

Thanakom Panyothin

From: McConnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Tuesday, June 26, 2018 9:31 AM
To: James O'Brien
Cc: Thanakom Panyothin; Grant Robinson
Subject: S-76D operation with expired Jeppesen TAP database

Jim

Following is the Customer Service Engineering response to my request for a mechanism to enable continued flight operations with an expired Jeppesen TAP database.

Please let me know if further information is required.

Case Number: C0097919
Customer: Thai Aviation Services Limited
Aircraft S/N: 761000
Aircraft Model: S-76D
ATA: 34
Case Subject: Jeppesen 14-Day TAP Database Update-MEL-AWL 10% Extension

Problem Description:

Reference

- 1) AWL Task 5-20-00-200-014
- 2) AWL Task 5-20-00-200-000

TAS experiences a chronic problem with Jeppesen TAP database 14-day updates called out in AWL Task 5-20-00-200-014 Item 2 because the Thales system is unable to have a current and superseding database installed at the same time.

In Thailand the database update occurs at 7AM local time, shortly after line A/C have departed on the days' flight schedule. Their installed database becomes invalid in flight after takeoff and cannot be updated until the A/C return to the maintenance base at the end of the days' flying.

A previous response to a similar customer request highlighted two points that may offer TAS two potential remedies:

- 1) The 14-day (Jeppesen database update) inspection is not prohibited from being extended by 10% per 5-20-00 paragraph 3, Scheduling.
- 2) The FAA has stated that "Since the navigation database continues to operate normally and can be used while in and out of currency status, it is not inoperative per the definition and is not identified as inoperative as required by regulation. Therefore, it does not require MMEL relief under 14 CFR."

Please confirm:

- 1) Sikorsky has no technical objection to TAS invoking the 10% extension clause per AWL Task 5-20-00-200-000, Paragraph 3. D., Scheduling, in order to extend 14-day Jeppesen TAP database 14-day inspections as required until the Thales system is able to accommodate two databases simultaneously.
- 2) The FAA statement above, confirming that the expired navigation database does not meet the definition of "inoperative", is still correct and does not require MMEL relief under 14 CFR. EoM

This email notification is provided as the case has been reviewed and does not contain technical data in the issue description.

Problem Resolution:

Reference SA S76D-AWL-000 TASK 5-20-00-200-000 3.D

1. All hourly inspection intervals and all calendar inspection intervals specified in Scheduled Maintenance Checks, 5-20-00, that are NOT specifically required in CHAPTER 4, AIRWORTHINESS LIMITATIONS, or as specified in an approved program may be extended by ten percent (10%) for maintenance scheduling convenience, provided the extension time is deducted from the next scheduled inspection.
2. The FAA has stated that "Since the navigation database continues to operate normally and can be used while in and out of currency status, it is not inoperative per the definition and is not identified as inoperative as required by regulation. Therefore, it does not require MMEL relief under 14 CFR."

This email notification is provided as the case has been reviewed and does not contain technical data in the resolution.

David P. McConnell

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