

SERVICE LETTER: #

DATE: 18 June 2018

SUBJECT: CALENDAR LIMITATION

INSPECTION:

REPLACEMENT:

COMPLIANCE PROCEDURE:

With the aim of constantly improving aircraft production quality, safety and functioning, based on experienced developed in our Technical Support Centres and from Kit Assemblers, we need to inform Dealers, Authorized Maintenance Centers, Kit Assemblers and Owners, Pilots about of this amendment letter inform.

As for the version of the CH7 Charlie 2 and CH77 Ranabot already present the **live limitation for years**, also for the CH7 Kompres/Charlie version you have to adopt the table in the Hand Book Maintenance in the live / overhaul limited parts table and in the maintenance manual for section 3. LIVE-LIMITED COMPONENTS, obviously this amendment highlights a banal forgetfulness of writing, the new handbook for the Kompres version will be published shortly, on official Web Site www.ch-7helicopter.com / Section Service.

COMPONENT DESCRIPTION	PART NUMBER	S /N	INSTALL. DATE/HRS	TBO hours or 12 year
ENGINE EPA/ROTAX	UNAIROWORTHY		2005	1500
FRAME	UNAIROWORTHY		2005	1500
MAIN GEAR BOX	UNAIROWORTHY	180	2005	1500
MAIN ROTOR HUB	UNAIROWORTHY		2005	1500
MAIN ROTOR HUB	UNAIROWORTHY		2005	1500
MAIN ROTOR BLADE	UNAIROWORTHY	399	2005	1500

MAIN ROTOR BLADE	UNAIRWORTHY	400	2005	1500
TAIL GEAR BOX	UNAIRWORTHY	185	2005	1500
TAIL ROTOR HUB	UNAIRWORTHY		2005	1500
TAIL ROTOR HUB	UNAIRWORTHY		2005	1500
TAIL ROTOR BLADE	UNAIRWORTHY		2005	1500
TAIL ROTOR BLADE	UNAIRWORTHY		2005	1500
CLUTCH MOTOR	UNAIRWORTHY		2005	1500
GOVERNOR MOTOR	UNAIRWORTHY		2005	1500
WARNING BOX CARD	UNAIRWORTHY		2005	1500
TUBE COOLER LINE	UNAIRWORTHY		2005	5 year or 1500
TUBE OIL LINE	UNAIRWORTHY		2005	5 year or 1500
FUEL LINE SET	UNAIRWORTHY		2005	5 year or 1500
MAIN TRANSMISSION BELT	UNAIRWORTHY		2005	5 year or 500

In practice if the component has been installed for 12 years or more on the aircraft it is un-airworthy. The aircraft must be subjected to 12-year or 1500-hour maintenance inspection.

To simplify the visual inspection on the CH7 Kompress aircraft:

- if the Blades have a S/N number equal to or lower than the number S/N 400 are un-airworthy
- if the Main Transmission box has the S/N equal to or lower than S/N180. it is un-airworthy
- if the Tail Transmission box has the S/N equal to or lower than S/N 185 it is un-airworthy

Dealers in particular are required to alert their Pilots and Clients to the importance and Mandatory of registering on the official Helisport site as indicated in Section 7.0 of the pilot manual, in order to avoid the legal and insurance risks mentioned below. Any pilot may fly a Helisport aircraft without having first registered on the official Helisport website and read all documentation contained on it.

Dealers, Authorised Maintenance Centres, Kit Assemblers, Owners, Pilots are required to apply and/or enforce all service bulletins on aircraft affected by this amendment and transcribe this intervention into the maintenance log as required by Section 7.1 of the pilot manual.

Remember that the pilot manual is the only document that has legal value and all sections must be strictly respected;

Non-application of a single bulletin renders an aircraft unairworthy and therefore out of compliance with Helisport Company requirements or with Legal and Insurance requirements.