



Sikorsky UH-60M

In addition to routine standard repair processes such as: inspection, SB/AD compliance checks, refinish & balance, we can offer support for Repair Design development using TCCA DAO services/FAA Approved Data which results in continual expansion of repair process capabilities.

Main Rotor Blades

Repair of: lightning mesh, skin and core, adhesive filler, adhesive injection, skin patch, I/B trailing edge crack, Trailing edge damage, T/E root fairing, L/E fairing, anhedral bond line and anhedral tip fastener filler

Resealing of: cuff edge and abrasion strip edge seal

Replacement of: nickel abrasion strip, splice cap nickel strip, tip cap nickel strip, cuff decal, bonded washer and cuff bushings

Removal of: Hontek coating, tip cap refinish, excessive paint removal, tip cap static balance, final de-ice heater mat acceptance test, incoming weight and balance record and part marking record

4 week standard turnaround

Tail Rotor Blades

Repair of: Pocket skin damage, spar, nylon wrap, replacement of both Ni and poly. L/E, spar plug, pivot bearings, spar boot support, fairings, tip cap

4 week standard turnaround



Transport Canada Approved Maintenance Organization (AMO) No. 39-89
Federal Aviation Authority Repair Station (FAA) No. R4TR418N and 6A8R903B
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