

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)

ICA MB 25.20.05 R1


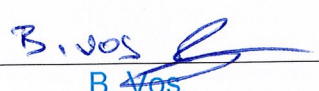
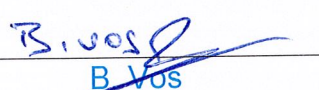
Dual Seat Installation

Airbus Helicopters AS350 Series

Changes to revision status and materials		Status
R0	Initial Release to ZK-HJQ (S/N 1295) modified by Heli Support NZ Ltd.	Obsolete
R1	Re-issue and re-formatted to all current operators of rotorcraft with the subject modification installed and instructions for inspection of a guard fence or PAX cockpit partition installation MB 25.10.19 (or equivalent).	Current

Document changes are shown by change bars.

CERTIFICATION
This Maintenance Manual (Instructions for Continued Airworthiness) is released by NTech DO39160 (NZ-CAA Part 146).

Compiled:	 V. Jose	Date:	14-02-2020
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1. INTRODUCTION

1.1. Definitions and abbreviations

LAME	Licensed Aircraft Maintenance Engineer
CAANZ	Civil Aviation Authorities of New Zealand
FMS	Flight Manual Supplement

1.2. Units of measurements

Weights:	kg
Dimensions / distances:	m

1.3. Reference Documents

- FAA AC 43.13-1B

1.4. Description of modification

Modification MB 25.20.05 installs a Dual Seat into the referenced rotorcraft.
The modification consists of the following:

- Locally fabricated Dual Seat Installation P/N NT49-03-01
- AS350 Seat Belt Assembly P/N 343-22-600-03-136
- Seat Track Attachment Fittings AS350-100-123 (6 Places)
- Floor mounted Seat Track

Modification MB 25.10.19 installs a PAX partition on the R/H dual front seat
The installation consists of:

- Partition assembly.
- Fasteners on the dual front seat and on the instrument compartment.

Note: a guard fence or NTech MB 25.10.19 (or equivalent) is a prerequisite to prevent possible restriction/damage or inadvertent operation of the collective or fuel stuff off valve, advised by CAANZ continuing airworthiness notice (CAN) 25-002.

2. EFFECTIVITY

These Instructions for Continued Airworthiness are applicable to Airbus Helicopters AS350 Series rotorcraft modified in accordance with MB 25.20.05 (Rev 0.1, 2 or 3).

Any non-NTech modifications installed after the embodiment of MB 25.20.05 to the product that interfaces with the equipment installed, may invalidate the approval.

3. AIRWORTHINESS INSTRUCTIONS

3.1. Authorised Personnel

All maintenance work must be carried out by a LAME for the rotorcraft's Maintenance Organisation, or by approved personnel within a NZCAA Part 145 Maintenance

Organisation.

3.2. Technical Data

3.2.1. Parts Lists

Qty	Item	Part Number	Description
1	1	NT49-03-01	Seat Assembly
6	2	Mc A AS 350-100-123	Seat Track Attachment Fitting
3	3	Ancra 40456-10-180	Seat Track
1	4	NT49-03-04	Beam Channel
18	5	AN3	Screw
18	6	AN315-3R	Nut
36	7	AN960-10	Washer
1	8	NT49-03-08	Cleat
1	9	NT49-03-09	Data Plate

3.2.2. Disassembly / Removal Instructions

Refer §4.2 of Flight Manual Supplement FMS 25.20.05.

3.3. Scheduling Information

3.3.1. Routine Inspections and Scheduled Maintenance

Routine inspections and scheduled maintenance are the lesser of:

- Every 1,200 flight hours / flight cycles commencing upon the embodiment of modification MB 25.20.05, or
- Every 48 months.

3.4. Procedures

All maintenance is to be in accordance with the requirements of NZCAA Part 43. The FAA Advisory Circulars listed on page 7 of NZCAA Advisory Circular AC 43-1, are an acceptable means of carrying out maintenance under NZCAA Part 43.

3.4.1. Inspection and Maintenance

3.4.1.1. Routine / Scheduled Inspections and Maintenance

- Inspect the dual seat frame and cockpit partition for condition, inspecting all welds for cracks or deterioration.
- Inspect the dual seat floor track and cockpit partition for condition and security.
- Inspect the dual seat cushion for wear, deterioration and rips.
- Carry out an NDT crack inspection (Dye Penetrant Inspection) in accordance with ASTM-E-1417 (or equivalent) of the seat track attachment fittings (P/N AS350-100-123)
- Conduct routine maintenance.

3.4.2. On Condition Maintenance

If any inspection results in finding damaged components then replace any failed or damaged components with those in the parts list (refer § 3.2.1) or repair in accordance with NZCAA Part 43. Repair guidelines are contained in CAA Advisory Circular AC 43-9. Repairs outside the scope of AC 43-9 require approval from a CAR Part 146 Design Organisation.

4. AIRWORTHINESS LIMITATIONS

The Airworthiness Limitations Section is approved and variations must also be approved.

There are no new (or additional) Airworthiness Limitations associated with this equipment and/or installation.

5. DEFECT REPORTING

Any failure, impending failure or evidence of excessive wear must be brought to the attention of NTech Ltd using the Customer Feedback Form (NT10) [available from www.ntech.co.nz](http://www.ntech.co.nz) (to download in pdf format), or can be requested by phone or post ¹.

In case of an incident: NT10 must be completed and returned to NTech within 14 days of the incident, as per NZ-CAA Part 12.57(b).

¹ Contact details:

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