*TM 55-1520-240-PMD

PREVENTIVE MAINTENANCE
DAILY INSPECTION CHECKLIST

CH-47D HELICOPTER

***This manual supersedes TM 55-1520-240-PMD, dated 6 September 1988, including all changes.**

HEADQUARTERS, DEPARTMENT OF THE ARMY
25 MAY 2003

URGENT

TM 55-1520-240-PMD
C1

CHANGE

NO. 1

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 29 AUGUST 2005

PREVENTIVE MAINTENANCE DAILY INSPECTION CHECKLIST
CH-47D HELICOPTER

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TM 55-1520-240-PMD
C1

By Order of the Secretary of the Army:

PETER J. SCHOOMAKER
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Chief of Staff

Official:

SANDRA R. RILEY
Administrative Assistant to the
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Dates of issue for original and changed pages are:

Original	25 May 2003	Change 1	29 August 2005

Page No.	*Change No.	Page No.	*Change No.
Cover	0	1 through 17	0
A	0	18 through 26	1
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GENERAL INFORMATION AND SCOPE

1. INSPECTION REQUIREMENTS. This manual contains complete requirements for daily inspection for CH-47D helicopter. It does not contain instructions for repair, adjustment, or other means of rectifying conditions, nor does it contain instructions for troubleshooting to find causes for malfunctioning. Specific tolerances, limits, etc. can be found in the applicable maintenance manuals. Use of the alphabetical index in the applicable manuals will facilitate locating the required information.

2. SCOPE. The inspections prescribed by this manual will be accomplished by aviation unit maintenance activities with assistance of aviation intermediate maintenance when required.

3. GENERAL INFORMATION.

a. The inspection requirements contained herein are stated in such a manner as to establish what equipment is to be inspected and the conditions to be sought. Compliance with the provisions outlined herein is required in order to assure that latent defects are discovered and corrected before malfunctioning or serious trouble results. In order to arrange inspection requirements as nearly as possible according to the manner in which work will be accomplished, the requirements in each area are divided into groups under area headings (See Figure 1). An area title indicates a specific aircraft location, which may be comprised of several systems or groups of related components within this given area.

b. The inspection designated herein will not be exceeded except in actual operational emergencies as explained herein. It is the commander's responsibility to determine (on an individual aircraft basis) when inspections may be exceeded. For this purpose, operational emergencies are conditions of combat, or conditions of disaster, which necessitate flight to evacuate aircraft or personnel. When aircraft are operated beyond the normal inspection due-time because of such emergency situations, a circled red "X" status symbol and an appropriate statement (to include authority) must be entered on DA Form 2408-13-1 (Aircraft Inspection and Maintenance Record) until such time as the inspection is complete. Since safety may be jeopardized when inspections are delayed to meet emergency requirements, commander will assure that the aircraft status reverts to a red "X" and that delayed inspections are accomplished immediately upon termination of the actual emergency. When unusual local conditions of environment, utilization, mission, experience of flight crew and maintenance personnel, periods of inactivity, etc., are encountered the maintenance officer will, at his discretion, increase the scope and/or frequency of maintenance or inspections as necessary to insure safe flight.

c. This manual pertains to all CH-47D aircraft and may therefore contain inspection requirements applicable to specific equipment not installed on individual aircraft. When this situation is encountered, those requirements that are not applicable should be disregarded.

d. DA Form 2408-13-1 (Aircraft Inspection and Maintenance Record) will be used to record all deficiencies or shortcomings discovered during accomplishment of the daily inspection.

e. Report of errors, omissions, and recommendations for improving this publication by the individual user is encouraged. Reports should be submitted on DA Form 2028 (Recommended Changes to Publications) and forwarded direct to: Commander, US Army Aviation and Missile Command, ATTN: AMSAM-MMC-MA-NP, Redstone Arsenal, AL 35898-5000. You may submit your recommended changes by Email directly to: 2028@redstone.army.mil or by fax 256-842-6546/DSN 788-6546.

4. The daily inspection will be accomplished in accordance with TM 1-1500-328-23. The inspection consists of visual examination and operation checks to determine the aircraft can safely and efficiently perform its assigned mission. When an aircraft does not fly for **14 consecutive calendar days**, perform a daily inspection and an engine ground run.

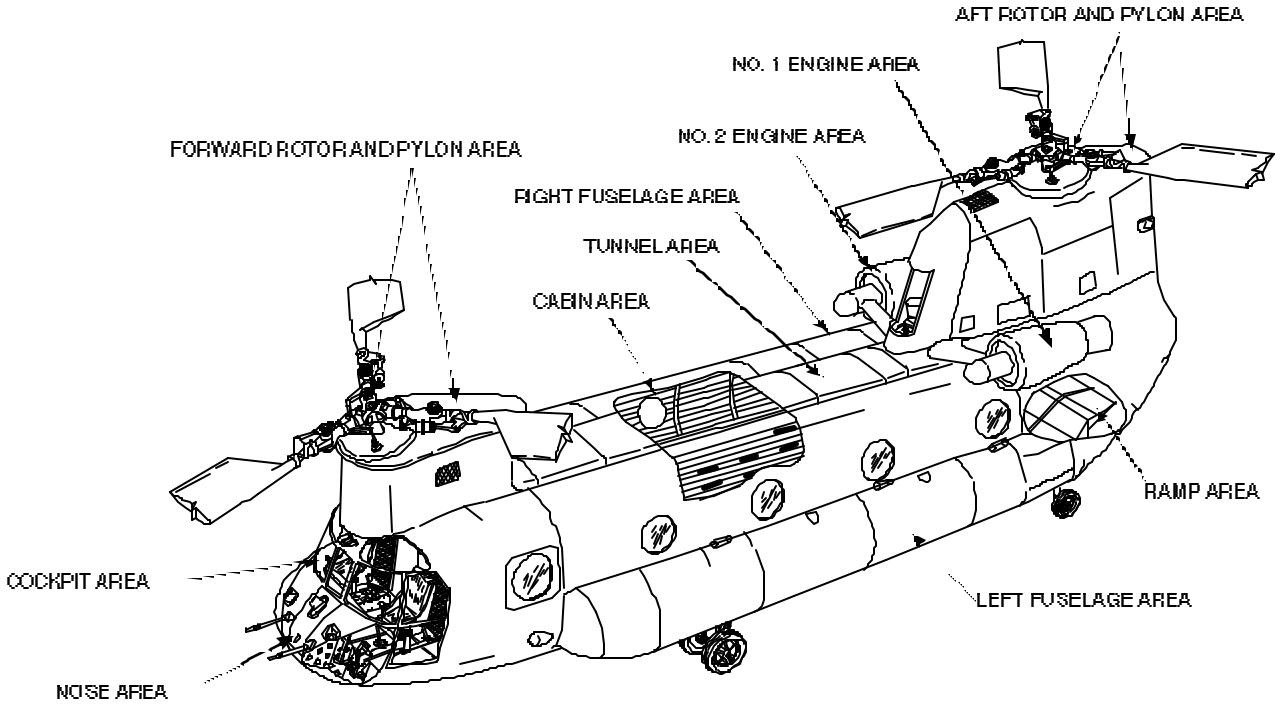

Figure 1. Area Diagram

Area	Specific Location
COCKPIT	Internal area of fuselage from STA 120.00 forward
CABIN	Internal area of fuselage from STA 120.00 aft to STA 482.00
RAMP	Internal area of fuselage STA 482.00 aft to STA 630.50
RIGHT FUSELAGE	External fuselage from STA 630.50 forward to STA 120.00, including bottom of fuselage, excluding forward and aft pylons, rotors, and tunnel area
NOSE	External area of fuselage from STA 120.00 RH to STA 120.00 LH, excluding forward rotor and pylon area
LEFT FUSELAGE	External Area of fuselage from STA 120.00 aft to STA 630.50, including bottom of fuselage, excluding forward and aft pylons, rotors, and tunnel area
No. 1 ENGINE (Lower)	No. 1 engine, and engine and transmission covers (cowling)
No. 2 ENGINE (Lower)	No. 2 engine, and engine and transmission covers (cowling)
No. 2 ENGINE (Upper)	No. 2 engine, and engine and transmission covers (cowling)
AFT ROTOR and PYLON (Right Side)	Internal and external area of upper fuselage from STA 630.50 forward to STA 440.00 and right of BL 0.0
No. 1 Engine (Upper)	No. 1 engine, and engine and transmission covers (cowling)
AFT ROTOR and PYLON (Left Side)	Internal and external area of upper fuselage from STA 630.50 forward to STA 440.00 and left of BL 0.0
TUNNEL	Internal and external area of upper fuselage from STA 440.00 forward to STA 160.00
FWD ROTOR and PYLON (Left Side)	Internal and external area of upper fuselage from STA 160.00 forward and left of BL 0.0

Area	Specific Location
FWD ROTOR and PYLON (Right Side)	Internal and external area of upper fuselage from STA 160.00 forward and right of BL 0.0

NOTE

Check all areas and components accessed by the Daily Inspection for corrosion. If corrosion is discovered, clean up the corroded area and inspect for pits and/or cracks. If no pits or cracks are found, treat the area in accordance with TM 55-1500-344-23 or other approved corrosion-preventive practices. If pits or cracks are discovered, contact the local Field Maintenance Technician for corrective procedures.

NOTE

The terms damage or condition refer to but are not limited to: cracks, distortion, chafing, abnormal wear, leaks, loose or missing rivets, torn or worn weather stripping and/or door seals, voids, and missing or illegible stencils.

DAILY INSPECTION CHECKLIST TM 55-1520-240-PMD

The Daily Inspection will be accomplished in accordance with TM 1-1500-328-23. The Inspection consists of visual examination and operational checks to determine that the aircraft can safely and efficiently perform its assigned mission.

INSPECTION TOTAL WORK TIME: **3 WORKHOURS**

Seq. No.	Item and Procedure
	PREPARATION
0.1	Aircraft forms and records for recorded faults, current inspection due and required publications.
0.2	Take fuel samples (each sump).
0.3	Battery and battery charger connected.
	COCKPIT AREA
1.1	Avionic compartment for security of equipment. Cooling fan inlet free of obstructions.
1.2	Heater and winch compartment for general condition and security of components.
1.3	Pallet mounted dampers, actuators, links linear variable differential transducers (LVDTs), springs, spring capsules, detent capsule, and droop potentiometer for security, evidence of interference, and damage. Structural pallets for security, delamination, damage, and threaded inserts that are displaced from their normal position. Electrical connectors and wiring for security and chafing.
1.4	Flight control linkage, bellcrank for condition, security, and cleanliness.
1.5	Thrust idler assemblies for bent or cracked arms. Pay particular attention to area around rigging pin hole.
1.6	Integrated lower control actuators (ILCA) connecting links for cracks or displaced bearings. Pay particular attention to the forging parting line around the lower bearing.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
1.7	ILCA for leaks, cracks, and security of components. Linkage for security ILCA area for evidence of interference and for foreign objects. Jam sensors for extended warning indicators. Lower pressure control modules for condition and security.
1.8	Structural shelf (drip pan removed) beneath first stage mixing unit for foreign objects.
1.9	Forward transmission lower area (drip pan removed) for evidence of leaks and security of components and hardware.
1.10	Forward transmission main lube filter for extended warning indicator.
1.11	Forward transmission oil cooler (drip pan removed) for leaks and security of components and hardware.
1.12	Visible areas of forward transmission and cooling fan (bottom section of inlet duct removed) for cracks, nicks, and damage and corrosion of impeller, diffuser, or housing. Impeller for evidence of tip rub.
1.13	Forward transmission synch shaft adapter (with bottom section of inlet duct removed) for cracks, evidence of foreign object damage, and security of hardware. Plate assembly for cracks.
1.14	First aid kit for installation and serviceability.
1.15	Troop commanders seat and seat belt for installation and condition.

Seq. No.	Item and Procedure
1.16	Copilot seat and seat belt for serviceability.
1.17	Left jettisonable door latches for engagement (top and bottom), for RELEASE handle in closed position. Sliding window mechanism and latch for security, proper operation, and cleanliness.
1.18	Number one PDP circuit breakers as required. Spare lamp box for bulbs.
1.19	Copilot instrument panel and glare shield for condition. Copilot flight controls for condition.
1.20	Center instrument panel, compass and compass card, center console for condition.
1.21	Mirror installed and secure.
1.22	Emergency power indicator flags for tripped position.
1.23	Overhead panel for condition.
1.24	Pilot instrument panel and glare shield for condition. Installation of topping stops. Pilot flight controls for condition.
1.25	Number two PDP circuit breakers as required.
1.26	Right jettisonable door latches for engagement (top and bottom), for RELEASE handle in closed position. Sliding window mechanism and latch for security, proper operation, and cleanliness.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
1.27	Fire extinguisher for installation and serviceability.
1.28	Pilot seat and seat belt for serviceability.
	NOTE To prevent overfilling transmission, check oil level **30 minutes** after shutdown.
1.29	Forward transmission sight gage for proper oil level.
	CABIN AREA
2.1	Troop alarm bell and lights for condition and security.
2.2	Portable fire extinguisher for installation and serviceability.
2.3	Cargo winch hook (if installed) for proper installation and condition.
2.4	Cabin door for proper operation and latching.
2.5	Transformer-rectifier air inlets (L/R) sides for obstructions.
2.6	Emergency exit lights (L/R) for proper stowage and condition.
2.7	Emergency escape axe stowed.
2.8	First aid kits (6 places) for installation and serviceability. Cabin windows for security, cracks, and cleanliness. Troop seats and seat belts for proper installation and serviceability.

Seq. No.	Item and Procedure
2.9	Hoist control grip and cable for damage, chafing, security of connector, and proper storage.
2.10	Hand crank and cargo hook loading pole for proper stowage and condition.
2.11	Center cargo hook for specified air pressure. Hydraulic lines for leaks and security. Electrical connector for proper installation. Release cams for proper position and latching, D handle properly stowed. (WITHOUT 35)
2.12	Check fuel tank and all fuel manifold lines for leakage.
2.13	Installed seats for condition and proper installation.
2.14	EAPS control boxes (L/R) for security, conditions, and electrical connectors for proper installation.
2.15	On helicopters (With 74), DECU (L/R) side electrical wiring and connectors for security, evidence of chafing and proper support. Mounting structure for cracks and loose or missing hardware.
	RAMP AREA
3.1	Ramp sequence valve for condition.
3.2	Ramp control valve for condition.
3.3	Power steering swivel lock module for leaks, condition and security. Accumulator for proper pressure.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
3.4	Right fuel and cross feed valves and hoses for condition and security.
3.5	Inspect P3 (RH) drain cartridge plastic tube for cracks. (WITH 74)
3.6	Maintenance panel for tripped chip detector, debris screen or overtemp bite indicators. Hydraulic reservoir level indicators (UTILITY, NO. 1 and NO. 2 FLT CONTR) for proper fluid levels.
3.7	Hydraulic filler module for condition and selector valve in off position.
3.8	Utility hydraulic hand pump for proper operation.
3.9	Emergency utility pressure valve and utility reservoir depressurization valve for handle valve at NORMAL.
3.10	APU start accumulator for proper pressure.
3.11	APU start module for condition and proper pressure.
3.12	Aft transmission drip pan for trapped fluids.
	NOTE To prevent overfilling transmission, check oil level **30 minutes** after shutdown.
3.13	Aft transmission sight gage for proper oil level.

Seq. No.	Item and Procedure
3.14	Aft transmission input shaft adapter and plates for security, cracks, and damage. Hardware for security.
3.15	Aft synch shafts for chafing, scoring, and damage. Adapters and plates for cracks and security of hardware. Shock mounts for security and freedom of movement. Rubber for cuts or cracks, unbonding between rubber and metal parts, and evidence of contact with support brackets. Shock mount support bushings for wear. Bearing for evidence of overheating. Support bracket for cracks, bending, and twisting. Retainer nut for presence of cotter pin.
3.16	Flight control bellcranks and connecting links for condition and proper installation.
3.17	Fire bottles for pressure and wire connectors. System tubing for security and condition.
3.18	Utility hydraulic pressure control module for leaks and security of components. Filters for extended warning indicator.
3.19	Utility hydraulic return module for leaks and security of components. Filter contamination and pump fault indicators (2) for extended warning indicators.
3.20	Aft transmission and pressure switch and adjacent area for security of components and hardware, leaks, and damage. The two main generator housings for cracks, indication of leakage, and signs of overheating.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
	WARNING When ambient temperature is below **32°F or 0°C**, pay special attention for cracks around the **3 to 9 O'clock** position of the main generators.
3.21	Aft transmission main lube filter for extended warning indicator.
3.22	Aft transmission oil cooler for leaks, clogged or damaged cores, and security. Cooling fan and duct for security, cracks, and damage.
3.23	Aft transmission access door fasteners for proper operation and security.
3.24	APU motor/pump for leaks. Hydraulic hoses for chafing and proper support.
3.25	Troop alarm bell and lights for condition and security.
3.26	APU emergency shut off valve to open position.
3.27	Left fuel and cross feed valves and hoses for condition and security.
3.28	Inspect (LH) P3 drain cartridge plastic tube for cracks. (WITH 74)
3.29	Portable fire extinguisher for installation and serviceability.

Seq. No.	Item and Procedure
3.30	APU installation for fuel and oil leaks. Mounts for security and damage. Air inlet and exhaust for obstructions. Tail pipe for proper clearances with closure plate. Drain lines for obstructions. Wiring and engine harness for chafing, loose or frayed wires, and proper support. Connectors for security. Oil tank sight gage for proper oil level. Generator, air duct, and screen for security and damage. Generator wiring for security and chafing. Current transformers for security and damage.
3.31	Emergency exit light for proper stowage and condition.
3.32	Jettisonable cargo door release handle for locked position and proper safety.
3.33	APU exhaust outlet for security and signs of overheating.
3.34	Aft navigation and NVG lights for condition.
	RIGHT FUSELAGE AREA
4.1	Hydraulic ground test connection flight control system No. 2, utility system for leaks, dust caps and panel for security.
4.2	Fluid drain lines for damage and obstructions.
4.3	Aft landing gear strut for leaks, cleanliness of exposed piston, and normal extension (visual) and mounting structure for condition.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
4.4	Examine aft landing gear lower drag link for cracks, corrosion, blistering or flaking paint. Examine the area within a **3 inch** radius of the forward end, upper and lower bolt holes for evidence of cracking. If necessary, clean immediate area to provide more accurate results.
4.5	Ground contact proximity switch, bracket, target, and link for security, damage, and excessive play.
4.6	Swivel lock, swivel housing, and power steering actuator assembly for leaks.
4.7	Aft brake and hose for leakage, chafing, and damage.
4.8	Aft landing gear wheel for cracks and corrosion. Paint for chipping or peeling. Bolts for sealants.
4.9	Aft landing gear tire for proper inflation (with gage) and for cuts, blisters, slippage, and wear. Refer to TM 55-2620-200-24.
4.10	On helicopters (With 74), engine water wash system quick disconnect hoses and tubes for security, damage, chafing and proper support. Engine work platform support struts for condition, security, and proper operation of pins.

Seq. No.	Item and Procedure
4.11	Aft external cargo hook for freedom of motion, cleanliness, damage, bumpers and corrosion. Attachment fitting on structure for cleanliness. Hook latch mechanism for locked position and manual release cable for sufficient clearance between ball fitting and lever (through inspection window). Electrical harness and release cable for proper installation, cuts, kinking, or fraying. Latch roller for freedom of operation.
4.12	Main and auxiliary fuel tanks for evidence of leaks. Filler caps for security. Visible portion of tank vents for damage and obstruction. Vent fairings for security. Sump drains for leaks.
4.13	Static port for obstruction and damage.
4.14	Navigation and NVG lights for condition.
4.15	Refueling station and panel for security of lights, switches, and refueling nozzle cap. Check for evidence of fuel leaks.
4.16	Forward landing gear support structure for buckling, cracks, corrosion, loose or missing hardware.
4.17	Forward landing gear strut for leaks, cleanliness of exposed piston, and normal extension (visual).
4.18	Forward landing gear brakes and brake hoses for leaks, chafing, and damage.
4.19	Forward landing gear wheels for cracks and corrosion. Paint for chipping or peeling. Bolts for sealant.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
4.20	Forward landing gear tires for proper inflation (with gage) and for cuts, blisters, slippage, and wear. Refer to TM 55-2620-200-24.
4.21	Forward external cargo hook for freedom of movement, cleanliness, damage, bumpers and corrosion. Attachment fitting on structure for cleanliness. Hook latch mechanism for locked position. Manual release cable for sufficient clearance between ball fitting and lever (through inspection window). Electrical harness and release cable for proper installation and cuts, kinking or fraying. Latch roller for freedom of operation.
4.22	If installed, open fuselage drain plugs to check for fluids. Allow fluid to drain. Close plugs.
4.23	Antennas and supports for damage and security.
4.24	Electrical power equipment in right pod for security of mounting. Connectors for proper installation and security.
4.25	Heater air intake and exhaust for obstructions. Exhaust for evidence of overheating.
4.26	Heater drains for obstructions.
4.27	Access doors, work platforms, and panels for damage. Latching mechanisms for security and proper operation. Seals for cuts, tears, cracks and security. Engine work platform support struts for security, twisting, and proper operation of pins.
4.28	Entire area for structural damage, skin cracks, dents or buckling, loose or missing rivets, and evidence of corrosion. Paint for chipping or peeling. Stencils and decals for condition.
	NOSE AREA
5.1	Right jettisonable door for security. Release handle for closed and latched position.
5.2	Right AFCS sideslip (yaw) ports for damage and obstructions.
5.3	Pitot tubes for damage, security, and obstructions.
5.4	Nose access door for damage, closed and latched position.
5.5	Windshield and cockpit windows for cleanliness, cracks, crazing, and discoloration.
5.6	Windshield wipers for condition of blades, security, corrosion, and damage.
5.7	Nose mounted antennas for damage and security.
5.8	Left AFCS sideslip (yaw) ports for damage and obstructions.
5.9	Left jettisonable door for security. Release handle for closed and latched position.
5.10	Landing lights for damage and security.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
	LEFT FUSELAGE AREA
6.1	Pitot-static and AFCS sideslip system drain lines. Drain caps installed and secure. Refer to TM 1-1500-204-23 and TM 11-1520-240-23.
6.2	Antennas and supports for damage and security. Doppler antenna for cleanliness.
6.3	Hydraulic ground test connections flight control system No. 1 cover for security.
6.4	Battery, battery charger and connectors for damage, security, corrosion, cleanliness, and evidence of leakage. Do not open battery top cover. Battery charger for tripped bite indicator.
6.5	Battery sump jar and tubing for leaks, security, and adequate acid solution.
6.6	Electrical power equipment in left pod for security of mounting. Connectors for proper installation and security.
6.7	Static port for obstruction and damage.
6.8	Navigation and NVG lights for condition.
6.9	Forward landing gear support structure for buckling, cracks, corrosion, loose or missing hardware.
6.10	Forward landing gear strut for leakage, cleanliness of exposed piston, and normal extension (visual).
6.11	Forward landing gear brakes and brake hoses for leakage, chafing, and damage.
6.12	Forward landing gear wheels for cracks, corrosion, and condition of paint. Bolts for sealant.
6.13	Forward landing gear tires for proper inflation (with gage) and for cuts, blisters, slippage, and wear. Refer to TM 55-2620-200-24.
6.14	Anticollision light for security, damage and trapped moisture. Plug secure in drain hole.
6.15	If installed, open fuselage drain plugs to check for fluids. Allow fluid to drain. Close plugs.
6.16	Main and auxiliary fuel tanks for evidence of leaks. Filler caps for security. Visible portions of tank vents for damage and obstruction. Vent fairings for security. Sump drains for leaks.
6.17	Aft landing gear strut for leaks, cleanliness of exposed piston, normal extension (visual). Mounting structure for condition.
6.18	Examine aft landing gear lower drag link for cracks, corrosion, blistering or flaking paint. Examine the area within a **3 inch** radius of the forward end, upper and lower bolt holes for evidence of cracking. If necessary, clean immediate area to provide more accurate results.
6.19	Ground contact proximity switch, bracket, target, and link for security, damage, and excessive play.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
6.20	Swivel lock and swivel housing for leaks.
6.21	Aft brake and hose for leaks, chafing, and damage.
6.22	Aft landing gear wheel for cracks and corrosion. Paint for chipping or peeling. Bolts for sealant.
6.23	Aft landing gear tire, for proper inflation (with gage) and for cuts, blisters, slippage, and wear. Refer to TM 55-2620-200-24.
6.24	Static ground wire for security and ground contact.
6.25	Fluid drain lines for damage and obstructions.
6.26	Access doors, work platforms, and panels for damage. Latching mechanisms for security and proper operation. Seals for cuts, tears, cracks and security. Engine work platform support struts for security, twisting, and proper operation of pins.
6.27	Entire area for structural damage, skin cracks, dents or buckling, loose or missing rivets, and evidence of corrosion. Paint for chipping or peeling. Stencils and decals for condition.

Seq. No.	Item and Procedure
	NO. 1 ENGINE AREA (LOWER SECTION)
	NOTE With engine air particle separators (EAPS) installed, it is not necessary to inspect the engine air inlet nor is it necessary to open the engine cowling during the daily inspection. Use a flashlight and inspect through the openings in the engine cowling. All filter buttons are visible using a flashlight. It is only necessary to slide EAPS forward every **25 flight hours** or whenever there is a suspected compressor stall, surge, signs of oil coming from inlet, or if other non-scheduled or scheduled maintenance is required.
7.1	Engine inlet screen for cleanliness, cracks, damage, loose hardware, and proper installation.
7.2	Engine inlet housing and ducts for cleanliness, foreign object damage, and debris. Visible area of compressor blades and stators for damage and foreign materials. On helicopters (Without 74), refer to TM 55-2840-254-23. On helicopters (With 74), refer to TM 1-2840-265-23.
7.3	Main fuel filter bypass indicator for extension. If bypass has occurred, inspect for contaminated fuel system. On helicopters (Without 74), refer to TM 55-2840-254-23. On helicopters (With 74), refer to TM 1-2840-265-23.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
7.4	Lines and hoses throughout the area for leaks, chafing, and security, including quick disconnect shelf.
7.5	Engine area and accessories for leaks, damage, and security. On helicopters (Without 74), refer to TM 55-2840-254-23 for allowable leakage. On helicopters (With 74), refer to TM 1-2840-265-23.
7.6	Engine oil tank for specified level. Do not overfill.
	NOTE If the engine has been shut down for more than **30 minutes** and the oil level is low, operate the engine to verify oil level before servicing.
7.7	Fire detection system sensing elements throughout the area for chafing, damage, and security.
7.8	Main oil filter bypass indicator for extension. If extended perform corrective action, on helicopters (Without 74), IAW TM 55-2840-254-23. On helicopters (With 74), IAW TM 1-2840-265-23.
7.9	Forward outboard and aft engine mount and drag link for condition.
7.10	Engine cowling for security, closed and latched.

Seq. No.	Item and Procedure
7.11	NVG light for condition.
	NOTE If EAPS is installed, perform the following inspections with EAPS module slid forward, away from engine.
7.12	EAPS drive shaft cowling seal for security and condition.
7.13	Scavenge duct for obstructions, damage, and condition.
7.14	Scavenge fan impellers for visible damage, cracks, and obstructions.
7.15	Electrical cables for security, evidence of chafing, and condition. Electrical connectors for proper installation.
7.16	EAPS attachment brackets for cracks, damage, security, and condition.
7.17	Attachment rails for security, cracks, damage, and cleanliness.
7.18	EAPS air inlet tubes for obstructions, security, and condition.
7.19	Bypass door closed and door seal for damage, security, and proper sealing.
7.20	EAPS module engine fairing seal for damage, security, and cleanliness.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
	NO.2 ENGINE AREA (LOWER SECTION)
	NOTE With engine air particle separators (EAPS) installed, it is not necessary to inspect the engine air inlet nor is it necessary to open the engine cowling during the daily inspection. Use a flashlight and inspect through the openings in the engine cowling. All filter buttons are visible using a flashlight. It is only necessary to slide EAPS forward every **25 flight hours** or whenever there is a suspected compressor stall, surge, signs of oil coming from inlet, or if other non-scheduled or scheduled maintenance is required.
8.1	Engine inlet screen for cleanliness, cracks, damage, loose hardware, and proper installation.
8.2	Engine inlet housing and ducts for cleanliness, foreign object damage, and debris. Visible area of compressor blades and stators for damage and foreign materials. On helicopters (Without 74), refer to TM 55-2840-254-23. On helicopters (With 74), refer to TM 1-2840-265-23.
8.3	In-line fuel filter bypass indicator for extension. If bypass has occurred, inspect for contaminated fuel system. On helicopters (Without 74), refer to TM 55-2840-254-23. On helicopters (With 74), refer to TM 1-2840-265-23.

Seq. No.	Item and Procedure
8.4	Lines and hoses throughout the area for leaks, chafing, and security, including quick disconnect shelf.
8.5	Engine area and accessories for leaks, damage, and security.
8.6	Main oil filter bypass indicator for extension. If extended, perform corrective action, on helicopters (Without 74), IAW TM 55-2840-254-23. On helicopters (With 74), IAW TM 1-2840-265-23.
8.7	Fire detection system sensing elements throughout the area for chafing, damage, and security.
8.8	Forward/outboard mount, aft engine mount and drag link for condition.
8.9	Engine cowling for security, closed and latched.
8.10	NVG light for condition.
8.11	EAPS drive shaft cowling seal for security and condition.
8.12	Scavenge duct for obstructions, damage and condition.
8.13	Scavenge fan impellers for visible damage, cracks and obstructions.
8.14	EAPS attachment brackets for cracks, damage, security and condition.
8.15	Attachment rails for security, cracks, damage and cleanliness.

"FOD REMINDER"
Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
8.16	EAPS air inlet tubes for obstructions, security and condition.
8.17	EAPS module engine fairing seal for damage, security, and cleanliness.
	NO. 2 ENGINE AREA (UPPER SECTION)
	NOTE With engine air particle separators (EAPS) installed, it is not necessary to inspect the engine air inlet nor is it necessary to open the engine cowling during the daily inspection. Use a flashlight and inspect through the openings in the engine cowling. All filter buttons are visible using a flashlight. It is only necessary to slide EAPS forward every **25 flight hours** or whenever there is a suspected compressor stall, surge, signs of oil coming from inlet, or if other non-scheduled or scheduled maintenance is required.
9.1	Engine oil tank for specified level. Do not overfill.
	NOTE If the engine has been shut down for more than **30 minutes** and the oil level is low, operate the engine to verify oil level before servicing.

Seq. No.	Item and Procedure
9.2	Main fuel filter bypass indicator for extension. If bypass has occurred, inspect for contaminated fuel system. On helicopters (Without 74), refer to TM 55-2840-254-23. On helicopters (With 74), refer to TM 1-2840-265-23.
9.3	Lines and hoses throughout the area for leaks, chafing, and security.
9.4	Engine area and accessories for leaks, damage, and security.
9.5	Fire detection system sensing elements throughout the area for chafing, damage, and security.
9.6	Forward inboard mount for condition.
9.7	Tailpipe, exhaust diffuser, inner cone, and power turbine for cracks, hot spots, and burned areas. Tailpipe for security and for presence of fuel, oil, or foreign objects.
9.8	Upper engine cowling for security, closed and latched.
	NOTE If EAPS is installed, perform the following inspections with EAPS module slid forward, away from engine.
9.9	EAPS drive shaft cowling seal for security and condition.
9.10	Scavenge fan impellers for visible damage, cracks, and obstructions.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
9.11	Electrical cables for security, evidence of chafing, and condition. Electrical connectors for proper installation.
9.12	EAPS attachment brackets for cracks, damage, security, and condition.
9.13	Attachment rails for security, cracks, damage, and cleanliness.
9.14	EAPS air inlet tubes for obstructions, security, and condition.
9.15	Bypass door closed and door seal for damage, security, and proper sealing.
9.16	EAPS module engine fairing seal for damage, security, and cleanliness.
	AFT ROTOR AND PYLON AREA (RIGHT SIDE)
10.1	Inspect right work platform door for delamination, cracks, and security. Latch pins and latch plates (FWD and AFT) for wear, cracks, and elongation.
10.2	Anticollision and NVG lights for condition.
10.3	Formation light for security, damage, and trapped moisture.
10.4	Aft rotary-wing head reservoirs (hub, pitch-varying, and vertical pin) for proper oil levels. Entire assembly for leaks and security of components and hardware. Blade jumper wires for security, cuts, kinks, or fraying. Sight glasses for clarity and signs of metallic particles in reservoir. Rotor hub for damage.
10.5	Centrifugal droop stop springs and attaching hardware for security. Limiter springs for wear and chafing. Droop stop shrouds for security and damage (if installed).
10.6	Check for slipped bushings and cracked pitch housing lugs.
10.7	Rotary-wing blade shock absorbers for leaks and proper oil levels. Exposed portion of piston rods for cleanliness. Vent valves for proper positions. Lockwasher tang for engagement in piston slot.
10.8	Rotary-wing blades for damage, cracks, and unbonding. Trim tabs for cracks, damage, and unbonding. Tip covers for damage and security. Nose cap for damage and unbonding. Shock absorber attachment brackets, including filament windings filler material, for cracks and voids. Check blade root end up to, but not including, first lag damper bracket winding for cracks. Ensure bottom surface of blade root end is not contacting pitch varying housing lug.
10.9	Pitch links for chafing, damage, and security. Upper and lower bearings for liner unbonding. Pitch link boots and weather protective cover for condition.
10.10	Drive arms and collar for damage and security of hardware.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
10.11	Swashplate for signs of damage, overheating, and accumulation of grease. Using a flashlight or other suitable light source, visually inspect with a mirror or flexible borescope the area between the underside of the rotating ring and stationary ring for any slinging or clumping of grease/debris (i.e. seal, bearing cage, seal spring, wire, or other material). A thin bead of grease around the sealing area is considered normal.
10.12	Aft vertical shaft and bearing for leaks and signs of overheating. Housing mounts and adjacent structure for cracks, buckling, damage, and loose or missing hardware.
10.13	Upper boost servocylinders for leaks and security. Jam sensors for extended warning indicators. Exposed piston rods for cleanliness.
10.14	Flight control bellcranks, connecting links, and idlers in pylon area for cracks and security. Connecting link swaged inserts for evidence of looseness.
10.15	Longitudinal cyclic trim yoke for security and condition. Yoke attaching hardware for security and condition.
10.16	Utility and No. 2 light boost cooling fan for condition and adjacent structure for cracks.
10.17	Flight boost power control module for leaks and security. Accumulator for proper precharge. Filters contamination and pump fault indicator for extended warning indicators.
10.18	Power transfer unit for leakage and security.
10.19	Operate bleed valve on flight control hydraulic reservoir until fluid is free from air.
10.20	Utility and flight control hydraulic reservoirs/coolers for proper fluid level, leaks, and security. Utility accumulator for proper pressure.
10.21	Combining and engine transmission cooling fan exhaust duct for security, damage, and obstruction.
10.22	Combining and engine transmission oil coolers for leaks, clogged or damaged core, and foreign objects. Cooler housing for cracks and corrosion. Transfer tubes for damage. Oil pressure switches/transducer for condition.
10.23	Combining transmission and engine transmission reservoir sight gages (3 places) for proper oil level. **NOTE** To prevent overfilling transmission, check oil level within **30 minutes** of shutdown. If transmission has been shut down for more than **30 minutes**, operate rotors for a minimum of **5 minutes** to verify oil level before servicing.
10.24	Combining transmission and engine transmission main lube filters for extended warning indicators (3 places).

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
	CAUTION Pay particular attention to the inboard drive shaft lugs and adapters when visually inspecting for cracks.
10.25	Combining transmission input/output adapters and coupling plates and visual portions of engine driveshaft for cracks, budding, security of hardware.
10.26	Combining transmission area for evidence of leaks, security of components, damage, loose or missing hardware, and foreign objects. Drip pan for trapped fluids. Fan drive shaft for condition.
10.27	Chip detector and debris screens for condition.
10.28	Clam shell/pylon doors, latch pins and latching plates for damage, cracks, elongation, and wear. Ensure rubber pads on lower access door where lower side of clam shell doors contact are installed, secure, and not worn. Inspect exterior door straps (if installed) and its latch for cracks and security.
	NO. 1 ENGINE AREA (UPPER SECTION)

Seq. No.	Item and Procedure
	NOTE With engine air particle separators (EAPS) installed, it is not necessary to inspect the engine air inlet nor is it necessary to open the engine cowling during the daily inspection. Use a flashlight and inspect through the openings in the engine cowling. All filter buttons are visible using a flashlight. It is only necessary to slide EAPS forward every **25 flight hours** or whenever there is a suspected compressor stall, surge, signs of oil coming from inlet, or if other non-scheduled or scheduled maintenance is required.
11.1	Forward inboard mount for condition.
11.2	In-line fuel filter bypass indicator for extension. If bypass has occurred, inspect for contaminated fuel system. On helicopters (Without 74), refer to TM 55-2840-254-23. On helicopters (With 74), refer to TM 1-2840-265-23.
11.3	Lines and hoses throughout the area for leaks, chafing and security.
11.4	Engine area and accessories for leaks, damage, and security.
11.5	Fire detection system sensing elements throughout the area for chafing, damage, and security.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
11.6	Tailpipe, exhaust diffuser, inner cone, and power turbine for cracks, hot spots, and burned areas. Tailpipe for security and for presence of fuel, oil, or foreign objects.
11.7	Upper cowling for security, closed and latched.
	AFT ROTOR AND PYLON AREA (LEFT SIDE)
12.1	Inspect left work platform door for delamination, cracks, and security. Latch pins and latch plates (FWD and AFT) for wear, cracks, and elongation.
12.2	Aft rotary-wing head reservoirs (hub, pitch-varying, and vertical pin) for proper oil levels. Entire assembly for leaks and security of components and hardware. Blade jumper wires for security, cuts, kinks, or fraying. Sight glasses for clarity and signs of metallic particles in reservoir. Rotor hub for damage.
12.3	Inspect horizontal hinge pin bolt P/N 114R2201-1 for broken heads and security by applying hand pressure to the head of the bolt to assure the adhesive is not holding the bolt head in place.
12.4	Centrifugal droop stop springs and attaching hardware for security. Limiter springs for wear and chafing. Droop stop shrouds for security and damage (if installed).
12.5	Rotary-wing blade shock absorbers for leaks and proper oil levels. Exposed portion of piston rods for cleanliness. Vent valves for proper positions. Lockwasher tang for engagement in piston slot.

Seq. No.	Item and Procedure
12.6	Rotary-wing blades for damage, cracks, and unbonding. Trim tabs for cracks, damage, and unbonding. Tip covers for damage and security. Nose cap for damage and unbonding. Shock absorber attachment brackets, including filament windings filler material, for cracks and voids. Check blade root end up to, but not including, first lag damper bracket winding for cracks. Ensure bottom surface of blade root end is not contacting pitch varying housing lug.
12.7	Pitch links for chafing, damage, and security. Upper and lower bearings for liner unbonding. Pitch link boots and weather protective cover for condition.
12.8	Drive arms and collar for damage and security of hardware.
12.9	Swashplate for signs of damage, overheating, and accumulation of grease. Using a flashlight or other suitable light source, visually inspect with a mirror or flexible borescope the area between the underside of the rotating ring and stationary ring for any slinging or clumping of grease/debris (i.e. seal, bearing cage, seal spring, wire, or other material). A thin bead of grease around the sealing area is considered normal.
12.10	Aft vertical shaft and bearing for signs of overheating and leakage. Aft rotor shaft and pressure switch and surrounding area for oil leakage.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
12.11	Upper boost servocylinders for leaks and security. Jam sensors for extended warning indicators. Exposed piston rods for cleanliness.
12.12	Longitudinal cyclic trim link and actuator for security and condition. Longitudinal cyclic pitch actuator and connector for security and condition.
12.13	Longitudinal cyclic trim yoke for security and condition. Yoke attaching hardware for security and condition.
12.14	Flight control bellcranks, connecting links, and idlers in pylon area for cracks and security. Connecting link swaged inserts for evidence of looseness.
12.15	Utility and flight control hydraulic reservoirs/coolers for proper fluid level, leaks, and security. Cooler inlets for cleanliness and obstructions.
12.16	Power transfer unit for leakage and security.
	TUNNEL AREA
13.1	Tunnel area for debris under synch shafts. Shafts for scoring, chafing, and damage. Adapters and plates for cracks and security of hardware. Shock mounts for security and freedom of movement. Rubber for cuts, cracks or unbonding between rubber and metal parts, and evidence of contact with support brackets. Shock mount support bushings for wear. Bearings for evidence of overheating.

Seq. No.	Item and Procedure
	Drain cups for debris. Support brackets for cracks, bending, and twisting. Retainer nut for presence of cotter pin. Forward adapter for freedom of movement (forward and aft) within the forward transmission input pinion.
13.2	Hydraulic lines in tunnel area for leaks, chafing and proper support.
13.3	Flight control connecting links, idlers, and control arms throughout tunnel area for security, damage, corrosion, cleanliness, and evidence of interference. Connecting link swaged inserts for evidence of looseness.
13.4	Tunnel access covers and struts for damage. Covers closed and latched.
13.5	Formation lights for security, damage, and trapped moisture.
13.6	Antennas for condition.
	FORWARD PYLON (LEFT SIDE)
14.1	Forward transmission cooler air inlet (behind STA 120.00) for cleanliness and foreign objects. Entire compartment for debris.
14.2	Brake accumulator for proper pressure.
14.3	Second and first stage bellcranks and connecting links for damage and security.
14.4	Flight boost cooler fan for condition.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
14.5	Hydraulic lines in forward transmission area for leaks, chafing, cracked or broken clamps, and proper support.
14.6	Forward transmission and pressure switch area for evidence of leaks, damage, security of components, and loose or missing hardware.
14.7	Visible area of forward transmission oil cooler for leaks, security, clogged or damaged cores, loose or missing hardware.
14.8	Upper boost servocylinders for leakage and security. Jam sensors for extended warning indicators. Exposed piston rods for cleanliness.
14.9	Longitudinal cyclic trim link and actuator for security and condition. Longitudinal cyclic trim actuator and connector for security and condition.
14.10	Longitudinal cyclic trim yoke for security and condition. Yoke attaching hardware for security and condition.
14.11	Swashplate for signs of damage, overheating, and accumulation of grease. Using a flashlight or other suitable light source, visually inspect with a mirror or flexible borescope the area between the underside of the rotating ring and stationary ring for any slinging or clumping of grease/debris (i.e. seal, bearing cage, seal spring, wire, or other material). A thin bead of grease around the sealing area is considered normal.
14.12	Drive arms and collar for damage and security of hardware.
14.13	Pitch links for chafing, damage, and security. Upper and lower bearings for liner unbonding.
14.14	Pitch link boots and weather protective cover for condition.
14.15	Forward rotary-wing head reservoirs (hub, pitch-varying, and vertical pin) for proper oil levels. Entire assembly for leaks, security of components, and hardware. Blade jumper wires for security, cuts, kinks, or fraying. Sight glasses for clarity and signs of metallic particles in reservoir. Rotor hub for damage.
14.16	Inspect horizontal hinge pin bolt P/N 114R2201-1 for broken heads and security by applying hand pressure to the head of the bolt to assure the adhesive is not holding the bolt head in place.
14.17	Rotary-wing blade shock absorbers for leaks and proper oil levels. Exposed portion of piston rods for cleanliness. Vent valves for proper positions. Lockwasher tang for engagement in piston slot.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
14.18	Rotary-wing blades for damage, cracks, and unbonding. Trim tabs for cracks, damage, and unbonding. Tip covers for damage and security. Nose cap for damage or unbonding. Shock absorber attachment brackets, including filament winding filler material, for cracks and voids. Check blade root end up to, but not including, first lag damper bracket winding for cracks. Ensure bottom surface of blade root end is not contacting pitch varying housing lug.
14.19	Flight control hydraulic reservoir for proper fluid level, leaks, and security. Cooler inlet for cleanliness and obstructions.
14.20	Check for slipped bushings and cracked pitch housing lugs.
14.21	Forward transmission fairing work platforms, access doors, and panels for damage, closed and latched. Latches and latch plates for security and condition. NVG light for condition.
	FORWARD PYLON (RIGHT SIDE)
15.1	Flight boost power control module for leaks and security. Accumulator for proper prechange. Filter contamination and pump fault indicators for extended warning indicator.
15.2	Power transfer unit for leakage and security.
15.3	Hydraulic lines in forward transmission area for leaks, chafing, cracked or broken clamps, and proper support.
15.4	Longitudinal cyclic trim yoke for security and condition. Yoke attaching hardware for security and condition.
15.5	Visible area of forward transmission oil cooler for leaks, security, clogged or damaged cores, loose or missing hardware.
15.6	Forward transmission area for evidence of leaks, damage, security of components, and loose or missing hardware.
15.7	Upper boost servocylinders for leakage and security. Jam sensors for extended warming indicators. Exposed piston rods for cleanliness.
15.8	Swashplate for signs of damage, overheating, and accumulation of grease. Using a flashlight or other suitable light source, visually inspect with a mirror or flexible borescope the area between the underside of the rotating ring and stationary ring for any slinging or clumping of grease/debris (i.e. seal, bearing cage, seal spring, wire, or other material). A thin bead of grease around the sealing area is considered normal.
15.9	Drive arms and collar for damage and security of hardware.
15.10	Pitch links for chafing, damage, and security. Upper and lower bearings for liner unbonding.
15.11	Pitch link boots and weather protective cover for condition.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
15.12	Forward rotary-wing head reservoirs (hub, pitch varying, and vertical pin) for proper oil levels. Entire assembly for leaks, security of components, and hardware. Blade jumper wires for security, cuts, kinks, or fraying. Sight glasses for clarity and signs of metallic particles in reservoir. Rotor hub for damage.
15.13	Rotary-wing blade shock absorbers for leaks and proper oil levels. Exposed portion of piston rods for cleanliness. Vent valves for proper positions. Lockwasher tang for engagement in piston slot.
15.14	Rotary-wing blades for damage, cracks, and unbonding. Trim tabs for cracks, damage, and unbonding. Tip covers for damage and security. Nose cap for damage or unbonding. Shock absorber attachment brackets, including filament winding filler material, for cracks and voids. Check blade root end up to, but not including, first lag damper bracket winding for cracks. Ensure bottom surface of blade root end is not contacting pitch varying housing lug.
15.15	Forward transmission fairing work platforms, access doors, and panels for damage, closed and latched. Latches and latch plates for security and condition. NVG light for condition.
	LUBRICATION

Seq. No.	Item and Procedure
All Areas	Lubricate IAW lubrication chart contained in TM 55-1520-240-23.
	POWER ON CHECKS
	WARNING Before performing each power on check, make sure all personnel and equipment are clear of the system(s) being tested. The aircraft must be clear of all obstructions or injury to personnel or damage to aircraft may result.
P.1	APU (running). Electrical and hydraulic power applied. Check APU for fuel and oil leaks.
P.2	Maintenance panel for proper pressure and temperature indications, PUMP FAULT and FILTER CHANGE light indicators off, ground contact lights (if installed) on.
P.3	Set maintenance panel GND switch to test and check indicators for proper operation. Set switch to RESET and check indicators for reset position. Press to test caution lights.
P.4	Check for hydraulic leaks and security of components in the flight control closet, ramp area, fwd pylon and aft pylon hydraulic compartments.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
P.5	Check flight controls for freedom of movement (no binding) No. 1 PTU, No. 2 PTU, and both No. 1 and No. 2 HYD ON.
P.6	Perform cargo hook and winch operational check.
P.7	Verify fuel quantity.
P.8	Cabin dome lights (4 places) and ramp light for operation and cracked or broken lenses.
P.9	Overhead panel and center console lights for proper operation.
P.10	Instrument lights on pilot's, copilot's, and center instrument panel for proper operation.
P.11	Cockpit flood lights, dome lights, and utility lights for proper operation.
P.12	Landing lights for proper operation.

Seq. No.	Item and Procedure
P.13	Navigation lights (left, aft, and right) for proper operation.
P.14	Formation lights for proper operation (5 places).
P.15	Anticollision lights (upper and lower) for proper operation.
P.16	Battery charger maintenance lights in left electrical pod. CHARGE COMPLETE light should be on.
	FINAL INSPECTION REQUIREMENTS
F.1	Ensure that all entries on forms, records, and worksheets have been completed and updated. Initiate new forms as required. Configure aircraft for mission requirements.
F.2	Install protective covers and blade tiedowns as required.
F.3	Cabin and cockpit areas for loose equipment and cleanliness.
F.4	Battery and battery charger disconnected as required.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

By Order of the Secretary of the Army:

ERIC K. SHINSEKI
General, United States Army
Chief of Staff

Official:

JOEL B. HUDSON
Administrative Assistant to the
Secretary of the Army
0309105

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