 4-2 – Updated names of rosters
- 4-3 – Work Order Form MHI 001 no longer used. Now tracked in computer CALM program
- 4-4 – Updated name to identify responsible person
- 4-5 – Updated tags used
- 4-6 – Updated tags used MHI 004, replacing MHI 009. Also never used routing tag MHI 009, was removed from Form Manual
- 4-7 – Updated form number
- 5-1 – Updated form number
- 6-1 thru 6-6 describe process of system now used for Corrective Action on Deficiencies

Thank you

Isaac Mackey
Chief Inspector

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CAS MEMORANDUM M-21-12

DATE: 12/01/21
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: HOMER REPAIR STATION MANUAL REV 3

The MHI Homer Repair Station Manual Rev 3 dated 10/20/21 has been approved and is now available on the maritime maintenance website <https://www.rotor-app.com/> Please take some time and review the changes.

Cover – Updated

ii - Updated

iii – Record of Revisions – Removed paper format manual NO./Holder and instructions; all on web now. Modified Table.

iv – Updated List of Effective Pages

v, vi – Table of Contents – Updated, removed List of Effective Pages. Appendix A Repair Station Forms removed, now its own manual.

1-1 – Updated AC Ref #, Identified Repair Station Name

2-1 – Removed distribution info from Manual Revisions & Control since now electronic only format. Removed Paper Format. Updated Web address

2-2 – Page deleted by global changes

3-1 – Updated Org Chart

3-2 – Changed globally

3-3 – Changed globally

3-4 – Changed globally, removed NOTE. Delegating Duties now addressed on bottom of page 3-6

3-5 – Changed globally

3-6 – Changed globally

4-1 – Numbering removed from sub headings. Form MHI 016 changed.

5-1 – Numbering removed from sub headings

5-2 – Changed who files work Order. Changed person(s) to submit parts requests to

5-3 – Changed person responsible for accuracy of records and where routed.

5-4 – Page deleted globally

6-1 – Capabilities List is in the Part 145 Accountable Managers office

6-2 – Accountable Manager to maintain records

7-1 – Added additional duty to Inventory and Records Admins. Added Satellite Repair Station to remote location

7-2 – Changed Chief Inspector to Accountable Manager for maintaining rosters.

8-1 – MHI Form 027 was never used. Now removed from Forms Manual

8-2 – Updated Chapter reference. Changed Accountable Manager to Chief inspector 2 places. Removed MHI Form 027 reference

8-3 – Removed section reference. Corrected CFR references

8-4 – Changed globally

9-1 – Removed MHI Form 026 reference, was never used. Now removed from Forms Manual

9-2 – Changed globally

9-3 – Changed globally. Removed MHI Form 026 reference.
10-1 – Changed globally, subheadings numbering removed.
10-2 – Changed globally, subheadings numbering removed.
11-1 – Numbering removed from sub headings. Moved some verbiage around on last paragraph.
11-2 – Numbering removed from sub heading.
11-3 – #2 is now Contracting Office.
12-1 – Removed Appendix A. MHI Form Manual is available to all personnel and now stand-alone.
Thank you

Isaac Mackey
Chief Inspector

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CAS MEMORANDUM M-21-13

DATE: 12/01/21
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: FAIRBANKS REPAIR STATION MANUAL REV 4

The MHI Fairbanks Repair Station Manual Rev 4 dated 10/30/21 has been approved and is now available on the maritime maintenance website <https://www.rotor-app.com/> Please take some time and review the changes.

Cover – Updated

ii - Updated

iii – Record of Revisions – Removed paper format manual NO./Holder and instructions; all on web now. Modified Table.

iv – Updated List of Effective Pages

v, vi – Table of Contents – Updated, removed List of Effective Pages. Appendix A Repair Station Forms removed, now its own manual.

1-1 – Updated AC Ref #, Identified/updated Repair Station Name. Same statement is in the Homer

2-1 – Removed distribution info from Manual Revisions & Control since now electronic only format. Removed Paper Format. Updated Web address link

2-2 – Page deleted by global changes

3-1 – Updated Org Chart, removed Homer base. Same statement in Homer RSM.

3-2 – Changed globally

3-3 – Changed Quality Assurance to Inspection Department

3-4 – Changed globally, removed NOTE. Delegating Duties already addressed on bottom of page 3-6

3-5 – Changed globally

3-6 – Added “Records” to Inventory Administrators name

4-1 – Numbering removed from sub headings. Accountable Manager will now maintain rosters. MHI 016 changed to MHI 015

5-1 – Numbering removed from sub headings

5-2 – Changed who files work Order. Changed person(s) to submit parts requests to

5-3 – Changed person responsible for accuracy of records and where routed, added Lead to in ensuring records are accurate.

5-4 – Page deleted globally

6-1 – Capabilities List is in the Part 145 Accountable Managers office. Change Homer Base to Homer Repair Station

6-2 – Accountable Manager to maintain records

7-1 – Added additional duty to Inventory and Records Admins. Added Satellite Repair Station to remote location. Moved One Time Circumstances

7-2 – Changed Chief Inspector to Accountable Manager for maintaining rosters.

8-1 – Now separate chapter for Fairbanks Satellite Repair Station.

9-1 – Chapter number changed. MHI Form 022 or 27 was never used. Now removed from Forms Manual
9-2 – Changed Accountable Manager to Chief inspector 2 places. Removed MHI Form 027 reference
9-3 – Corrected CFR references
9-4 – Changed globally
10-1 – Chapter number changed. Removed MHI Form 026 reference, never used. Now removed from Forms Manual
10-2 – Removed MHI Form 026 reference. Not used. MHI form 003 is now tracked in CALM program
10-3 – Changed globally. Removed MHI Form 026 reference.
11-1 – Chapter number changed. Changed globally, MHI 018 is now MHI 016. MHI 013 is now MHI 009
11-2 – Changed globally, subheadings numbering removed. MHI 013 is now 012
12-1 – Chapter number changed. Numbering removed from sub headings. All Fairbanks info under Chapter 12. All floor plans changed. Removed Homer Base, replaced with Fairbanks Base. Chapter title changed.
12-2 – Inserted Fairbanks Floor Plan
12-3 – Inserted Fairbanks Floor Plan
12-4 – Inserted Fairbanks Floor Plan, West Hangar Shops
12-5 – Now just an upper shop, no Avionics.
13-1 – Deleted. Removed Appendix B. MHI Form Manual is available to all personnel and now stand-alone.

Thank you

Isaac Mackey
Chief Inspector

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CAS MEMORANDUM M-21-14

DATE: 12/02/21
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: MHI GENERAL MAINTENANCE MANUAL REV 9

The MHI General Maintenance Manual Rev 9 dated 10/01/21 has been approved and is now available on the maritime maintenance website <https://www.rotor-app.com/> Please take some time and review the changes.

Summary of Changes include:

Updated Cover to reflect Rev 9
IV – Updated Record of Revisions
VI – Updated Page Control
VII – x – Updated Table of Content due to additions/global changes
2-1 – Removed references to Aircraft Airworthiness Check in Appendix A. Now in each AAIP or CAMP manual.
2-21 – Added Paragraph 2.38 to address company imposed reduced interval inspections
2-22 – Global change to 2.39 due to addition of Para 2.38 on page 2-21
3-1 – Modified Addendum Log Entries verbiage to allow pilot to make log book corrections to incorrect aircraft time entries.

Thank you

Isaac Mackey
Chief Inspector

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CAS MEMORANDUM M-21-15

DATE: 12/10/21
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: MHI FAIRBANKS QUALITY CONTROL MANUAL REV 2

The MHI Fairbanks Quality Control Manual dated 10/10/21 has been approved and is now available on the maritime maintenance website <https://www.rotor-app.com/> Please take some time and review the changes.

Summary of Changes include:

Cover

iii – Updated Record of Revisions

iv – Updated List of Effective Pages

v, iv – Updated Table of Contents

1-1 – Inserted full name of manual before acronym.

2-1 – Removed Paper Format as all now web based. Updated web link.

4-1 – Updated acronyms. Updated form numbers due to Forms Manual revision. Updated Form names.

4-2 – Added CAMP to Maintenance Inspection paragraph.

4-3 – Removed work order log and replace with CALM for W.O. tracking. Removed 2nd paragraph discussing work order log.

4-4 – Replace Quality Assurance with Part 145 Floor Manager.

4-5 – Removed Routing Tag (not ever used). MHI Form 009 changed to 008.

4-6 – Form MHI 012 changed to MHI 009 due to Forms Manual revision.

4-7 – Form MHI 012 changed to MHI 009 due to Forms Manual revision.

4-8 thru 4-11 only changed globally.

5-1 – Form MHI 018 changed to MHI 016 due to Forms Manual revision.

6-1 thru 6-6 completely new content; CASS Program

Thank you

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