

**TECHNICAL MANUAL**

**AVIATION UNIT AND INTERMEDIATE  
MAINTENANCE MANUAL**

**VOLUME 2 OF 9**

**HELICOPTER, ATTACK,  
AH-64A APACHE<sup>1</sup>**  
**(NSN 1520-01-106-9519)**  
**(EIC: RHA)**

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AIRFRAME**

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**HEADQUARTERS, DEPARTMENT OF THE ARMY**  
**16 MAY 1994**

## CHAPTER 2 AIRFRAME

### CHAPTER OVERVIEW

Chapter 2 contains the maintenance instructions for the airframe.

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## SECTION I. HELICOPTER ACCESS PROVISIONS

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### 2.1. ACCESS PROVISIONS – INSPECTION/REPAIR

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#### 2.1.1. Description

This task covers: Inspection/Repair.

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#### 2.1.2. Initial Setup

##### **Tools:**

Airframe repairman's tool kit (item 377, App H)

##### **References:**

TM 1-1500-204-23  
TM 55-1500-323-24

##### **Equipment Conditions:**

##### **Personnel Required:**

68G Aircraft Structural Repairer

<u>Ref</u>	<u>Condition</u>
1.57	Helicopter safed

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#### 2.1.3. Inspection/Repair

- a. **Inspect all access doors, covers, panels, and fairings shown in paragraphs 2.3 thru 2.7. Replace unit if any of the following repairs cannot be made.**

- (1) Check for cracks, tears, or punctures. Repair metal material in accordance with (TM 1-1500-204-23), using sheet metal repair procedures. Repair kevlar (para 2.30).
- (2) Check mating surfaces of panel and aircraft metal skin panels for loss of paint, scratches, and/or metal erosion caused by chafing. Repair mating surfaces (para 2.30).
- (3) Check for delamination or debonding. Repair delamination or debonding (para 2.30).
- (4) Check for corrosion. Remove corrosion (para 1.49).
- (5) Check for damaged seals, if installed. Replace damaged seals (para 2.52).
- (6) Check for damaged fasteners such as latches, turnlocks, or hinge butts. Repair damaged latches, turnlocks, or hinge butts (TM 1-1500-204-23).
- (7) Check access provisions containing electrical connections and wire harnesses to ensure security of connectors (TM 55-1500-323-24).
- (8) Check access provisions for chafing of connectors and wire harnesses, when installed (TM 55-1500-323-24).

GO TO NEXT PAGE

**2.1. ACCESS PROVISIONS – INSPECTION/REPAIR – continued**

**NOTE**

- Steps (9), (10), and (11), refer to aircraft equipped with EMI provisions.
- Damage orientations and categories contained in step (10), determine serviceability of the EMI conductive coating. The EMI conductive coating protection is divided into three (I,II, and III) categories of importance.

(9) Check for damage, cuts, tears, and punctures in EMI gasket. Repair damage (para 2.27).

(10) Check for damage, cuts, scratches, cracking, or peeling in EMI conductive coating. Repair damage (para 2.34).

(11) Check for damage, cracking, or peeling in EMI tape. Repair damage (para 2.28).

**NOTE**

- Category I areas should be repaired prior to flight operations in EMI environments of 200 volts/meter or higher.
- Category I areas include enclosures shielding critical equipment and wire harnesses. Shielding effectiveness: 60-40 db.

(a) EMI conductive coating Category I areas. Category I conductive coating areas are the most critical and should be in good condition (i.e. scratch free) with minimum defects.

1 Check mating surface of conductive coating to gasket or joining surface for contaminants and paint over spray. Conductive coating surface can be cleaned by carefully using a soft cloth dampened with isopropyl alcohol. Ensure conductive coating is not softened or damaged.

2 Scratched conductive coating around fasteners is allowable if gap is limited to one side of fastener and not wider than **0.25 INCH**.

NAME/ ACCESS NO.	ACCESS TO	PART NUMBER	NSN	CATEGORY
Door R90	Laser, PNVS, MUX, HF Remote	7-31111223-46		I
Door L90	IHADSS and PNVS Boxes and ICU	7-31111223-45		I
Fairing R60	Forward Avionics Bay Nose	7-31111223-606		I
Fairing L60	Forward Avionics Bay Nose	7-31111223-605		I
PNVS Shroud Assembly		13080400-039	5340-01-309-1338	I
Door R295	Aft Electronics Equipment	7-311113690-50		I

END OF TASK

**2.1. ACCESS PROVISIONS – INSPECTION/REPAIR – continued**

<u>NAME/ ACCESS NO. (cont)</u>	<u>ACCESS TO (cont)</u>	<u>PART NUMBER (cont)</u>	<u>NSN (cont)</u>	<u>CATEGORY( cont)</u>
Door L295	Aft Stowage Bay	7-311113690-61		I
Cover R40	Electronic Equipment	7-311111147-26		I
Cover L40	Electronic Equipment	7-311111147-25		I
Door B60	Cyclic Stick Controls	7-311111142-9		I
Door B65R	Flight Controls	7-311111211-9		I
Door B65L	Flight Controls	7-311111211-10		I

**NOTE**

Category II areas include enclosures shielding non-mission critical equipment and wire harnesses. Shielding effectiveness: 40-20 db.

(b) EMI conductive coating Category II areas. Conductive coating in these areas are non-mission critical equipment and wire harnesses.

1 Conductive coating paint will protect these areas up to 20 db. If coating is discovered missing in these areas, flight operations are permissible in E.M.I. environments. Repair these areas at next phase maintenance interval.

<u>NAME/ ACCESS NO.</u>	<u>ACCESS TO</u>	<u>PART NUMBER</u>	<u>NSN</u>	<u>CATEGORY</u>
Door L325	Walkway Access – Deck Area	7-311150126-33		II
Fairing R510	Vertical Stabilizer	7-311122620-48		II
Fairing L510	Vertical Stabilizer	7-311122620-47		II
Door B200	Ammunition Bay	7-311112420-17	1560-01-221-2946	II
Fairing L540	Tail Rotor Transmission	7-311122621-75		II

**NOTE**

Category III areas include enclosures incorporating shading techniques. Shielding effectiveness: 20-10 db.

(c) EMI conductive coating Category III areas. Conductive coating in these areas are least critical.

1 The conductive coating in these areas should protect up to 10 db. If the coating in these areas is damaged, it is permissible to operate the aircraft in E.M.I environments. The coating is to be repaired at the next phase maintenance interval.