

AIRBUS NEW ZEALAND

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Job No. 900050833

Details:

Customer	Airbus AP
PO #	41586393
Description of Item	Main Rotor Blade
ATA Ref	62
Removed from	EC120 S/N 1251
Removal Date	07/11/2023
Part #	C621A1006103
Serial #	2234
TSN	907.4
TSO	
Reason for Removal	PU Reversion

Condition Received:

Paint peeling from Lower Surface. Parts of PU strip starting to peel.

Strip and View Report:

Blade inspected IAW AMM 62-11-00, 6-1 dated 2023.06.22
 Weight Cavity Door damaged around O-Ring, Replace.
 Corrosion on Trim Tab, - Repair.
 Lower Surface PU reversion, - Replace.
 Paint in poor condition, - Repaint.
 Anti-Collision Markings in white, - Repaint.
 Static Balance required.

Assembly Report/Cause of Defect:

Remarks (Type of O/H, repair, mat. status, special inspection, concessions issued, general condition):

Blade inspected IAW AMM 62-11-00, 6-1 dated 2023.06.22
 Weight Cavity Door replaced IAW AMM 62-11-00, 8-8 dated 2023.01.31
 Corrosion on Trim Tabs repaired IAW AMM 62-11-00, 8-15 dated 2012.03.19
 Lower surface PU Strip replaced IAW AMM 62-11-00, 8-3 dated 2023.01.31
 Blade Repainted IAW MRV 62.10.00.882 issue 2022-04
 Anti-Collision Markings applied IAW SB EC120-62-001
 Static Balance carried out IAW MRV 62.10.00.805 issue 2022-04

Name: Alex Renfrew
 Signature: 



For and on behalf of Airbus New Zealand Limited

Appointment: Certifying Engineer

Date: 07 May 2024

USER / INSTALLER RESPONSIBILITIES

This certificate does not automatically constitute authority to install.

Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.

Statements in block(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records are to contain an installation certification issued in accordance with national regulations of the user/installer before the aircraft may be flown.