



FLEET COMPOSITION

| | | |
|-----------------------|----------------|----------------|
| REGISTRY | CS-HGH | CS-HGU |
| SERIAL NUMBER | 31115 | 31143 |
| YEAR | 2007 | 2008 |
| AIRCRAFT MANUFACTURER | AGUSTAWESTLAND | AGUSTAWESTLAND |
| AIRCRAFT MODEL | AW139 | AW139 |
| ENGINES MANUFACTURER | PRATT&WHITNEY | PRATT&WHITNEY |
| ENGINES MODEL | PT6C-67C | PT6C-67C |

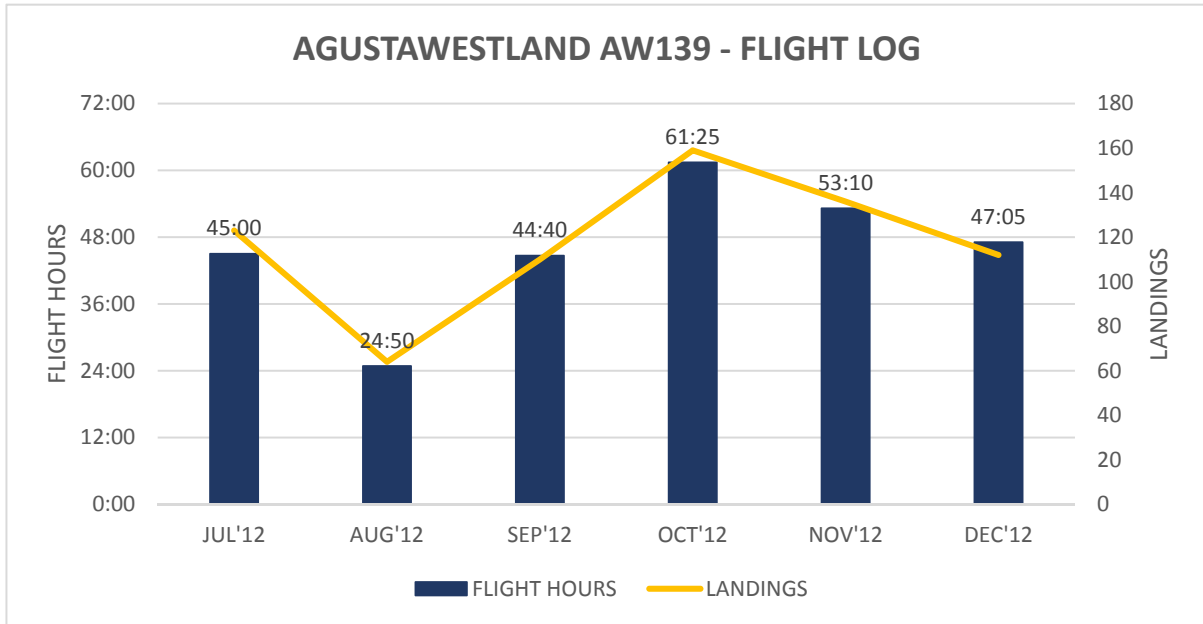


RELIABILITY REPORT 2012

(JULY-DECEMBER 2012)

| | | | |
|-------------------------------|--|---------|------|
| At 31/12/2012 | <i>Number of aircraft in fleet</i> | 2 | un. |
| | <i>Number of aircraft in service</i> | 2 | un. |
| | <i>CS-HGH Total Hours</i> | 804:45 | FH |
| | <i>CS-HGH Total Cycles</i> | 2136 | LDG |
| | <i>CS-HGU Total Hours</i> | 1302:40 | FH |
| | <i>CS-HGU Total Cycles</i> | 2786 | LDG |
| From 01/07/2012 to 31/12/2012 | <i>Total calendar days</i> | 368 | DY |
| | <i>Total flying days</i> | 143 | DY |
| | <i>Rate of calendar operational activity</i> | 0,39 | - |
| | <i>Total Hours flown</i> | 276:10 | FH |
| | <i>Total Cycles</i> | 704 | LDG |
| | <i>Average daily utilization</i> | 1:55 | FH |
| | <i>Daily Cycles</i> | 4,92 | LDG |
| | <i>Average flight time</i> | 0:23 | FH |
| | <i>Failure Rate</i> | 0,18 | AN/H |
| | <i>MTBF</i> | 5:24 | FH |
| | <i>Reliability</i> | 0,9317 | - |

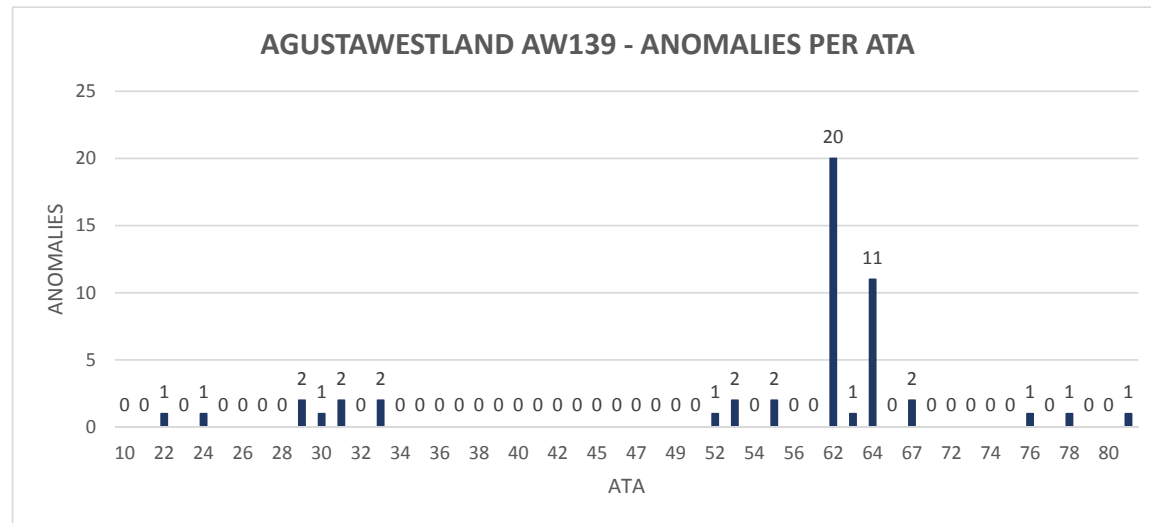
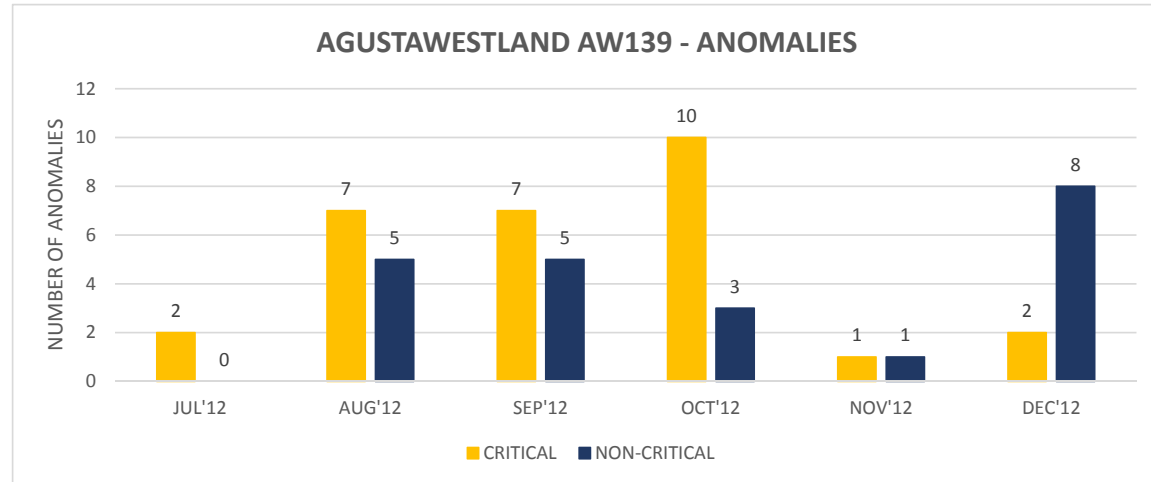
| | JUL'12 | AUG'12 | SEP'12 | OCT'12 | NOV'12 | DEC'12 |
|---------------------|--------|--------|--------|--------|--------|--------|
| FLIGHT HOURS | 45:00 | 24:50 | 44:40 | 61:25 | 53:10 | 47:05 |
| LANDINGS | 123 | 64 | 110 | 159 | 136 | 112 |





ANOMALIES

| | CRITICAL | NON-CRITICAL | TOTAL |
|--------|----------|--------------|-------|
| JUL'12 | 2 | 0 | 2 |
| AUG'12 | 7 | 5 | 12 |
| SEP'12 | 7 | 5 | 12 |
| OCT'12 | 10 | 3 | 13 |
| NOV'12 | 1 | 1 | 2 |
| DEC'12 | 2 | 8 | 10 |
| | 29 | 22 | 51 |





HELIPORTUGAL

CRITICAL PARTS

| REGISTRY | OCCURENCE INFORMATION | | | ANOMALIES REPORTED | COMPONENT | | SYSTEM AND/OR COMPONENTS (OUT) | | | SYSTEM AND/OR COMPONENTS (IN) | | |
|----------|-----------------------|--------|------|--|-----------|----------|--------------------------------|--------------|---------------|-------------------------------|--------------|----------------|
| | DATE | FH | LDGS | | ATA | CRITICAL | DESCRIPTION | PART NUMBER | SERIAL NUMBER | DESCRIPTION | PART NUMBER | SERIAL NUMBER |
| CS-HGH | 19-jul-12 | 566:35 | 1548 | NIL | 64 | YES | ROD END ASSY | Y42286-31-1 | 0961 | ROD END ASSY | Y42286-31-1 | 6541 |
| CS-HGH | 19-jul-12 | 566:35 | 1548 | NIL | 64 | YES | ROD END ASSY | Y42286-31-1 | 0956 | ROD END ASSY | Y42286-31-1 | 6531 |
| CS-HGH | 3-ago-12 | 582:15 | 1587 | PITCH LINKS FOUND OUT OF LIMITS | 62 | YES | PITCH LINK | 3G6230A01032 | 735 | PITCH LINK | 3G6230A01033 | MCR1120 |
| CS-HGH | 3-ago-12 | 582:15 | 1587 | PITCH LINKS FOUND OUT OF LIMITS | 62 | YES | PITCH LINK | 3G6230A01032 | 736 | PITCH LINK | 3G6230A01033 | 1171R |
| CS-HGH | 3-ago-12 | 582:15 | 1587 | PITCH LINKS FOUND OUT OF LIMITS | 62 | YES | PITCH LINK | 3G6230A01032 | 737 | PITCH LINK | 3G6230A01033 | 656R |
| CS-HGH | 3-ago-12 | 582:15 | 1587 | PITCH LINKS FOUND OUT OF LIMITS | 62 | YES | PITCH LINK | 3G6230A01032 | 738 | PITCH LINK | 3G6230A01033 | 881R |
| CS-HGH | 3-ago-12 | 582:15 | 1587 | PITCH LINKS FOUND OUT OF LIMITS | 62 | YES | PITCH LINK | 3G6230A01032 | 739 | PITCH LINK | 3G6230A01033 | 1236R |
| CS-HGH | 26-ago-12 | 598:25 | 1628 | NIL | 62 | YES | MAIN ROTOR DAMPER | 3G6220V01351 | 0376 | MAIN ROTOR DAMPER | 3G6220V01351 | MCR6507 |
| CS-HGH | 26-ago-12 | 598:25 | 1628 | TAIL ROTOR CONTROL SLIDER BUSHING WORN | 64 | YES | SLIDER BUSHING | 3G6430L00251 | UNK | SLIDER BUSHING | 3G6430L00251 | 11X75378120023 |
| CS-HGH | 6-set-12 | 614:30 | 1668 | TAIL SERVO ACTUATOR WITH LEAKAGE | 67 | YES | TAIL ROTOR ACTUATOR | 3G6730V00731 | MSC209025 | TAIL ROTOR ACTUATOR | 3G6730V00731 | MSC217164 |
| CS-HGH | 9-set-12 | 614:30 | 1668 | MAIN ROTOR LOWER SCISSORS WORN | 62 | YES | BOTTOM ROTATING SCISS | 3G6230A00932 | P515 | BOTTOM ROTATING SCISS | 3G6230A00932 | V994 |
| CS-HGH | 9-set-12 | 614:30 | 1668 | MAIN ROTOR LOWER SCISSORS WORN | 62 | YES | BOTTOM ROTATING SCISS | 3G6230A00932 | P511 | BOTTOM ROTATING SCISS | 3G6230A00932 | V1080 |
| CS-HGH | 9-set-12 | 614:30 | 1668 | MAIN ROTOR LOWER SCISSORS WORN | 62 | YES | BUSHING | 3G6230A01852 | P522 | BUSHING | 3G6230A01852 | P720 |
| CS-HGH | 26-out-12 | 700:35 | 1879 | NIL | 62 | YES | SCISSORS BUSHING | 3G6230V00751 | 502 | SCISSORS BUSHING | 3G6230V00751 | 12218 |
| CS-HGH | 26-out-12 | 700:35 | 1879 | NIL | 62 | YES | SCISSORS BUSHING | 3G6230V00751 | 513 | SCISSORS BUSHING | 3G6230V00751 | 12219 |
| CS-HGH | 26-out-12 | 700:35 | 1879 | NIL | 62 | YES | SCISSORS BUSHING | 3G6230V00751 | 489 | SCISSORS BUSHING | 3G6230V00751 | 12220 |
| CS-HGH | 26-out-12 | 700:35 | 1879 | NIL | 62 | YES | SCISSORS BUSHING | 3G6230V00751 | 493 | SCISSORS BUSHING | 3G6230V00751 | 12213 |
| CS-HGH | 26-out-12 | 700:35 | 1879 | NIL | 62 | YES | TOP ROTATING SCISSORS | 3G6230A00832 | 495 | TOP ROTATING SCISSORS | 3G6230A00832 | 12216 |
| CS-HGH | 26-out-12 | 700:35 | 1879 | NIL | 62 | YES | TOP ROTATING SCISSORS | 3G6230A00832 | 494 | TOP ROTATING SCISSORS | 3G6230A00832 | 12214 |
| CS-HGH | 26-out-12 | 700:35 | 1879 | NIL | 62 | YES | TOP ROTATING SCISSORS | 3G6230A00832 | 487 | TOP ROTATING SCISSORS | 3G6230A00832 | 12215 |
| CS-HGH | 26-out-12 | 700:35 | 1879 | NIL | 62 | YES | TOP ROTATING SCISSORS | 3G6230A00832 | 496 | TOP ROTATING SCISSORS | 3G6230A00832 | 12218 |
| CS-HGH | 30-out-12 | 704:55 | 1889 | BLACK MAIN ROTOR DAMPER - OIL LEAK | 62 | YES | MAIN ROTOR DAMPER | 3G6220V01351 | 2167 | MAIN ROTOR DAMPER | 3G6220V01352 | 0668 |
| CS-HGH | 30-out-12 | 704:55 | 1889 | NIL | 62 | YES | MAIN ROTOR DAMPER | 3G6220V01351 | 1484B | MAIN ROTOR DAMPER | 3G6220V01352 | MCR6662 |
| CS-HGH | 19-nov-12 | 732:10 | 1962 | NIL | 64 | YES | TAIL ROTOR DAMPER | 3G6420V00455 | LK1091 | TAIL ROTOR DAMPER | 3G6420V00455 | LK1607 |
| CS-HGH | 1-dez-12 | 758:05 | 2025 | FOUND FREE PLAY ON ONE DAMPER (IXAIR REPORT) | 64 | YES | TAIL ROTOR DAMPER | 3G6420V00455 | LK1087 | TAIL ROTOR DAMPER | 3G6420V00455 | LK3450 |
| CS-HGH | 13-dez-12 | 782:05 | 2088 | NIL | 64 | YES | TAIL ROTOR DAMPER | 3G6420V00455 | LK1087 | TAIL ROTOR DAMPER | 3G6420V00455 | LK3450 |

| REGISTRY | OCCURENCE INFORMATION | | | ANOMALIES REPORTED | COMPONENT | | SYSTEM AND/OR COMPONENTS (OUT) | | | SYSTEM AND/OR COMPONENTS (IN) | | |
|----------|-----------------------|---------|------|----------------------------------|-----------|----------|--------------------------------|--------------|---------------|-------------------------------|--------------|---------------|
| | DATE | FH | LDGS | | ATA | CRITICAL | DESCRIPTION | PART NUMBER | SERIAL NUMBER | DESCRIPTION | PART NUMBER | SERIAL NUMBER |
| CS-HGU | 24-set-12 | 1296:45 | 2766 | MAIN ROTOR ACTUATOR WITH LEAKAGE | 67 | YES | MAIN ROTOR ACTUATOR | 3G6730V00531 | HSC208301 | MAIN ROTOR ACTUATOR | 3G6730V00531 | HSC211081 |
| CS-HGU | 24-set-12 | 1296:45 | 2766 | TAIL PLANE ROD END WORN | 55 | YES | ROD END ASSY | 3G5510A03931 | UNK | ROD END ASSY | 3G5510A03931 | 942 |
| CS-HGU | 24-set-12 | 1296:45 | 2766 | TAIL PLANE ROD END WORN | 55 | YES | ROD END ASSY | 3G5510A03931 | UNK | ROD END ASSY | 3G5510A03931 | 930 |

| ATA | DESCRIPTION | Number of | | | | | | | | | Rate per 100FH | | | | | | | | | ALERT LEVEL | |
|-----|--|-----------|-----|----|--------|-----|----|-------|-----|----|----------------|------|------|--------|------|------|-------|------|------|-------------|--------|
| | | PIREPs | | | MAREPs | | | TOTAL | | | PIREPs | | | MAREPs | | | TOTAL | | | PIREPs | MAREPs |
| | | 24M | 12M | 6M | 24M | 12M | 6M | 24M | 12M | 6M | 24M | 12M | 6M | 24M | 12M | 6M | 24M | 12M | 6M | | |
| 10 | PARKING, MOORING, STORAGE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 21 | AIR CONDITIONING AND PRESSURIZATION | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | 0 | 0,00 | 0,00 | 0,00 | 0,19 | 0,37 | 0,00 | 0,19 | 0,37 | 0,00 | NO | NO |
| 22 | AUTO FLIGHT | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 0,00 | 0,00 | 0,00 | 0,19 | 0,19 | 0,36 | 0,19 | 0,19 | 0,36 | NO | NO |
| 23 | COMMUNICATIONS | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0,10 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | NO | NO |
| 24 | ELECTRICAL POWER | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 1 | 0,10 | 0,19 | 0,00 | 0,10 | 0,19 | 0,36 | 0,19 | 0,37 | 0,36 | NO | NO |
| 25 | EQUIPMENT/FURNISHINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 26 | FIRE PROTECTION | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | NO | NO |
| 27 | FLIGHT CONTROLS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 28 | FUEL | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | NO | NO |
| 29 | HYDRAULIC POWER | 2 | 0 | 0 | 4 | 3 | 2 | 6 | 3 | 2 | 0,19 | 0,00 | 0,00 | 0,39 | 0,56 | 0,72 | 0,58 | 0,56 | 0,72 | NO | NO |
| 30 | ICE AND RAIN PROTECTION | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 2 | 1 | 0,00 | 0,00 | 0,00 | 0,19 | 0,37 | 0,36 | 0,19 | 0,37 | 0,36 | NO | NO |
| 31 | INDICATING / RECORDING SYSTEM | 1 | 1 | 1 | 2 | 2 | 1 | 3 | 3 | 2 | 0,10 | 0,19 | 0,36 | 0,19 | 0,37 | 0,36 | 0,29 | 0,56 | 0,72 | NO | NO |
| 32 | LANDING GEAR | 1 | 0 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 0,10 | 0,00 | 0,00 | 0,39 | 0,19 | 0,00 | 0,48 | 0,19 | 0,00 | NO | NO |
| 33 | LIGHTS | 2 | 1 | 1 | 8 | 5 | 1 | 10 | 6 | 2 | 0,19 | 0,19 | 0,36 | 0,78 | 0,93 | 0,36 | 0,97 | 1,12 | 0,72 | NO | NO |
| 34 | NAVIGATION | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0,10 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | 0,19 | 0,00 | 0,00 | NO | NO |
| 35 | OXYGEN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 36 | PNEUMATIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 37 | VACUUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 38 | WATER/WASTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 39 | ELECTRICAL - ELECTRONIC PANELS AND MULTIPURPOSE CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 40 | MULTISYSTEM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 41 | WATER BALLAST | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 42 | INTEGRATED MODULAR AVIONICS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 44 | CABIN SYSTEMS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 45 | DIAGNOSTIC AND MAINTENANCE SYSTEM | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0,00 | 0,00 | 0,00 | 0,10 | 0,19 | 0,00 | 0,10 | 0,19 | 0,00 | NO | NO |
| 46 | INFORMATION SYSTEMS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 47 | NITROGEN GENERATION SYSTEM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 48 | IN FLIGHT FUEL DISPENSING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 49 | AIRBORNE AUXILIARY POWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 50 | CARGO AND ACCESSORY COMPARTMENTS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 52 | DOORS | 0 | 0 | 0 | 4 | 4 | 1 | 4 | 4 | 1 | 0,00 | 0,00 | 0,00 | 0,39 | 0,75 | 0,36 | 0,39 | 0,75 | 0,36 | NO | NO |
| 53 | FUSELAGE | 0 | 0 | 0 | 8 | 5 | 2 | 8 | 5 | 2 | 0,00 | 0,00 | 0,00 | 0,78 | 0,93 | 0,72 | 0,78 | 0,93 | 0,72 | NO | NO |
| 54 | NACELLES/PYLONS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 55 | STABILIZERS | 0 | 0 | 0 | 6 | 2 | 2 | 6 | 2 | 2 | 0,00 | 0,00 | 0,00 | 0,58 | 0,37 | 0,72 | 0,58 | 0,37 | 0,72 | NO | YES |
| 56 | WINDOWS | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | NO | NO |
| 57 | WINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 62 | ROTOR | 2 | 2 | 2 | 35 | 18 | 18 | 37 | 20 | 20 | 0,19 | 0,37 | 0,72 | 3,39 | 3,36 | 6,52 | 3,58 | 3,73 | 7,24 | YES | YES |
| 63 | ROTOR DRIVE | 2 | 1 | 0 | 4 | 1 | 1 | 6 | 2 | 1 | 0,19 | 0,19 | 0,00 | 0,39 | 0,19 | 0,36 | 0,58 | 0,37 | 0,36 | NO | NO |
| 64 | TAIL ROTOR | 4 | 4 | 2 | 16 | 11 | 9 | 20 | 15 | 11 | 0,39 | 0,75 | 0,72 | 1,55 | 2,05 | 3,26 | 1,94 | 2,80 | 3,98 | NO | YES |
| 65 | TAIL ROTOR DRIVE | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | NO | NO |
| 67 | ROTORS FLIGHT CONTROL | 1 | 1 | 0 | 5 | 2 | 2 | 6 | 3 | 2 | 0,10 | 0,19 | 0,00 | 0,48 | 0,37 | 0,72 | 0,58 | 0,56 | 0,72 | NO | YES |



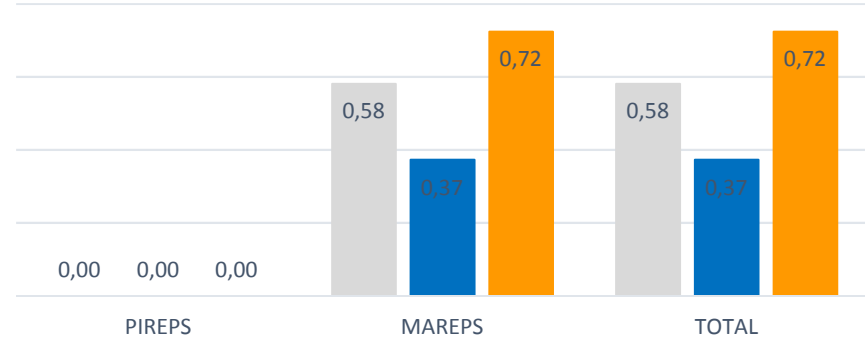
ALERT LEVEL

| ATA | DESCRIPTION | Number of | | | | | | | | | Rate per 100FH | | | | | | | | | ALERT LEVEL | |
|-----|---------------------------|-----------|-----|----|--------|-----|----|-------|-----|----|----------------|------|------|--------|------|------|-------|------|------|-------------|--------|
| | | PIREPs | | | MAREPs | | | TOTAL | | | PIREPs | | | MAREPs | | | TOTAL | | | PIREPs | MAREPs |
| | | 24M | 12M | 6M | 24M | 12M | 6M | 24M | 12M | 6M | 24M | 12M | 6M | 24M | 12M | 6M | 24M | 12M | 6M | | |
| 71 | POWER PLANT | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | 0,10 | 0,00 | 0,00 | NO | NO |
| 72 | ENGINE - RECIPROCATING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 73 | ENGINE - FUEL AND CONTROL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 74 | IGNITION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 75 | BLEED AIR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 76 | ENGINE CONTROLS | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0,10 | 0,19 | 0,36 | 0,00 | 0,00 | 0,00 | 0,10 | 0,19 | 0,36 | NO | NO |
| 77 | ENGINE INDICATING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 78 | EXHAUST | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0,00 | 0,00 | 0,00 | 0,10 | 0,19 | 0,36 | 0,10 | 0,19 | 0,36 | NO | NO |
| 79 | OIL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 80 | STARTING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | NO | NO |
| 95 | OPTIONAL EQUIPMENT | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0,00 | 0,00 | 0,00 | 0,10 | 0,19 | 0,36 | 0,10 | 0,19 | 0,36 | NO | NO |

55 - STABILIZERS

Rate per 100FH

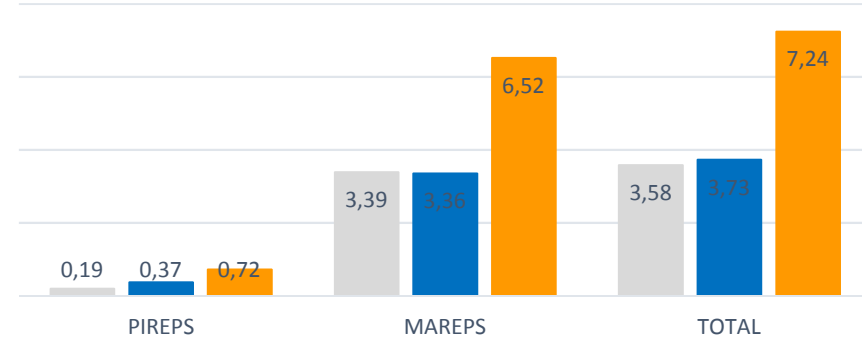
■ 24M ■ 12M ■ 6M



62 - ROTOR

Rate per 100FH

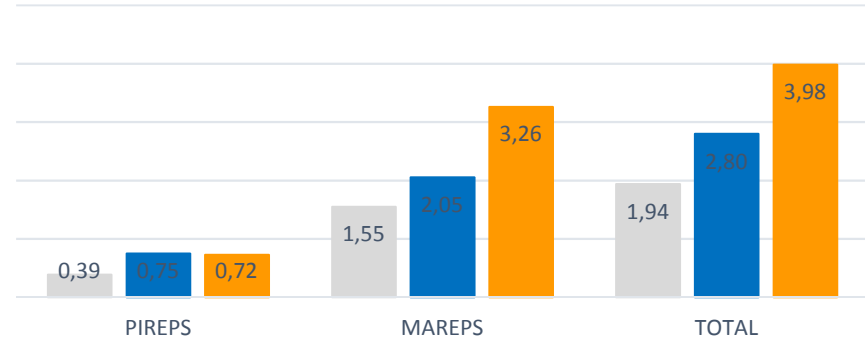
■ 24M ■ 12M ■ 6M



64 - TAIL ROTOR

Rate per 100FH

■ 24M ■ 12M ■ 6M



67 - ROTORS FLIGHT CONTROL

Rate per 100FH

■ 24M ■ 12M ■ 6M

