



Maritime Helicopters

MARITIME HELICOPTERS

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APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

BELL MODEL 206L SERIES

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Revision 9
10/20/21

TABLE OF CONTENTS

Title Page	i
Table of Contents	ii
Manual Control (Record of Revisions)	iv
List of Temporary Revisions	v
Log of Effective Pages	vi

Section	Description	Page
1	Introduction	1-1
2	Scope of Inspection	2-1
2.1	Program Responsibility and Review	2-1
2.2	Individual Responsibilities	2-1
2.3	Mechanic Qualifications	2-1
2.4	Maintenance and Servicing	2-1
2.5	Exclusions	2-1
2.6	Airworthiness Limitations (Life Limits)	2-1
2.7	Overhaul Time Limits	2-1
2.8	Lubrication Items	2-2
2.9	Special, Unscheduled, and Conditional Inspections	2-2
2.10	FAA Airworthiness Directives and Mandatory Bulletins	2-2
2.11	Instructions for Continued Airworthiness Items Installed under FAA Form 337	2-2
2.12	Contract Maintenance	2-2
2.13	Revisions	2-2
2.14	Temporary Revisions	2-3
2.15	Training	2-3
3	Implementation of This Inspection Program	3-1
3.1	Helicopters Eligible for Approved Inspection Program	3-1
3.2	Procedures for Entering Program	3-1
3.3	Procedures for Leaving Program	3-1
3.4	Procedure for Replacement Parts	3-1
3.5	Procedure for Newly Installed Kits (Accessories) Not Covered by this AAIP	3-1
4	Program Operation	4-1
4.1	Performance Instructions	4-1
4.2	Inspection Due Times	4-1
4.2.1	Inspection Tolerances	4-1
4.2.2	Section A - Airframe	4-2
4.2.3	Section B - Engine	4-3
4.2.4	Section C - Instructions for Continued Airworthiness	4-4
4.3	Schedule of Inspections	4-5
4.3.1	Section A - Airframe Section	4-5
4.3.2	Section B - Engine Section	4-6
4.3.3	Section C - Instructions for Continued Airworthiness	4-6
4.4	Operational Checks and Operational Check Flights	4-6
4.5	Inspections Away From Home Base	4-6

TABLE OF CONTENTS (continued)

Section	Description	Page
5	Paperwork	5-1
5.1	Paperwork Distribution	5-1
5.2	Deferred Discrepancy Log	5-1
5.3	Airworthiness Release or Inspection Log Entry	5-1
5.4	Aircraft "Status Report"	5-1
5.5	Inspection Forms	5-2
5.5.1	Inspection Items	5-2
6	Abbreviations & Definitions	6-1
6.1	Abbreviations	6-1
6.2	Definitions	6-2
	Inspections – See Tables Under Paragraph 4.3 SCHEDULE OF INSPECTIONS	4-5

ATTACHMENTS

Section	Description	Page
A	Attachment A Title Page	A-i
A	Continued Airworthiness Installation Chart	A-1
B	Attachment B Title Page	B-i
B	Excluded Inspections Guideline	B-1
C	Attachment C Title Page	C-i
C	Daily Airworthiness Check	C-1

MANUAL CONTROL

The Director of Maintenance shall initiate the necessary revision(s). Each revision, in its final form, shall be submitted to the FAA. A cover letter and individual copies shall be submitted to the FAA assigned Principal Maintenance Inspector at the FAA District Office having authority. The FAA representative shall signify approval by signing and dating the bottom of the **Log of Effective Pages** and returning one original copy to the Director of Maintenance. Upon approval by the Director of Maintenance, an electronic copy shall be posted on the Maritime web portal and made available to all necessary personnel.

Field Bases Distribution

All field bases will have access to this AAIP and any subsequent revisions, on the Maritime web portal.

Corporate Office Distribution

All applicable corporate office personnel will have access to this AAIP and any subsequent revisions, on the Maritimes web portal.

RECORD OF REVISIONS

Revision Letter	Revision Date
Original	05/01/14
Revision 1	05/20/14
Revision 2	01/20/15
Revision 3	07/20/15
Revision 4	08/01/16
Revision 5	01/15/17
Revision 6	09/01/18
Revision 7	03/01/20
Revision 8	11/01/20
Revision 9	10/20/21

INDEX OF TEMPORARY REVISIONS

This is a STAND-ALONE document with its own numbering and approval system. No attempt will be made to incorporate temporary revision numbering changes on this page to the AAIP Table of Contents or List of Effected pages. The Date Approved stamps at bottom of page will reflect dates of approval of most current *temporary revision*.

The Index of Temporary Revisions will list the current AAIP Revision number – Temporary Item number (TR#), Section, Page, brief Description of the revision and date. The Temporary Revision (TR) shall be inserted before the affected page in the AAIP and complied with when completing the inspection interval. Temporary Revisions shall be maintained with the completed inspection intervals paperwork until 1) next inspection, or 2) incorporated into AAIP.

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FAA PRINCIPAL AVIONICS INSPECTOR

FAA PRINCIPAL MAINTENANCE INSPECTOR

Page No: vi
Revision: 9
Issue Date: 10/20/21

LOG OF EFFECTIVE PAGES

Section	Page Number	Issue Date	Section	Page Number	Issue Date
Title Page	i	10/20/21	Program Implementation	3-1	05/01/14
Table of Contents	ii	05/01/14			
	iii	11/01/20			
			Program Operation	4-1	03/01/20
				4-2	03/01/20
				4-3	03/01/20
Manual Control	iv	10/20/21		4-4	03/01/20
				4-5	10/20/21
Index of Temporary Revisions	v	05/01/14		4-6	10/20/21
Log of Effective Pages	vi	10/20/21			
	vii	11/01/20			
	viii	10/20/21	Paperwork	5-1	05/01/14
	ix	10/20/21		5-2	05/01/14
	x	10/20/21			
	xi	10/20/21			
			Abbreviations & Definitions	6-1	05/01/14
Introduction	1-1	05/01/14		6-2	05/01/14
Scope of Inspection	2-1	05/01/14			
	2-2	05/01/14			
	2-3	05/01/14			

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LOG OF EFFECTIVE PAGES (continued)

Section	Page Number	Issue Date	Section	Page Number	Issue Date
AIRFRAME INSPECTION SECTION					
A0051 – 300 Hour/ 12 Month Inspection	1	05/01/14	A0055 – 300 Hour/ 12 Month Inspection	1	08/01/16
	2	03/01/20		2	08/01/16
	3	01/15/17		3	03/01/20
	4	05/01/14		4	08/01/16
	5	05/01/14			
A0052 – 300 Hour/ 12 Month Inspection	1	01/20/15	A0056 – 300 Hour/ 12 Month Inspection	1	05/01/14
	2	01/20/15		2	08/01/16
	3	03/01/20		3	03/01/20
	4	11/01/20		4	08/01/16
	5	03/01/20	A0057 – 50 Hour/ 3 Month Inspection	1	11/01/20
	6	03/01/20		2	05/01/14
				3	05/01/14
A0053 – 300 Hour/ 12 Month Inspection	1	01/15/17	A0100 – 100 Hour/ 12 Month Inspection	1	03/01/20
	2	03/01/20		2	11/01/20
	3	09/01/18		3	03/01/20
	4	09/01/18	A0250 – 200 Hour/ 12 Month Inspection	1	01/20/15
	5	01/15/17		2	05/01/14
A0054 – 300 Hour/ 12 Month Inspection	1	03/01/20	A0251 – 200 Hour/ 12 Month Inspection	1	05/01/14
	2	03/01/20		2	05/01/14
	3	11/01/20	A0350 – 300 Hour/ 12 Month Inspection	1	08/01/16
	4	06/01/18		2	05/01/14

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Page No: viii
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LOG OF EFFECTIVE PAGES (continued)

Section	Page Number	Issue Date	Section	Page Number	Issue Date
A1200 – 1200 Hour Inspection	1	11/01/20	A1720 – 12 Month Inspection	1	09/01/18
	2	11/01/20		2	09/01/18
	3	11/01/20		3	11/01/20
A1201 – 1200 Hour Inspection				4	09/01/18
	1	03/01/20	A2400 – 24 Month Inspection	1	05/01/14
	2	03/01/20		2	05/01/14
	3	03/01/20		3	05/01/14
A1700 – 12 Month Inspection				4	05/01/14
	1	08/01/16			
	2	08/01/16			
	3	08/01/16			
	4	08/01/16			
	5	08/01/16			
	6	03/01/20			
	7	11/01/20			
A1710 Removed Tracked on CALM					

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Page No: ix
Revision: 9
Issue Date: 10/20/21

LOG OF EFFECTIVE PAGES (continued)

Section	Page Number	Issue Date	Section	Page Number	Issue Date
ENGINE INSPECTION SECTION					
B0150 NT – 150 Hour / 12 Month Inspection	1	10/20/21	B0304 NT – 300 Hour / 12 Month Inspection	1	03/01/20
	2	10/20/21		2	10/20/21
	3	10/20/21		3	10/20/21
B0301 NT – 300 Hour / 12 Month Inspection				4	03/01/20
				5	03/01/20
	1	10/20/21	B0650NT – 600 Hour / 12 Month Inspection	1	10/20/21
	2	10/20/21		2	10/20/21
	3	11/01/20		3	10/20/21
B0302 NT – 300 Hour / 12 Month Inspection	4	11/01/20			
	5	03/01/20			
B0303 NT – 300 Hour / 12 Month Inspection					
	1	03/01/20			
	2	10/20/21			
	3	10/20/21			
	4	11/01/20			
	5	03/01/20			

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Page No: x
Revision: 9
Issue Date: 10/20/21

LOG OF EFFECTIVE PAGES (continued)

Section	Page Number	Issue Date	Section	Page Number	Issue Date
ICA INSPECTION SECTION					
C0100 – 100 Hour 12 Month Inspection	1	03/01/20	C0360 – 36 Month Inspection	1	05/01/14
	2	03/01/20		2	05/01/14
	3	03/01/20		3	05/01/14
	4	03/01/20			
	5	03/01/20	C0550 – 500 Hour/ 180 Day Inspection	1	01/20/15
	6	03/01/20		2	01/20/15
C0110 – 100 Hour NVG Inspection	1	03/01/20		3	01/20/15
	2	03/01/20		4	01/20/15
	3	03/01/20		5	01/20/15
C0301 – 300 Hour/ 12 Month Inspection	1	03/01/20	C1700 – 12 Month Inspection		
	2	03/01/20		1	03/01/20
	3	03/01/20		2	03/01/20
	4	03/01/20		3	03/01/20
	5	03/01/20		4	03/01/20
	6	03/01/20		5	03/01/20
C0302 – 300 Hour/ 12 Month Inspection	1	03/01/20		6	03/01/20
	2	03/01/20		7	03/01/20
	3	10/20/21		8	10/20/21
	4	03/01/20		9	10/20/21
C0303 – 300 Hour/ 12 Month Inspection				10	10/20/21
	1	03/01/20	C1710 – 12 Month NVG Inspection		
	2	11/01/20		1	03/01/20
	3	03/01/20		2	03/01/20
	4	03/01/20		3	03/01/20
	5	03/01/20		4	03/01/20
	6	03/01/20			

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Page No: xi
Revision: 9
Issue Date: 10/20/21

LOG OF EFFECTIVE PAGES (continued)

Section	Page Number	Issue Date	Section	Page Number	Issue Date
ATTACHMENTS					
Attachment A Title Page	A-i	05/01/14			
Continued Airworthiness Installation Chart	A-1	10/20/21			
Attachment B Title Page	B-i	05/01/14			
Excluded Inspections Guideline	B-1	11/01/20			
Attachment C Title Page	C-i	11/01/20			
Daily Airworthiness Check	C-1 C-2 C-3 C-4	10/20/21 11/01/20 11/01/20 11/01/20			

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1 INTRODUCTION

This Federal Aviation Administration Approved Aircraft Inspection Program (AAIP) has been prepared for use under 14 CFR Part 135.419, for the BELL 206L Series helicopters used in air taxi operations conducted under 14 CFR 135.

This AAIP is based on the manufacturers' recommended inspection program. All items pertinent to the continued airworthiness of this aircraft make and model are included, though possibly rearranged.

This AAIP has been developed into three Sections:

Section A applies to BELL 206L Series helicopter.

Section B applies to Rolls-Royce 250-C30 series engine installed in BELL 206L Series helicopters.

Section C applies to BELL 206L Series helicopters in their FAA approved altered state.

Sections A, B, and C are independent (stand-alone) of one another. They may be performed in conjunction with one another or independently. Because of their individuality, AAIP Inspection Sections A, B, and C shall be tracked independently on the aircraft "status sheet." They also provide additional flexibility and availability of Maritime aircraft and provide an inspection suitable to the environment in which the aircraft operates.

NOTE:

On new aircraft only, the date the entry issuing the airworthiness certificate was made in the aircraft logbook is to be used as the basis for all (calendar related) time limited items.

The following information shall be used as reference material in conjunction with this AAIP Inspection Program:

- Code of Federal Regulations (14 CFR)
- Airworthiness Directives
- Aircraft Specifications or Type Certificate Data Sheets for Aircraft, Engines, Rotors
- Maritime Operations Manual
- Maritime Aircraft "Status Report"
- Aircraft Log Books
- Advisory Circular AC 43-4A, Corrosion Control for Aircraft
- BELL 206L Series
 - Maintenance Manual
 - Maintenance Program
 - Mechanical Repair Manual
 - Structural Repair Manual
 - Wiring Diagram
 - Service Bulletins
- Rolls-Royce 250-C30 Series
 - Maintenance Manual
 - Service Bulletins
- FAA Form 337's documenting major alterations to BELL 206L Series helicopters operated by Maritime Helicopters.
- Continued Airworthiness instructions issued by STC holders of major alterations.
- National Fire Protection Association, NFPA 10
- Concord Battery Corporation Battery Products Instruction Manual.
- Additional references, as required

Any appliance or emergency equipment installed in the aircraft in accordance with the manufacturer's instructions, which have maintenance/inspection requirements, which are not contained in the airframe manufactures' Maintenance Manual or excluded in Attachment B, shall be a part of Maritime Helicopters' Approved Aircraft Inspection Procedures. All appliances or emergency equipment installed on the aircraft having inspection requirements not contained in the airframe manufactures' Maintenance Manual shall cause Maritime AAIP to be amended to incorporate those items.

2 SCOPE OF INSPECTION**2.1 PROGRAM RESPONSIBILITY AND REVIEW**

The Director of Maintenance is responsible for this program. The AAIP inspection forms will be reviewed by the Director of Maintenance (or designee) for abnormalities.

2.2 INDIVIDUAL RESPONSIBILITIES**Director of Maintenance:**

The Director of Maintenance is responsible for the performance of the following and may delegate any of these duties but retains the responsibility:

- Ensuring company aircraft are maintained to the airworthiness standards prescribed by applicable regulations, airworthiness directives, and this inspection program.
- Training and assisting his department personnel in the procedures, methods, and practices to be followed in performance of this inspection program.
- Ensuring that the responsible mechanic properly completes all necessary work records.
- Reviewing this program and initiating the necessary revision(s).

Mechanic:

The Mechanic is responsible to the Director of Maintenance and is authorized and responsible for, but not limited to, performance of the following:

- Performing the aircraft inspection activities specified by this inspection program.
- Scheduling aircraft inspections with the Director of Maintenance (or designee), considering such factors as workflow, location of equipment and facilities, tools, supplies and job requirements.
- Maintaining all required aircraft maintenance records in a current status.
- Maintaining the aircraft in an airworthy condition at all times.
- Providing final approval for return to service.
- Reviewing the full (comprehensive) aircraft status report to assure:
 - The status report information is correct.
 - No scheduled maintenance intervals will be exceeded.

2.3 MECHANIC QUALIFICATIONS

A certified mechanic shall be considered qualified to perform this inspection if the mechanic complies with any of these requirements:

- Has been trained at a manufacturer or operator's school for that aircraft.
- Has satisfactorily performed this or similar work at an earlier date.
- Is under the direct supervision of a certified and appropriately rated mechanic who has had previous experience in the specific operation concerned.

2.4 MAINTENANCE AND SERVICING

All maintenance and servicing described in the Approved Aircraft Inspection Program shall be performed in accordance with the appropriate manufacturer's maintenance manual or other data acceptable to the administrator.

2.5 EXCLUSIONS

Since this is an AAIP Inspection program, it is not intended to prescribe maintenance and overhaul functions; these functions are not included in this program. See Attachment B for maintenance items not included in this program.

2.6 AIRWORTHINESS LIMITATIONS (LIFE LIMITS)

No airworthiness limitation items may be exceeded. These are mandatory limitations of hours, calendar time, or cycles, as specified by Type Certificate Data Sheet and the manufacturer's retirement schedule. Items with airworthiness limitations are listed on the Maritime Helicopters Aircraft "Status Report" specifying when that item must be removed from service and are not a part of this AAIP.

2.7 OVERHAUL TIME LIMITS

Manufacturer's time limits for overhaul requirements shall be adhered to and may only be altered provided the manufacturer allows an extension to the overhaul time/calendar and, if applicable, local authority (FAA) approval requirements are met. The overhaul time limited items are specified on the Maritime Helicopters Aircraft "Status Report" and are not a part of this AAIP.

2.8 LUBRICATION ITEMS

All Lubrication items described in the Approved Aircraft Inspection Program shall be performed in accordance with the appropriate manufacturer's maintenance manual or other data acceptable to the administrator.

2.9 SPECIAL, UNSCHEDULED, AND CONDITIONAL INSPECTIONS

The Special, Unscheduled, and Conditional Inspections are defined, depending on the airframe and engine manufacturer or modifier, as inspections required by an unusual event or required at other than the normal time intervals. These inspections are listed in the Manufacturer's Maintenance Manual or modifier's Instruction of Continuing Airworthiness and shall be accomplished in accordance with the appropriate Manufacturer's Maintenance Manual. This AAIP does not cover these inspection items.

2.10 FAA AIRWORTHINESS DIRECTIVES AND MANDATORY BULLETINS

Maritime Helicopters shall comply with all FAA Airworthiness Directives. The Maritime Helicopters Director of Maintenance shall evaluate all Airframe and Engine Service Bulletins and the mechanics will be notified of the requirements for all Service Bulletins selected for compliance. Recurring bulletins that Maritime Helicopters Director of Maintenance chooses to comply with will be incorporated into the AAIP at the next major revision.

2.11 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS OF ITEMS INSTALLED UNDER FAA FORM 337

The AAIP encompasses all of the inspection requirements for Standard, Optional, STC, and Field Approved equipment installed. While similarly equipped, each aircraft may have slight differences in installed equipment. To determine the applicability of each AAIP inspection form item for a particular aircraft, the mechanic performing the AAIP Inspection must determine if the equipment is installed on the aircraft he/she is performing the AAIP Inspection on by: visual inspection of the equipment, review of the aircraft equipment list, and/or review of form 337 file for each aircraft. If an AAIP inspection form includes equipment which is not installed on a particular aircraft, the Mechanic shall, after determining that the item is not applicable, write "N/A" in the initial block of the AAIP inspection forms.

Instruction for Continued Airworthiness for Major Alterations may be exceeded if allowed in accordance with the instructions listed on each component's Instructions for Continued Airworthiness.

When Major Alterations are made to the aircraft and not included in this AAIP, the checklist or inspection procedures and signature sheet provided either by the modifier or by Maritime Helicopters must be used. These check list/signature sheets will be retained as part of the historical records.

NOTE:

Other reference material may be required to maintain aircraft equipment. Approved data acceptable to the administrator and standard aviation practices may be used.

2.12 CONTRACT MAINTENANCE

All inspections performed on aircraft that are being operated under Maritime Helicopters' Approved Aircraft Inspection Program by maintenance facilities other than Maritime Helicopters' shall be done in accordance with Maritime Helicopters' Approved Aircraft Inspection Program and Maritime Helicopters' Operations Manual. A copy of the AAIP shall be provided and appropriate training for the particular job to be performed.

2.13 REVISIONS

Changes to any portion of Maritime AAIP shall not be made unless the responsible FAA district office first approves them. The program shall be amended whenever the following occurs:

- The issuance of changes to FAR's that affect and pertain to this company's manual, operations, equipment, personnel, or facility.
- Major changes to Manufacturer's inspection methods, limits, and procedures.
- Whenever the administrator of the FAA finds that it is necessary (14 CFR 135.419(f)).

NOTE:

Inspection requirements associated with the installation of new equipment on an aircraft shall be monitored via the computerized tracking system as a separate inspection until the AAIP is revised and FAA approved. Manufacturers' recommendations or manufacturers' inspection program revisions do not, by themselves, justify revision to the AAIP.

A vertical bar (change bar) in the right margin indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page. Fleetwide changes to the preamble or AAIP inspections that are common to multiple aircraft may omit the change bars as they may not accurately indicate all changes.

When revising the AAIP Inspection form, the Revision Number will change for the entire AAIP Inspection. When revising the Table of Contents or the Preamble, a change in the Revision Number will apply to the entire section. Revisions to paragraphs in the Preamble will not have a change bar in Table of Contents unless the title of the paragraph has changed. Only changes to the Table of Contents *itself* will have a vertical bar. *The Log of Effective Pages will not have any change bars due to changes already indicated by referencing Issue Dates.*

Page No: 2-3
Revision: Orig
Issue Date: 05/01/14

Once the Maritime Helicopters' Approved Aircraft Inspection Program is approved by the responsible FAA district office, the AAIP shall be posted, within a reasonable time, on the Portal, accessible to Maritime Helicopters' personnel through the internet or published in paper and distributed to all bases maintaining that model of aircraft. To allow continuation of work in progress, both revisions, the previous revision and the superseding revision, shall be posted together on the portal for a period of 5 days. Once posted, inspections shall be printed from the newly posted revision.

If the overlap has expired, comply of one of the following steps.

- 1 If all initialing mechanic(s) is (are) present, print new form and review both forms. Initial all identical items that have been complied with. Perform all additional work added during the revision. Discard the old inspection form.
- 2 If initialing mechanic(s) is (are) not available, print new inspection form and review both forms. Initial all identical items that have been complied with by mechanics that are available. For identical items complied with by mechanics that are not available, the signing mechanic will initial the block on the new inspection form, with a note to see the item (listed by item number) on the old inspection form and attach that page to the end of the new inspection form. Perform all additional work added during the revision. Discard all other pages of the old inspection form.

When printed from the Portal, a footer comes printed at the bottom of all AAIP Inspection forms. The footer will include the aircraft model, AAIP revision number, and AAIP revision date. It is the responsibility of the signing mechanic to verify that the form used is the current AAIP inspection form posted on the Portal.

2.14 TEMPORARY REVISIONS

Temporary Revisions to the AAIP will be accomplished thru the use of the Temporary Revision (Temp Rev) page. The Temp Rev page is designed to insert important updates into the AAIP in an expeditious manor without having to go thru the entire AAIP revision process.

NOTE:

The Temp Rev page is a **STAND-ALONE** document with its own numbering and approval system. No attempt will be made to incorporate temporary revision changes to the AAIP Table of Contents or List of Effected pages.

The Index of Temporary Revisions will list the current AAIP Revision Number in the header. The Table will include: Temp Rev Item Number (TR#), Section, Page, a brief Description of the revision and Date inserted. When a revision is required to the AAIP, a Temporary Revision (TR) will be generated and then entered on the Temporary Revision page, as outlined above. Both the Temp Rev revision page and temporary revision itself shall be submitted to the FAA with approval indicated by signatures and date on the bottom of the Temp Rev page. The Date Approved stamps at the bottom of the page will reflect dates of approval of the most current temporary revision. Each new revision will require an updated approved signature and date from the FAA.

Once approved, the temporary revision shall be inserted before the affected page(s) in the AAIP. These temporary revisions will be indicated by a yellow background. An inserted Temp Rev page will contain both change(s) and instructions to the affected page(s) of the AAIP. When a mechanic accesses an AAIP inspection on the Portal that has a temporary revision, they shall comply with the revision when completing that inspection interval. Completed temporary revisions shall be maintained with the completed inspection intervals paperwork until the next interval occurs for that inspection.

NOTE:

All logged temporary revisions will remain on the Temp Rev page until incorporated into the AAIP during a complete AAIP revision. A full AAIP revision will clear the Temp Rev page of all entries.

2.15 TRAINING

Training on the implementation of the Maritime Helicopters Approved Aircraft Inspection Program shall be conducted on an individual basis. It shall be the inspecting Mechanic's responsibility to read and understand the contents of this AAIP prior to implementing and/or participating in the AAIP.

3 IMPLEMENTATION OF THIS INSPECTION PROGRAM

3.1 HELICOPTERS ELIGIBLE FOR APPROVED INSPECTION PROGRAM

Each additional aircraft and/or engine being placed on or removed from an Approved Aircraft Inspection Program will have a complete record audit to ensure that all required inspections, applicable mandatory service bulletins, Airworthiness Directives and aircraft servicing are current prior to being placed on this AAIP. The time in service calendar or cycles of operation accumulated under the previous program will be applied to determine inspection due time under the new program (14 CFR 91.409). This "phase in" must be approved by the Director of Maintenance.

Except for new helicopters (less than 50 hours total time) being introduced to this AAIP that are not operating on a Part 135 Program or Manufactures Program, a determination shall be made by the Director of Maintenance as to what inspections must be complied with prior to putting the aircraft on to the AAIP program.

3.2 PROCEDURE FOR ENTERING PROGRAM

The following procedures shall be used when entering an aircraft on Maritime Helicopters' Approved Aircraft Inspection Program (AAIP).

- The aircraft registration number, make, model, and serial number shall be on the Operations Specification List of Approved Aircraft.
- The requirements of paragraph 3.1 (Helicopters Eligible for Approved Inspection Program) have been complied with.
- A bridging document will be created and remain on file for 1 year. The document shall determine by outline which inspections must be complied with before bringing the aircraft onto the AAIP. These inspections shall be entered on to the aircraft logbook and signed off before the aircraft entered onto the program.
- Once the bridging requirement inspections have been complied with, the Aircraft and Engine Log Book shall have an entry made stating that the aircraft and engine are now being inspected in accordance with Maritime Helicopters Model BELL 206L Series Approved Aircraft Inspection Program

3.3 PROCEDURE FOR LEAVING PROGRAM

When an aircraft is removed from the Approved Aircraft Inspection Program, it shall be the responsibility of the new owner/operator to assume the responsibility for the safe operation and airworthiness of said aircraft. Maritime Helicopters shall make a logbook entry stating that the aircraft is no longer being maintained on the Maritime Helicopters' Approved Aircraft Inspection Program.

3.4 PROCEDURE FOR INSTALLATION OF REPLACEMENT PARTS

The following procedure shall be used when replacement parts (not maintained under Maritime Helicopters Approved Aircraft Inspection Program) are installed.

- Inspection of new replacement parts or overhauled parts (TSO 0.0) shall be at the next normally scheduled AAIP Inspection following installation.
- Inspection of "loaner part(s)" shall be maintained in accordance with Maritime Helicopters Approved Aircraft Inspection Program.
- Non-standard and life limited serviceable parts (time continued) shall be inspected.

It shall be the installing mechanic's responsibility to determine the "status" of operation accumulated on the part under previous inspection programs prior to installation of the serviceable replacement part. If the "status" of operation accumulated on the part under previous inspection programs cannot be determined, the serviceable part shall be inspected to all previous AAIP Section Inspection allowing it to coincide with the next normally scheduled AAIP Inspection.

3.5 INSPECTION PROCEDURE FOR NEWLY INSTALLED KITS (ACCESSORIES) NOT COVERED BY THIS AAIP

If the manufacturer of a kit (accessory), appliance or product newly installed on the rotorcraft supplies instructions for continued airworthiness, Maritime Helicopters Approved Aircraft Inspection Program shall be revised to incorporate the new instructions for continued airworthiness. AAIP Inspection requirements associated with the installation of new equipment on an aircraft shall be monitored via the computerized tracking system as a separate inspection until the AAIP is revised and FAA approved.

4 PROGRAM OPERATION

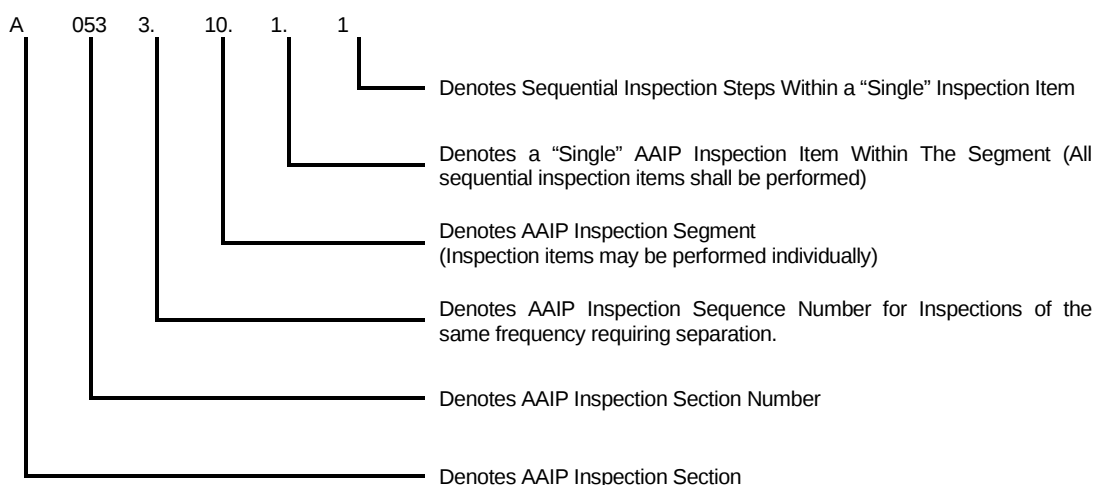
4.1 PERFORMANCE INSTRUCTIONS

An AAIP inspection may be started at any point. An AAIP inspection's due time may be exceeded as allowed by the AAIP inspection's interval. **NOTE: See Paragraph 4.2.1 for limitations of tolerances and calculation of time to next AAIP inspection due.** The aircraft may be returned to service following completion of any single segment of that AAIP inspection, i.e.: Segment A 0353.7, or Segment B0740.2 through B0740.4. All individual AAIP inspection items listed under a single segment, i.e.: C 0353.4.1, C 0353.4.2, C 0353.4.3, C 0353.4.4, etc. through C 0353.4.12 (end of the segment), must be completed. All of the following must occur to return the aircraft to service:

- A. Perform complete inspection of the item(s) listed.
- B. Initial the appropriate blocks of the AAIP inspection form.
- C. Make a logbook entry certifying inspection of the specific item(s) by number and name as part of a specific AAIP Inspection and that this item(s) was determined to be in an airworthy condition. In addition, include the following:
 1. Date completion of work performed.
 2. Aircraft Total Time at completion of work performed.
 3. Type of Certificate and Certificate Number of person(s) approving work performed.
 4. Signature of person approving work performed.

LEGEND

AAIP Inspection Form – Inspection Item Numbering - A 0353.10.1.3



4.2 INSPECTION DUE TIMES

The AAIP has been developed into three Sections: Sections A, B, and C and are independent (stand alone) of one another. They may be performed in conjunction with one another or independently.

Section A applies to airframe inspections and shall be tracked on the aircraft "status sheet" based on airframe total time.

Section B applies to engine inspections and shall be tracked on the engine "status sheet" based on engine total time.

Section C applies to airframe inspections in their FAA approved altered state and shall be tracked on the aircraft "status sheet" based on airframe total time.

4.2.1 INSPECTION TOLERANCE

Inspection tolerances in this AAIP are controlled by the manufacture's requirements. If the manufacturer has no tolerance allowed for an inspection item, the inspection item will be found in a No Tolerance (NT) Inspection or placed in a convenient lower frequency inspection. If the manufacturer has a tolerance for an inspection item and the tolerance is less than 10%, the inspection item will be found in a restricted Tolerance (RT) Inspection or placed in a convenient lower frequency inspection. If the tolerance is at least 10%, the inspection will be placed in an inspection without designators. A statement of "No Tolerances," or "This Inspection is Restricted to (XX Hours or XX Days)," as required, shall be placed in the note section of the header on the AAIP Inspection form.

- Use of the Inspection tolerances are to be considered as non-routine maintenance practice, not standard operating procedure.
- Each AAIP inspection without a designator may be exceeded by 10% of the AAIP inspection's most restrictive interval.
- Each AAIP inspection with a designated NT or No Tolerance shall not exceed any interval.
- Each AAIP inspection with a designated RT or Restricted Tolerance may be exceeded by the stated tolerance (less than 10%) of the AAIP inspection's most restrictive interval.

- Calendar intervals, due to the different ways of calculating the 10 % exceedance, will use the following chart for consistency:

7 Days = None	18 Months = 50 Days	72 Months = 215 Days
30 Days = 3 Days	24 Months = 70 Days	84 Months = 250 Days
60 Days = 6 Days	30 Months = 90 Days	96 Months = 285 Days
90 Days = 9 Days	36 Months = 105 Days	108 Months = 320 Days
180 Days = 18 Days	48 Months = 140 Days	120 Months = 360 Days
12 Months = 35 Days	60 Months = 180 Days	144 Months = 425 Days

- A full segment, defined as all items between the highlighted headings in the AAIP inspection, i.e. the Inspection Section Category, must be completed such as rotor head, tail rotor, tailboom, etc. before further operation of the aircraft.
- For each segment completed, a logbook entry shall be made approving aircraft for return to service as per 14 CFR 43.11, 91.412, 135.443.
- An entry for the completion of the entire AAIP inspection must still be made.
- If the AAIP inspection was completed prior to the scheduled due time, the time to the next AAIP inspection due shall be calculated from the time the first part of the inspection was started for Section A inspections and from when they were originally due for Section B and C inspections.
- If the AAIP Section A inspection was started after the scheduled due time, the time to the next AAIP inspection due shall be calculated from the time it was started. Sections B and C will be figured from when the inspection was originally due: **Not to exceed the stated tolerance of the AAIP inspection's interval (the standard 10% tolerance or stated restriction).**
- For hourly airframe/engine AAIP inspections; once the first segment is completed, the entire AAIP inspection must be completed within 20% of its recurrent due time, i.e. (50 hour - 10 hours), (100 hour - 20 hours), (200 hour - 40 hours) etc. The 20% is not intended, nor allows over flight of any stated inspection tolerances. i.e. If you begin a 100 Hr inspection at 95 hours, you may not use the 20% to finish the inspection at 115 hours; it must be completed by 110 hr (10% tolerance). This same requirement also applies to all RT and NT inspections with regards to over flight.
- Inspections not performed with calendar intervals and retirement times shall continue uninterrupted.
- Once the first segment of an airframe and/or engine calendar AAIP inspection (i.e. 6 month, annual, 12 month, 2 year, etc.) is completed, it shall be completed in its entirety within 30 calendar days. This tolerance is only applicable to AAIP inspections of 6 months or greater. Airframe and/or engine calendar AAIP inspections of less than 6 months shall be completed in their entirety within 15 calendar days once the first segment is completed.

For aircraft repositioned for long term maintenance; calendar AAIP inspection intervals performed during the long-term maintenance will start from the date the aircraft is returned to service for all AAIP inspections completed.

4.2.2 SECTION A - AIRFRAME SECTION

The Airframe Maintenance Section constitutes the first portion of the AAIP, which consists of the airframe and any related part (s) or appliance (s). Inspection due times are derived from aircraft total time as accumulated in the aircraft logbook. Calculating the next AAIP Inspection due time shall be determined by adding the published "frequency" (as shown in section 4.3) to the time the first segment was completed.

Refer to the following example:

Scenario 1:

If AAIP inspection A0052 was accomplished in its entirety, at ACTT 600.0 hours, then AAIP inspection A0052 will be next due at ACTT 900.0 hours (published "frequency" is every 300 hours).

Scenario 2:

If AAIP inspection A0052 is due at ACTT 600.0 hours, you can open the AAIP inspection and complete the "Airframe," "Controls," and "Swashplate Assembly and Mast," segments at ACTT 593.0 hours to include a logbook entry. The next day you perform the "Hydraulic," and "Transmission and Pylon Assembly," "Main Drive Shaft," segments at ACTT 595.0 to include a logbook entry. The next day you perform the "Electrical" and "Lubrication" and Post Inspection" segments at ACTT 596.0 which now completes AAIP inspection A0052. The next A0052 will be due at 896.0 hours (596.0 + 300).

Scenario 3:

If AAIP inspection A0055 – 300 Hour inspection is due at ACTT 1250.0 hours, and the AAIP inspection is started at ACTT 1252.0 hours and completed at ACTT 1254.0 hours, then the next A0055 AAIP inspection is due at ACTT 1554.0 hours, because the A0055 AAIP inspection was completed at ACTT 1254.0 hours as the A 0055 are due every 300 hours (1254 + 300)..

NOTE:

For hourly airframe/engine AAIP inspections; Once the first segment is completed, the entire AAIP inspection must be completed within 20% of its recurrent due time, i.e. (50 hour - 10 hours), (100 hour - 20 hours), (200 hour - 40 hours) etc. The 20% is not intended, nor allows over flight of any stated inspection tolerances. i.e. If you begin a 100 Hr inspection at 95 hours, you may not use the 20% to finish the inspection at 115 hours; it must be completed by 110 hr (10% tolerance). This same requirement also applies to all RT and NT inspections with regards to over flight.

The mechanic shall be responsible for installed parts to ensure they enter the AAIP under the proper AAIP inspection (see Section 3.4). If information is unavailable or the mechanic is unable to determine the "inspection" information, they may contact the Director of Maintenance for assistance.

4.2.3 SECTION B - ENGINE

Engine Inspection Section "B" is applicable only to engines installed on Maritime Helicopters Aircraft that have been or will be operated in accordance with this AAIP. Section "B" constitutes the second portion of the AAIP, which consists of the engine and any related part (s) or appliance (s). Inspection due times for Section "B" are based on engine hours of operation. Completion of an overhaul constitutes completion of the complete Section B requirements. Individual segment must be completed and documented prior to aircraft release for service.

4.2.3.1 Installation of a new or overhauled (TSO 0.0) engine

A new or overhauled engine is assumed to have 0.0 hours TSN or 0.0 hours TSO of component operation when installed. Therefore, the individual AAIP Inspections of Section B are due within their respective frequency from the time of install into the airframe.

Scenario 1:

If an engine is installed at AFTT: 1121.0 hours on 6 June 2013. The ENGTT: 2541.0 TSO: 0.0 hours.

- a. Since engine TSO is zero, AAIP inspection B0301NT will be due at AFTT: (1121.0 + 300) = 1421.0.

4.2.3.2 Installation of a serviceable (time continued) engine

Hours of engine operation on a serviceable (time continued) engine shall be calculated from the most current maintenance (inspection) activity as indicated in the maintenance record of that component.

Scenario 1:

If an engine is installed at AFTT: 2397.0 hours. The ENGTT: 752.0 hours.

- a. The Rolls-Royce Series Section B AAIP inspection B0301NT T was the last AAIP inspection performed at 250.0 ENGTT. AAIP inspection B0301NT will be performed at ENGTT: (250.0 + 300.0 =) 550.0 ENGTT.

4.2.3.3 Inspection due times for Section "B" are based on aircraft hours of operation.

Calculating the next AAIP inspection due time shall be determined by adding the published "frequency" (as shown in section 4.3) to the time the preceding AAIP inspection was started. Refer to the following examples:

Scenario 1:

If AAIP inspection B0302NT – 300 Hour Inspection was accomplished in its entirety, at ACTT 150.0 hours, then the B0302NT AAIP inspection will be next due at ACTT 450.0 hours (150.0 + 300).

NOTE:

For hourly Section A or Section B AAIP inspections; Once the first segment is completed, the entire AAIP inspection must be completed within 20% of its recurrent due time, i.e. (50 hour - 10 hours), (100 hour - 20 hours), (200 hour - 40 hours) etc. The 20% is not intended nor allows over flight of any stated inspection tolerances. i.e. If you begin a 100 Hr inspection at 95 hours, you may not use the 20% to finish the inspection at 115 hours; it must be completed by 110 hr (10% tolerance). This same requirement also applies to all RT and NT inspections with regards to over flight. Individual segment must be completed and documented prior to aircraft release for service

The mechanic shall be responsible for installed parts to ensure they enter the AAIP under the proper AAIP inspection. If information is unavailable or the mechanic is unable to determine the "Inspection" information, they may contact the Director of Maintenance for assistance.

4.2.4 SECTION C - Instructions for Continued Airworthiness

The Instructions for Continued Airworthiness Section constitutes the third portion of the AAIP, which consists of the installed equipment and any related part (s). Inspection due times are derived from aircraft total time as accumulated in the aircraft logbook. If an item is not installed, the mechanic shall place "N/A" in the Initials box for that item.

Calculating the next AAIP inspection due time shall be determined by adding the published "frequency" (as shown in section 4.3) to the time the preceding AAIP inspection was accomplished.

Refer to the following examples:

Scenario 1:

If AAIP inspection C0010 was accomplished in its entirety, at ACTT 600.0 hours, then the C0010 AAIP inspection will be due at ACTT 900.0 hours (published "frequency" is 300 hours).

Scenario 2:

If AAIP inspection C0050 is due at ACTT 800.0 hours, you can open the AAIP inspection and complete the "Dart Rear Locker Extender," "Arrow Garmin GTX 300", "Paravion Bleed air Cabin Heater" segments at ACTT 790.0 hours to include a logbook entry. The next day you perform the "AAI Cargo Mirror Kit," "AAIP Pc Safety Valve Kit," "Dart Skid tubes" segments at ACTT 796.0 which now completes AAIP inspection C0050. (published "frequency" is 300 hours). C0050 is now due at ACTT 1096.0.

Scenario 3

If AAIP inspection C0030 – 300 Hours Inspection is due at ACTT 1100.0 hours, and the AAIP inspection is started at ACTT 1103.0 hours and completed at ACTT 1105.0 to include a logbook entry. The next C0040 AAIP inspection will come due at ACTT 1400.0 hours because the original due time of the AAIP inspection was 1100.0 hours and is due each 300 hours (published "frequency" is 300 hours).

NOTE:

For hourly airframe/engine AAIP inspections; Once the first segment is completed, the entire AAIP inspection must be completed within 20% of its recurrent due time, i.e. (50 hour - 10 hours), (100 hour - 20 hours), (200 hour - 40 hours) etc. The 20% is not intended, nor allows over flight of any stated inspection tolerances. i.e. If you begin a 100 Hr inspection at 95 hours, you may not use the 20% to finish the inspection at 115 hours; it must be completed by 110 hr (10% tolerance). This same requirement also applies to all RT and NT inspections with regards to over flight.

The mechanic shall be responsible for installed parts to ensure they enter the AAIP under the proper AAIP inspection. If information is unavailable or the mechanic is unable to determine the "Inspection" information, they may contact the Director of Maintenance for assistance.

4.3 SCHEDULE OF INSPECTIONS**4.3.1 SECTION A - AIRFRAME SECTION: Applicable to Applicable to BELL 206L Series Helicopters**

SECTION	FREQUENCY
A 0051	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0056
A 0052	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0051
A 0053	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0052
A 0054	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0053
A 0055	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0054
A 0056	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0055
NOTE: The above inspections must be performed consecutively.	
A 0057	Every 50 Hours, or 12 Months whichever comes first
A 0100	Every 100 Hours, or 12 Months whichever comes first
A 0250	Every 200 Hours, or 12 Months whichever comes first
A 0251	Every 200 Hours, or 12 Months whichever comes first
A 0350	Every 300 Hours, or 12 Months whichever comes first
A 1200	Every 1200 Hours
A 1201	Every 1200 Hours
A 1700	Every 12 Months
A 1720	Every 12 Months
A 2400	Every 24 Months

4.3.2 SECTION B – POWERPLANT SECTION: Applicable 250-C30 series engine

SECTION	FREQUENCY
B 0301 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0304 NT. No Tolerance
B 0302 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0301 NT. No Tolerance
B 0303 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0302 NT. No Tolerance
B 0304 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0303 NT. No Tolerance
NOTE: The above inspections must be performed consecutively.	
B 0150 NT	Every 150 Hours or 12 Months whichever comes first. No Tolerance
B 0650 NT	Every 600 Hours or 12 Months whichever comes first. No Tolerance

4.3.3 SECTION C - INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: Applicable to BELL 206L Series Helicopters

SECTION	FREQUENCY
C 0301	Every 300 Hours or 12 Months whichever comes first, occurs after C 0303.
C 0302	Every 300 Hours or 12 Months whichever comes first, occurs after C 0301.
C 0303	Every 300 Hours or 12 Months whichever comes first, occurs after C 0302.
NOTE: The above inspections must be performed consecutively.	
C 0100	Every 100 Hours or 12 Months, whichever comes first
C 0110	Every 100 Hours
C 0360	Every 36 Months
C 0550	Every 500 Hours or 180 Days whichever comes first
C 1700	Every 12 Months
C 1710	Every 12 Months

4.4 OPERATIONAL CHECKS AND OPERATIONAL CHECK FLIGHTS

See the "Maritime Helicopters Operations Manual," as revised, for complete instructions concerning operational checks and flights.

4.5 INSPECTIONS AWAY FROM HOME BASE

Inspections away from home base shall be conducted in accordance with the Approved Aircraft Inspection Program and the "Maritime Helicopters Operations Manual," as revised.

5 PAPERWORK

The basic guide to record keeping concerning maintenance, preventative maintenance, rebuilding, and alterations is contained in 14 CFR Part 43.

5.1 PAPERWORK DISTRIBUTION

Completed inspection forms along with the aircraft records shall be returned WEEKLY to the Homer office and addressed to the DOM, in accordance with the "Maritime Helicopters Operations Manual," as revised.

5.2 DEFERRED DISCREPANCY LOG

See "Section C – Maintenance Operations" of the "Maritime Helicopters Operations Manual," as revised, for complete instructions concerning deferred maintenance.

5.3 AIRWORTHINESS RELEASE OR INSPECTION LOG ENTRY

An airworthiness release or an appropriate entry in the Aircraft Logbook shall be made by an authorized mechanic (as defined in paragraph 2.3) after inspections have been performed on an aircraft.

- A. Inspections performed by a FAA Repair Station shall have an airworthiness release signed by a certified and authorized mechanic or inspector.
- B. A Maritime Helicopters mechanic shall make an appropriate entry in the Aircraft Logbook and Maintenance Discrepancy worksheet as follows:
 - 1. A description of work performed.
 - 2. Date of completion of work performed.
 - 3. Type of Certificate and Certificate Number of person approving work performed.
 - 4. Signature of person approving work performed.
- C. Inspections completed in accordance with Maritime Helicopters' AAIP shall be made as described in the individual inspection forms.
- D. Completion of C above certifies the following:
 - 1. The entries required by Paragraph C were prepared in accordance with the procedure in Maritime Helicopters' AAIP.
 - 2. All work was performed in accordance with the requirements of Maritime Helicopters' Approved Aircraft Inspection Program.
 - 3. All required items were inspected by an authorized mechanic who determined that the work was satisfactorily completed.
 - 4. So far as the work performed is concerned, the aircraft is in a condition for safe operation.
 - 5. The signature of the authorized person constitutes the approval for return to service only for the work performed.
- E. All components removed or installed that have a time, cycle, RIN, or calendar life limit shall have the total time, time since inspection, time since overhaul, total cycles, total flights/landings, and calendar date, of both the removed and installed items, as applicable. This information will be entered in the Aircraft Logbook, Engine Logbook (s), and Maintenance Discrepancy worksheet as required.
- F. Recurring Airworthiness Directives shall require the time and/or date and when the next action is due, to be entered in the Aircraft Logbook, Engine Logbook (s), and Maintenance Discrepancy worksheet as required.
- G. All discrepancies noted during AAIP inspection(s) shall be recorded and rectified in the aircrafts logbook before approval to return to service.

5.4 AIRCRAFT "STATUS REPORT"

The Aircraft "Status Report" is designed to be used as a tracking aid for aircraft inspections, component overhauls, airworthiness limitations, AD's, ASB's, FAR requirements, and lubrication intervals. All data is supported by a component record card or a logbook entry.

- A. The report breakdown consists of:
 - 1. Aircraft ID - Registration Number
 - 2. Model - Of Aircraft
 - 3. Serial Number - Of Aircraft
 - 4. Current hours - As of date of last update
 - 5. Task Code Number – Identification of individual line item
 - 6. Part Number - Identifies manufacturer's approved part number
 - 7. Nomenclature - For identification of each line item
 - 8. Serial Number - Of Component
 - 9. TSN/TSO at install - Total time of component when installed
 - 10. Remains - Time before overhaul, retire, or inspection.
 - 11. Current TSN/TSO - Current time on an item as of last revised status sheet date
 - 12. Service Life - Manufacturer's assigned service life
 - 13. The status of all applicable airworthiness directives and recurring manufacturer's alert service bulletins are listed as to next compliance and next due.
- B. The Aircraft "Status Report" shall be used as a guide to ensure that time or calendar-controlled components, inspections, airworthiness directives and manufacturer's alert service bulletins shall be removed or inspected by the time or date indicated.
- C. The Aircraft "Status Report" shall be updated by using the actual aircraft total time logged in the aircraft Logbook.
- D. The Director of Maintenance (or designee) will verify all changes to the Aircraft "Status Report" are true and correct.
- E. Changes to the Aircraft "Status Report" involving component changes or maintenance complied with shall be submitted by the mechanic and verified for true and correct updates.
- F. The Aircraft "Status Report" also includes the AAIP cycle of AAIP inspections for upcoming and completed inspections.
- G. All discrepancies noted during AAIP inspection(s) shall be recorded and rectified in the aircrafts logbook before approval to return to service.

5.5 INSPECTION FORMS

Maritime Helicopters Approved Aircraft Inspection Program (AAIP) inspection forms provide the necessary instructions and procedures to conduct aircraft (airframe, engines, rotors, and appliances, including emergency equipment) inspections. Completed Inspection forms will remain on record for each AAIP inspection until superseded by the next same inspection.

5.5.1 INSPECTION ITEMS

Upon satisfactory completion of each AAIP inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each AAIP inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for assuring the AAIP inspection form is current with the AAIP published on the MHI Portal and making the logbook entry shown at the conclusion of this inspection.

NOTE:

If a manufacturer extends (escalates) the recommended inspection interval, Maritime shall request FAA approval for the new manufacturer inspection interval using the Temporary Revision process (2.14) to facilitate compliance until the AAIP has been revised. The request shall be accompanied by a copy of the manufacturer's recommendation.

Page No: 6- 1
Revision: Orig
Issue Date: 05/01/14

6 ABBREVIATIONS AND DEFINITIONS

6.1 ABBREVIATIONS:

The following abbreviations may be used in Maritime Helicopters' paperwork procedures:

NOTE: Abbreviations need not be case sensitive as depicted in the listing below. Additional abbreviations may be used if legible and standard to the industry.

AAIP	- Approved Aircraft Inspection Program	MON	- Months
A/C	- Aircraft	MEL	- Minimum Equipment List
AC	- Alternating Current	MOC	- Maintenance Operational Check
ACFT	- Aircraft	MM	- Maintenance Manual
ACTT	- Aircraft Total Time	N1	- Compressor Turbine (Speed, Cycle count, etc.)
AD	- Airworthiness Directive	N2	- Power Turbine (Speed, Cycle count, etc.)
AEC	- American Eurocopter	N/A	- Not Applicable
A/F	- Airframe	Ng	- Compressor Turbine (Speed, Cycle count, etc.)
AFTT	- Airframe Total Time	Np	- Power Turbine (Speed, Cycle count, etc.)
AHRS	- Attitude and Heading Reference System	NT	- No Tolerance
AIR COND	- Air Conditioner	NFPA	- National Fire Protection Association
ALF	- After Last Flight	No.	- Number
MH	- Maritime Helicopters	NR	- Rotor (speed)
MMS	- Maritime Maintenance Support Document	NT	- No Tolerance
MHTD	- Maritime Helicopters Technical Document	OC	- On Condition
AOA	- Angle of Attack	OH	- Overhaul
A/P	- Auto Pilot	OPS CK	- Operational Check
A & P	- Airframe & Powerplant Mechanic	OPS CK FLT	- Operational Check Flight
ASB	- Alert Service Bulletin	PARA	- Paragraph
C1	- Compressor Turbine (Speed, Cycle count, etc.)	PIB	- Patient Isolation Barrier
C2	- Power Turbine (Speed, Cycle count, etc.)	PROP	- Propeller
CAT	- Computer Aided Testing kit	P/C/W	- Previously Complied With
CEB	- Commercial Engine Bulletin	PMA	- Parts Manufacturer Approval
CH	- Chapter	P/N	- Part Number
CL	- Calendar	RB	- Rotor Brake
CAT	- Computer Aided Test	RT	- Restricted Tolerance
CECG	- Corrosion and Erosion Control Guide	REF	- Reference
CFR	- Code of Federal Regulations	RIN	- Retirement Index Number
CMM	- Component Maintenance Manual	R/H	- Right Hand
CRO	- Component Overhaul and Repair Manual	RFM	- Rotorcraft Flight Manual
CSL	- Commercial Service Letter	RFMS	- Rotorcraft Flight Manual Supplement
C/W	- Complied With	RR	- Rolls-Royce
CYL	- Cycle	RT	- Restricted Tolerance
DC	- Direct Current	SB	- Service Bulletin
ELT	- Emergency Locator Transmitter	SLL	- Service Life Limit
EMER	- Emergency	S/N	- Serial Number
ENG	- Engine	SOAP	- Spectrographic Oil Analysis Program
ENGTT	- Engine Total Time	SRM	- Structural Repair Manual
FAA	- Federal Aviation Administration	STD	- Standard
CFR	- Code of Federal Regulations – Title 14	SI	- Service Instruction
F/C	- Fuel Control	STC	- Supplemental Type Certificate
FOD	- Foreign Object Damage	TB	- Technical Bulletin
GOV	- Governor	TCU	- Torque Control Unit
G/B	- Gearbox	TRDS	- Tail Rotor Drive Shaft
GMM	- General Maintenance Manual	TSI	- Time Since Inspection
H/C	- Helicopter	TSO	- Time Since Overhaul
HRS	- Hours	TSN	- Time Since New
IA	- Inspection Authorization	TSR	- Time Since Repair
I/A/W	- In Accordance With	TT	- Total Time
IFR	- Instrument Flight Rules	VFR	- Visual Flight Rules
INSP	- Inspection	VEMD	- Vehicle Engine Multifunctional Display
L/H	- Left Hand	YRS	- Years
LL	- Life Limited	W&B	- Weight and Balance

Page No: 6- 2
Revision: Orig
Issue Date: 05/01/14

6.2 DEFINITIONS

For definitions not in this paragraph, refer to 14 CFR Part 1.

AIRWORTHY: Two conditions must be met for an aircraft to be considered "airworthy."
1) The aircraft must conform to its type certificate (design) or properly altered state.
2) The aircraft must be in condition for safe operation.

NOTE: IF EITHER OF THESE CONDITIONS ARE NOT MET, THE AIRCRAFT WOULD BE CONSIDERED NOT AIRWORTHY.

CHECK: Examinations in the form of comparisons with stated standards for the purpose of verifying condition, accuracy, and tolerance.

DAILY: A 24-hour period of time beginning at midnight;
(0000 through 2359 military time or 12:00.00 a.m. through 11:59.59 p.m.)

INSPECTION DESIGNATOR: The inspection designator in the Maritime AAIP Inspection shall indicate:
1) NT: No Tolerance allowed in this inspection; no overflight available.
2) RT: Restricted Tolerance, must comply with this inspection within the tolerances allowed.

EXAMINE: Look at the condition of an item for the following:

Chafing	Distortion	Contamination	Fractures	Cracks
Corrosion	Fraying	Leaks	Scoring	Deterioration
Wear	Loose or missing rivets	Insecurity of attachment	Faulty / broken locking devices	
Loose clips or fasteners		Discoloration due to overheating		

FILL: Fill to the correct level, pressure, or quantity. This also includes where necessary the following:
1) Remove caps or covers, 2) Examine caps, covers, gaskets, seals,
3) Install caps, covers, 4) Install locking devices if appropriate.

FUNCTIONAL TEST: This test is used to ascertain that a system or component is functioning properly in all aspects in conformance with minimum acceptable design specifications. This test may require the use of supplemental ground support equipment or bench test equipment.

"HOME BASE" OF OPERATION Is an Maritime maintenance station where:
1) The subject aircraft is normally located, and
2) Maritime maintenance personnel are normally on duty.

INCLUDES: Means "includes but is not limited to."

INSPECTION: Utilizing acceptable methods, techniques, and practices to determine physical condition and detect defects.

INSTALL: Put a component in the correct position and attach it correctly.

LOANER PART: A part (refer to definition) temporarily being utilized as a replacement for some other original part being repaired.

LONG TERM MAINTENANCE: Maintenance that requires the aircraft is taken out of service and relocated to a repair station.

LUBRICATE: Apply lubricant.

MAINTENANCE: Inspections, overhaul, repair, preservation, and the replacement of parts, but excludes preventative maintenance.

MAY: Has been used only when application of a procedure is optional.

REMOVE: Disconnect a component or system and move it from its correct position.

NEED NOT: Has been used only when application of a procedure is optional.

NO TOLERANCE INSPECTION: An AAIP Inspection that has no overfly, the inspection must be performed on or before to the due time.

Page No: 1
Revision: Orig
Issue Date: 05/01/14

SECTION: A 0051 – AIRFRAME INSPECTION PROGRAM

TYPE: 300 HOUR / 12 MONTH INSPECTION

NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0051.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0051.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0051.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 0051.4 MAIN ROTOR SYSTEM			
4.1	Verify main rotor flap restraint for freedom of movement, and for condition and security.	Chapter 62	
4.2	Examine the following components;		
4.2.1	Static stops and mast for evidence of mast bumping.		
4.2.2	Remove main rotor blade leading edge erosion protection tape, if installed.		
4.2.3	Main rotor blades for cleanliness and overall condition. Examine for cracks, corrosion and de-bonding of doublers.		
4.2.4	Leading edge of blades for corrosion and erosion. Restore contour as necessary.		
4.2.5	The tip weight cap for corrosion, cracks, erosion, and deformation.		
4.3	If applicable, reinstall main rotor blade leading edge erosion protection tape.		

Page No: 2
Revision: 9
Issue Date: 10/15/21

SECTION: A 0051 – AIRFRAME INSPECTION PROGRAM

TYPE: 300 HOUR / 12 MONTH INSPECTION

NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.4	Examine the following main rotor hub assembly components for condition and security:		
4.4.1	Mast nut		
4.4.2	Trunnion		
4.4.3	Grips		
4.4.4	Pitch horns		
4.4.5	Static stops		
4.5	Examine pitch horn trunnion bearings for evidence of wear, damage, and for security.		
4.6	Examine main rotor yoke for corrosion or mechanical damage as follows:		
4.6.1	Examine fillet radius of both yoke spindles inboard of wear sleeves for evidence of corrosion. If corrosion is visible, remove with fine abrasive pad (C-407). If corrosion cannot be removed with pads, or is extensive, disassemble hub for inspection and repair. NOTE: If the main rotor hub must be disassembled, omit remaining steps.	BHT-206L-CR&O	
4.6.2	Examine entire yoke center section (inboard and outboard surfaces) for damage.		
4.6.3	Touch up all repaired areas or areas of bare metal in accordance with applicable main rotor hub inspection and repair instructions.		
4.6.4	Ensure no sealant voids are visible around shields or wear sleeve, strap fittings, and grip closure. Recoat with sealant (C-308) as required. On main rotor hub assemblies up to and including P/N 206-011-100-025, coat the remaining exposed fillet radius and repaired surfaces with a film of corrosion preventive compound (C-101).		
A 0051.5 PITCH LINK ASSEMBLY (206-010-360-005)			
5.1	Examine the condition of the torque seal (C-049) between the main rotor pitch link tube and the upper and lower inserts of both main rotor pitch link assemblies.	ASB 206L-21-186	
5.2	If the torque seal (C-049) is missing or damaged, carry out a detailed visual inspection (DVI) of the main rotor pitch link tube assembly for debonding of the insert where the torque seal (C-049) is missing or damaged. This can include, but not limited to, cracked paint, cracked sealant, and corrosion.		
5.2.1	Remove the torque seal (C-049) residue, and clean inserts and tube with a clean cloth (C-516) moistened with drycleaning solvent (C-304).		
5.2.2	If the insert is not debonded, again apply torque seal (C-049), or equivalent.		

Page No: 3
Revision: 9
Issue Date: 10/15/21

SECTION: A 0051 – AIRFRAME INSPECTION PROGRAM

TYPE: 300 HOUR / 12 MONTH INSPECTION

NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
5.3	If an insert is found debonded, or is suspected to be, contact Product Support Engineering (PSE) at productsupport@bellflight.com for disposition. Provide the following information:		
5.3.1	The serial number of the helicopter the suspect parts are found.		
5.3.2	The part number of the main rotor pitch link assembly.		
5.3.3	The serial number of the main rotor pitch link assembly.		
5.3.4	Total time since new of the main rotor pitch link assembly (if known).		
5.3.5	If it is the upper or lower insert (or both) that is found, or suspected to be, debonded		
5.3.6	Pictures of the debonded, or suspected to be, insert(s)		
A 0051.6 TAIL ROTOR ASSEMBLY			
6.1	Clean tail rotor blades to maintain visibility of warning stripes.	Chapter 64	
6.2	Examine the following tail rotor hub assembly components for condition and security of attachment:	BHT-206L-CR&O	
6.2.1	Yoke		
6.2.2	Pitch horns		
6.2.3	Trunnion and trunnion caps		
6.2.4	Counterweight hardware		
6.3	Examine tail rotor blades as follows:	Chapter 64	
6.3.1	Tip block rivets for damage, corrosion, erosion, and looseness.		
6.3.2	Skin for bulges, nicks, dents, scratches, or other damage.		
6.3.3	Deformed or cracked skin in the area of the chordwise weights.		
6.3.4	Leading edge for erosion, nicks, dents or scratches.		

Page No: 4
Revision: 9
Issue Date: 10/15/21

SECTION: A 0051 – AIRFRAME INSPECTION PROGRAM

TYPE: 300 HOUR / 12 MONTH INSPECTION

NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
6.3.5	Bonded joints of blade skin mating area for suspected voids or cracks. Pay particular attention in the area of tip block and doublers.		
6.3.6	Feathering bearings for looseness and cracks in uniball.		
6.4	Examine the following tail rotor hub and blade assembly attaching components for condition and security:		
6.4.1	Spacer		
6.4.2	Rubber bumper		
6.4.3	Static stop		
6.4.4	Nut		
6.4.5	Balance wheel		
A 0051.7 POST INSPECTION			
6.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
6.2	Check oil level of transmission, hydraulic tank, engine and tail rotor gearbox prior to running helicopter.		
6.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.	BHT-206L-FM-1	
6.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
6.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 5
Revision: Orin
Issue Date: 05/11/14

SECTION: A 0051 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0051 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____
Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 2
Issue Date: 01/20/15

SECTION: A 0052 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapter 4, 5, 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0052.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0052.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0052.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 0052.4 AIRFRAME (Forward Deck)			
4.1	Examine the forward fairing for condition and security	Chapter 71	
4.2	Remove and examine transmission cowling for condition.		
4.3	Examine all fairing and cowling latches and/or fasteners for condition.		
4.4	Examine top deck for condition, leaks and security.		
4.5	Clean transmission deck.	Chapter 53	
4.6	Examine air indication cowling and plenum for damage, obstructions and cleanliness. Examine intake fairing windows for damage and cleanliness.		
4.7	Examine inlet screen (if applicable) for missing or damaged wires and rivets.		
4.8	Examine particle separator (if applicable) vortex tubes, ejector tubes, and ejector nozzles for cleanliness, condition, and security.		
4.9	Examine forward deck drain(s) to ensure absence of obstruction.		
4.10	Examine antennas for condition and security.		

Page No: 2
Revision: 2
Issue Date: 01/20/15

SECTION: A 0052 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0052.5 CONTROLS			
5.1	Examine the following flight control components for signs of interference, corrosion, wear, mechanical damage and security:	Chapter 67	
5.1.1	Control tubes.		
5.1.2	Links.		
5.1.3	Rod and bearings.		
5.1.4	Bellcranks.		
5.1.5	Bellcrank supports.		
5.1.6	Attaching bolts and nuts.		
5.2	Inspect main rotor pitch links with a 3X magnifying glass for damage, corrosion and cracks. Give particular attention to swaged ends at jam nut or inserts.		
5.3	Examine N2 control linkages on forward deck for condition and security. Pay particular attention to the jackshaft assembly for damage or evidence of twisting.	Chapter 76	
5.4	Verify all control tubes and bellcranks for freedom of travel throughout range.		
A 0052.6 SWASHPLATE ASSEMBLY AND MAST			
6.1	Clean swashplate assembly and mast.	Chapter 62	
6.2	Disconnect main rotor pitch links from outer ring.		
6.3	Disconnect idler (drive) link from outer ring.		
6.4	Examine swashplate drive assembly for axial, radial, and accumulative wear.		
6.5	Disconnect boot from swashplate outer ring and lift up temporarily. Examine boot for evidence of deterioration		
6.6	Verify condition of duplex bearing, before lubrication, as follows:		
6.6.1	Rotate outer ring to check duplex bearing for condition. Bearing must be smooth and show no evidence of roughness, binding, dragging, or looseness.		
6.7	Examine pivot sleeve slot sidewalls for wear or deterioration.		
6.8	Examine pivot sleeve bearings for wear, deterioration and evidence of excessive axial play between pivot sleeve and swashplate support.		
6.9	Examine collar set bushings for cracks and damage.		

Page No: 3
Revision: 7
Issue Date: 03/01/20

SECTION: A 0052 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.10 Examine swashplate support and uniball surfaces for condition.		
6.11 Examine collective lever to sleeve assembly pins and bushings for condition		
6.12 Examine inner ring for condition. Examine for evidence of contact with sleeve assembly.		
6.13 Examine outer ring for condition.		
6.14 Examine the upper inside diameter of swashplate support for evidence of contact with the mast pole.		
6.15 Verify and adjust swashplate tilt friction as required.		
6.15.1 Value must be between 15 to 32 pounds. If out of limits, adjust to 15 to 32 pounds and check again.		
6.16 Connect and secure boot, idler (drive) link and main rotor pitch links to outer ring.		
6.17 Examine swashplate assembly for condition and security.		
6.18 Examine mast for condition.		
6.19 Ensure no sealant voids are visible around the Swashplate drive collar set. Re-coat with adhesive (C-307) as required.	Chapter 62	
A 0052.7 TRANSMISSION AND PYLON ASSEMBLY		
7.1 Examine the following pylon support components as follows:	Chapter 63	
7.1.1 Transmission link assemblies and bearings for damage and deterioration.		
7.1.2 Nodal beam flexures for condition and security.		
7.1.3 Forward and aft nodal beam deck supports for condition and security. Check torque on heads of bolts only (bolts must not rotate). If a bolt is loose, remove nut. Install new nut and torque 75 to 95 inch-pounds.		
7.1.4 Nodal beam stops for evidence of excessive contact with nodal beam arms.		
7.1.5 Transmission restraint for damage and spherical bearings for excessive wear and security.		
7.1.6 Stop mount for condition and security. Stop mount bushings for wear.		
7.1.7 All pylon support elastomeric components for evidence of deterioration.		
7.1.8 All pylon support hardware for security of attachment.		

Page No: 4
Revision: 8
Issue Date: 11/01/20

SECTION: A 0052 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
7.2	Examine transmission assembly for condition and security.		
7.3	Examine transmission assembly for evidence of oil leakage.		
7.4	Examine all fluid lines for chafing, damage and evidence of leakage.		
7.5	Examine transmission oil for evidence of contamination.		
7.6	Examine transmission oil filter bypass indicator for condition. Bypass button should not be extended.		
7.7	Inspect all transmission chip detectors for accumulated material.		
7.8	Perform functional test of all transmission chip detectors.	Chapter 96	
7.9	Ensure no sealant voids are visible around forward and aft nodal beam deck mounted supports and isolation mount. Recoat with sealant (C-308) as required.		
A 0052.8 MAIN DRIVE SHAFT			
8.1	Standard Greased Driveshaft		
8.1.1	Examine the engine to transmission driveshaft for condition and security.	Chapter 63	
8.1.2	Examine the components as follows:	Chapter 63	
8.1.2.1	Driveshaft for cracks, corrosion, and surface damage.		
8.1.2.2	Couplings for grease leakage.		
8.1.2.3	Freedom and smoothness of axial movement, bolts for security.		
8.1.2.4	Examine rotor brake for condition and security.	Applicable Service Instruction	
8.1.2.5	TEMP-PLATES for evidence of overheating indication, deterioration, debonding or excessive discoloration of the epoxy overcoating.		
A 0052.9 ELECTRICAL			
9.1	Examine all electrical components, wires, cables and connectors in the area of the forward deck and transmission for chafing, general condition, and security.	Chapter 96	

Page No: 5
Revision: 7
Issue Date: 03/01/20

SECTION: A 0052 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0052.10 POST INSPECTION			
10.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
10.2	Check oil level of transmission, hydraulic tank, engine and tail rotor gearbox prior to running helicopter.		
10.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.	BHT-206L-FM-1	
10.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
10.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
10.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 6
Revision: 7
Issue Date: 03/01/20

SECTION: A 0052 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0052 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 5
Issue Date: 01/15/17

SECTION: A 0053 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapter 5, 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0053.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0053.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0053.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 0053.4 MAIN DRIVE SHAFT (Kaflex Only)			
4.1	If installed, inspect the general condition of the Kaflex driveshaft as follows:	Applicable Service Instruction	
4.1.1	Check for loose and missing hardware.		
4.1.2	Inspect flexframe and mount bolt torque stripes for evidence of slippage. WARNING DO NOT disturb or tighten flexframe nuts or bolts. Evidence of turning fasteners by wrench or other means is cause for rejection.		
4.1.3	Inspect Kaflex Driveshaft for damage and corrosion. Refer to Figure 6 for damage and repair limits.		
4.1.4	Inspect Kaflex Driveshaft flexframe joints for fretting dust which will show up as red metallic residue. If grease, oil or dirt is covering suspected area, or any doubt exists as to whether actual fretting has occurred, clean suspected areas thoroughly and recheck in conjunction with next daily inspection. NOTE: If fretting is apparent, return Kaflex Driveshaft to Kamatics Corporation as described under 4500 hour inspection.		

Page No: 2
Revision: 7
Issue Date: 03/01/20

SECTION: A 0053 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.1.5	Inspect KAFLEX Driveshaft for signs of contact, rubbing, and/or chafing.		
A 0053.5 OIL SYSTEM/AFT TOP DECK			
5.1	Remove and examine aft fairing and attachment fasteners for condition and security.	Chapter 71	
5.2	Examine fairing retainer for condition.		
5.3	Examine exterior of aft deck structure for condition.		
5.4	Examine oil cooler area for evidence of oil leaks. Examine oil cooler pan for cleanliness and make sure the drain is not blocked.	Chapter 79	
5.5	Examine all flexible and rigid fluid lines for condition and security.		
5.6	Pay particular attention for chafing damage and kinked lines.		
5.7	Examine oil cooler core for obstructions and cleanliness.		
5.8	Examine oil cooler blower and housing for cleanliness, condition and security.	Chapter 65	
5.9	Examine oil tank for leakage, condition and security. Check oil for contamination.	Chapter 79	
5.10	Examine oil tank supports for condition and security.		
5.11	Examine the oil cooler seals bonded inside the aft fairing for condition.	Chapter 71	
5.12	Examine external scavenge oil filter system (STC) (if installed) for condition and security.		
A 0053.6 ELECTRICAL			
6.1	Examine all electrical components, wires, cables and connector in the area of the aft deck for chafing for general condition and security	Chapter 96	

Page No: 3
Revision: 6
Issue Date: 09/01/18

SECTION: A 0053 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A.0053.7 TAILBOOM STRUCTURE			
7.1	Remove and examine the tail rotor driveshaft cover and the gearbox cowling and fasteners for condition, corrosion and security.	Chapter 53	
7.2	Examine anti-chafing adhesive tape (C-460) on tailboom for condition. Replace worn or damaged tape as required. NOTE: In the event that cracks are found, contact Bell Helicopter Textron, Product Support Engineering.		
7.3	Examine the entire tailboom assembly for damage, dents, cracks, deformation, loose rivets, chafing and waviness. Replace as needed. NOTE: Pay particular attention to the upper left side tailboom quadrant. Also pay particular attention to the rivets attaching the tail rotor gearbox support to the tailboom.		
7.4	Examine the following:	Chapter 53	
7.4.1	Drive shaft cover clips for condition and security.		
7.4.1.1	Inspect all clip edges for integrity of sealant. Reseal as required.		
7.4.2	Horizontal stabilizer for condition and security. Verify security of all attachment bolts.		
7.4.3	Elevators for condition, security, and side play.		
7.4.4	Auxiliary finlets for condition and security.		
7.4.5	Vertical fin assembly for condition and security.		
7.4.5.1	Inspect the vertical fin attachment support for condition and damage. Pay particular attention to the vertical fin attachment points.		
7.4.6	For open tailboom drains on lower tailboom skin and clear any obstructions.		
7.4.7	Antenna(s) for damage and security.		
7.4.8	Tailskid for condition, security and signs of ground contact.		
7.4.9	Inspect doubler around stabilizer of left side for integrity of sealant. Reseal as required.		
EFFECTIVITY: Tailbooms modified in accordance with ASB 206L-99-115,			

Page No: 4
Revision: 6
Issue Date: 09/01/18

SECTION: A 0053 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0053.8 TAIL ROTOR GEARBOX			
8.1	Examine tail rotor gearbox support for condition and security. Pay particular attention for cracks at the gearbox attachment holes.	Chapter 53	
8.2	Examine tail rotor gearbox for oil leaks, condition and security.	Chapters 65	
8.3	Examine gearbox oil for evidence of contamination.		
8.4	Examine tail rotor output shaft for condition.		
8.5	Torque check tail rotor gearbox retaining nuts 50 to 70 inch-pounds.		
8.6	Examine the tail rotor gearbox chip detector for accumulated material.		
8.7	Perform operational check of the tail rotor gearbox chip detector.	Chapters 96	
8.8	Examine the tail rotor pitch control mechanism for freedom of travel throughout range and for condition and security.	Chapter 64	
8.9	Examine the following tail rotor pitch change components:		
8.10	Boot or condition, security, and evidence of grease or oil leakage.		
8.11	Lower control mechanism rod for condition of bearings.		
8.12	Pitch links and spherical bearings for condition and security.		
8.13	Crosshead for condition and security.		
8.14	Knurled nut for condition and security and liner for excessive play.		
A 0053.9 POST INSPECTION			
9.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
9.2	Check oil level of transmission, hydraulic tank, engine and tail rotor gearbox prior to running helicopter.		
9.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.	BHT-206L-FM-1	
9.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
9.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
9.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 5
Revision: 5
Issue Date: 01/15/17

SECTION: A 0053 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0053 – 300 Hour / 12 Month and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____
Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: A 0054 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapter 4, 5, 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0054.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0054.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0054.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 0054.4 ELECTRICAL			
4.1	Examine all visible electrical components, wires, cables, and connectors in the area of the tailboom for chafing, and general condition and security.	Chapter 96	
4.2	Verify navigation lights and anti-collision light for operation, condition, and security.		
4.3	Examine antennas for condition and security.	Chapter 97	
A 0054.5 FREEWHEELING UNIT			
5.1	Examine the following:	Chapter 63-71	
5.1.1	Freewheel assembly for condition leaks and security.		
5.1.2	Freewheel unit chip detector for accumulated material.		
5.1.3	Perform operational check of freewheel unit chip detector. (Refer to transmission chip detector caution system.)	Chapter 63-39	

Page No: 2
Revision: 7
Issue Date: 03/01/20

SECTION: A 0054 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0054.6 HYDRAULIC			
6.1	Remove hydraulic pump	Chapter 29	
6.2	Remove NR tach generator.	Chapter 63	
6.3	Examine/Inspect the components as follows:	Chapter 29	
6.3.1	Hydraulic pump for leaks and general condition.		
6.3.2	Inspect the input drive shaft/adaptor as applicable.		
6.3.3	Fluid flexible and rigid lines for chafing, leaks and security.		
6.3.4	Hydraulic pump shaft splines and oil pump splines for excessive wear.		
6.3.5	Rotor tachometer generator internal drive and input shaft splines.	Chapter 63 TB 206L-09-235	
6.3.6	Hydraulic reservoir for leaks and general condition.		
6.3.7	Servo actuators for leaks, condition and security.		
6.3.8	Servo actuator support for condition.		
6.3.9	Verify linkage pivot bolts on hydraulic servo actuators for freedom of rotation and security.	Chapter 67	
6.3.10	Hydraulic filter red indicator button (two locations). Button should not be extended.		
6.3.11	Manifold, relief valve, and solenoid valve for leaks, condition and security.		
6.4	Verify fluid level in hydraulic tank. Replenish as required. Replace fluid if color has changed color or if fluid emits bad odor.	Chapter 12	
6.5	Lubricate the following. Comply with applicable notes in Table 12-5;	Chapter 12	
6.5.1	Hydraulic pump shaft splines and rotor tachometer splines.		
6.5.2	NR tach-generator;		
6.5.2.1	Output splines for hydraulic pump)		
6.5.2.2	Internal input drive splines and driveshaft from oil pump		
6.6	Reinstall NR tach generator.	Chapter 63	
6.7	Reinstall the pump.	Chapter 29	

Page No: 3
Revision: 8
Issue Date: 11/01/20

SECTION: A 0054 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0054.7 POST INSPECTION			
7.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
7.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
7.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.	BHT-206L-FM-1	
7.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
7.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 4
Revision: 6
Issue Date: 06/01/18

SECTION: A 0054 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0054 – 300 Hour / 12 Month and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 4
Issue Date: 08/01/16

SECTION: A 0055 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapters 5, 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0055.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0055.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0055.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 0055.4 INSTRUMENTS			
4.1	Examine instruments and instrument panel for condition, security and for correct markings.	BHT-206L-FM-1	
A 0055.5 EQUIPMENT AND FURNISHINGS			
5.1	Examine the following:	Chapter 53	
5.1.1	Cabin floor for condition.	Chapter 53	
5.1.2	Seat cushions, seat backs, and interior trim for condition and security.	Chapter 25	
5.1.3	Restraints for condition, security, webbing and correct operation.	IL GEN-05-103	
5.1.3.1	Verify operation of passenger and crew inertia reels and belt buckles. Pull promptly on each reel to confirm the proper activation of the reel locking mechanism.		

Page No: 2
Revision: 4
Issue Date: 08/01/16

SECTION: A 0055 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
5.1.4	Interior trim for condition and security.		
5.1.5	Ventilation system for condition and security.	Chapter 21	
5.1.6	Nose vents for proper operation, absence of obstructions or debris and open drains.	Chapter 21	
5.1.7	First aid kit, replace missing or out of date items.		
5.2	Verify proper operation of the fuel valve switch guard.	Chapter 95	
5.3	Inspect the fire extinguisher and quick-release for condition and security.	Chapter 26	
5.4	Verify sliding windows for safety and smoothness of sliding.	Chapter 52	
5.5	Verify proper operation of ventilation inlet control cables	Chapter 21	
A 0055.6 CONTROLS			
6.1	Examine the following;	Chapter 67	
6.1.1	Collective control stick for condition, security and minimum friction		
6.1.2	Copilot collective control stick if installed.		
6.1.3	Cyclic control stick for condition, security and minimum friction.		
6.1.4	Copilot cyclic control stick if installed.		
6.1.5	Anti-torque control pedals for condition and security and minimum friction.		
6.1.6	Copilot anti-torque control pedals if installed.		
A 0055.7 ELECTRICAL			
7.1	Verify operation of cockpit map reading light.	Chapter 96	
7.2	Verify operation of aft cabin reading lights (if installed).		
CAUTION USE EXTREME CARE WHEN IN PROXIMITY OF PITOT TUBE WITH HEAT APPLIED, TOUCHING TUBE MAY RESULT IN SERIOUS BURNS.			
7.3	Verify operation of the pitot tube heating system.		
7.4	Verify operation of defog blowers.		

Page No: 3
Revision: 7
Issue Date: 03/01/20

SECTION: A 0055 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
7.5	Verify operation of ENGINE OUT and LOW ROTOR RPM audio and mute switch (if installed).		
7.6	Verify illumination of all caution panel annunciator light segments by depressing test switch, or each individual light segment, as applicable.		
7.7	Verify instrument lighting and dimming capabilities.		
A 0055.8 POST INSPECTION			
8.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
8.2	Check oil level of transmission, hydraulic tank, engine and tail rotor gearbox prior to running helicopter.		
8.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.	BHT-206L-FM-1	
8.4	Check the voltage regulator setting. Adjust as required.	Chapter 96	
8.5	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
8.6	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
8.7	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 4
Revision: 4
Issue Date: 08/01/16

SECTION: A 0055 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0055 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: Orig
Issue Date: 05/01/14

SECTION: A 0056 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L MM-1 Chapter 4, 5, 12 BHT 206L MMS-6

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0056.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0056.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0056.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 0056.4 FUSELAGE (EXTERIOR)			
4.1	Examine the following;	Chapter 53	
4.1.1	Aft fuselage for dents, cracks, corrosion, delamination, lose or missing rivets and condition.	Chapter 53	
4.1.2	Aft fuselage for indications of fuel or oil leaks.		
4.1.3	Fuel cap for condition and security.	Chapter 28	
4.1.4	Grounding plug for condition.	Chapter 96	
4.1.5	All fuselage drains for condition and freedom from obstructions.	Chapter 6 Chapter 53	
4.1.6	Heater and/or air conditioning inlets and outlets for cleanliness and absence of obstructions, (if installed).	Applicable Service Instruction	
4.1.7	Examine baggage compartment door, seal, and latches for operation, condition, and security.	Chapter 53	
4.1.8	Verify operation of the baggage door ajar caution light, (if installed).	Chapter 96	

SECTION: A 0056 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.1.9	Forward fuselage for condition.	Chapter 53	
4.1.10	All cabin doors for condition and security. Give special attention to the following;	Chapter 52	
4.1.10.1	Hinges		
4.1.10.2	Seals		
4.1.10.3	Latches for proper adjustment, positive locking and wear		
4.1.10.4	Windows		
4.1.10.5	Handles		
4.1.11	External power door and receptacle for condition and security	Chapter 53	
4.1.12	Battery compartment door, door seal and attachment for condition and security.		
4.1.13	Components in battery compartment for condition and security.	Chapter 52	
4.1.14	Cabin entry steps (if installed) for condition and security.	Chapter 32	
4.1.15	Windshields and skylights for condition.	Chapter 52	
4.1.16	Upper fuselage for evidence of water leaks.	Chapter 53	
4.1.17	Lower fuselage for indication of fuel leaks, dents, crack, corrosion, delaminations, lose or missing rivets and condition		
4.1.18	All fuselage sealant joints for condition. Restore sealant as necessary.		
4.2	Drain moisture from pitot and static piping installation.	Chapter 95	
A 0056.5 ELECTRICAL AND AVIONICS			
5.1	Examine antennas for condition and security.	Chapter 96 Chapter 97	
5.2	Examine all components, electrical wiring, cables, and connectors for chafing, general condition, and security.		
5.3	Examine all optional equipment installed in the aft fuselage area for condition and security.		
5.4	Verify proper operation of fuel sump drain valve switch.		

Page No: 3
Revision: 8
Issue Date: 11/01/20

SECTION: A 0056 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0056.6 POST INSPECTION			
6.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
6.2	Check oil level of transmission, hydraulic tank, engine and tail rotor gearbox prior to running helicopter.		
6.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.	BHT-206L-FM-1	
6.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
6.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 4
Revision: 4
Issue Date: 08/01/16

SECTION: A 0056 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0056 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 8
Issue Date: 11/01/20

SECTION: A 0057 – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 3 MONTH LUBRICATION
NOTE: Also accomplished when new component installed

Registration No.: N Start Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapter 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0057.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0057.2 LUBRICATION			
REVIEW ALL NOTES REGARDING LUBRICATIONS IN TABLE 12-5			
2.1	Perform the following lubrications;	Table 12-5	
2.1.1	Main Rotor Pitch Horn trunnion bearing (4 places)		
2.1.2	Main Rotor Pillow Block/trunnion bearing (2 places)		
2.1.3	Main Rotor Grip bearings (2 places)		
2.1.4	Tail Rotor trunnion bearing (2 places)		
2.1.5	Swashplate duplex bearing as follows; NOTE: Inject grease slowly. Excessively rapid injection could cause pressurization of grease cavities and may result in popping or pushing out of seals, damaging seals, or other undesirable effects		
2.1.5.1	Use only the intended lubrication fitting (7).		
2.1.5.2	Purge lubricate until only new grease is expelled.		
2.1.5.3	Rotate swashplate outer ring 90° and purge lubricate again until only new grease is expelled. Repeat every 90° until full turn is made.		
2.1.5.4	To prevent contamination of Teflon lined spherical bearings, remove all purged grease from duplex bearing. Wipe grease from all external surfaces. Lift lower lip of swashplate boot and wipe off all visible grease from upper surfaces of swash plate and collective sleeve.		
2.1.5.5	If grease has transferred past the upper seal and onto the uniball, the upper seal may be damaged or may have been installed backward. Investigate and correct as required. Refer to Chapter 67 of MM.		

Page No: 2
Revision: Orig
Issue Date: 05/01/14

SECTION: A 0057 – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 3 MONTH LUBRICATION
NOTE: Also accomplished when new component installed

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0057.3 POST INSPECTION			
3.1	Inspect for operation and leaks.		
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.	BHT-206L-FM-1	
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 3
Revision: Orig
Issue Date: 05/01/14

SECTION: A 0057 – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 3 MONTH LUBRICATION
NOTE: Also accomplished when new component installed

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0057 – 50 hr / 3 Month Lubrication and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: A 0100 – AIRFRAME INSPECTION PROGRAM

TYPE: 100 HOUR / 12 MONTH INSPECTION

NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0100.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0100.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0100.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 0100.4 DRIVETRAIN			
4.1	Examine the entire tail rotor driveshaft for condition and security.	Chapter 65	
4.2	Examine the components as follows. Includes AFT and FWD short shafts.	Chapter 65	
4.2.1	All bearings, hangers for loose and working rivets.		
4.2.2	All disc pack couplings for condition.		
4.2.3	All driveshaft tube assemblies.		
4.2.4	All forward short shaft (steel) splined adapters for wear, freedom of movement.		
4.2.5	Aft short shaft (aluminum) for condition and security.		
4.2.6	All aft short shaft (aluminum) splined adapters for wear, freedom of movement		
4.2.7	Aft tail rotor driveshaft splined adapters for adequate lubrication and freedom of movement.		
4.2.8	All segmented driveshafts for condition and security.		

SECTION: A 0100 – AIRFRAME INSPECTION PROGRAM

TYPE: 100 HOUR / 12 MONTH INSPECTION

NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.2.9	Lubricate the following. ***Comply with all applicable notes Δ in Table 12-5*** WARNING DO NOT PURGE LUBRICATE THE OIL COOLER BLOWER OR TAIL ROTOR DRIVESHAFT HANGAR BEARINGS. MIXING GREASE (C-001) MOBIL 28 LUBRICANT WITH THE SAME MIL SPEC IS NOT PERMITTED. NOTE: Prior to and following grease lubrication, visually examine grease fittings for presence of the spring-loaded steal ball.	Chapter 12 Table 12-5	
4.2.9.1	Forward short shaft (steel) splined adapters – C525		
4.2.9.2	Tail Rotor driveshaft splined adapters – C525		
4.2.9.3	Lubricate oil cooler blower hangar bearings – C-001		
4.2.9.4	Tail Rotor driveshaft hangar bearings – C001		
4.2.9.5	Tail Rotor pitch change mechanism (2 places) – C001 or C-172		
4.2.10	Torque check ALL disc pack coupling fasteners 50 to 70 inch-pounds.		
4.2.11	Torque check FWD short shaft disc pack coupling fasteners 150 to 180 inch-pounds.		
A 0100.5 MAIN ROTOR			
5.1	Pillow Blocks – Torque check pillow block retention hardware 84 to 107 inch-pounds. Examine for misalignment of anti-slippage marks.		
A 0100.6 POST INSPECTION			
6.1	Ensure applicable servicing requirements have been carried out.	Chapter 12	
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.	BHT-206L-FM-1	
6.3	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.4	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
6.5	Make an entry in the appropriate logbook regarding a retorque check of the disc pack coupling attachment hardware in 10 to 25 hours.	Table 5-47	
6.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 3
Revision: 7
Issue Date: 03/01/20

SECTION: A 0100 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0100 – 100 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____
Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 2
Issue Date: 01/20/15

SECTION: A 0250 – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR / 12 MONTH TRANSMISSION OIL SERVICING
NOTE:

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L MM-1 Chapter 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0250.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0250.2 TRANSMISSION			
2.1	Drain transmission oil.	Chapter 12	
2.2	Remove transmission filter assembly.	Chapter 63	
2.3	Inspect & replace transmission filter.		
2.4	Clean and inspect transmission pump inlet screen	Chapter 63	
2.5	Reinstall filter assembly.		
2.6	Service transmission with proper oil.	Chapter 12	
A 0250.3 POST INSPECTION			
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-206L-FM-1	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 2
Revision: 1
Issue Date: 05/01/14

SECTION: A 0250 – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR / 12 MONTH TRANSMISSION OIL SERVICING
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0250 – 200 Hour / 12 Month Transmission oil servicing and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: Orig
Issue Date: 05/01/14

SECTION: A 0251 – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR / 12 MONTH TAIL ROTOR GEARBOX OIL SERVICING
NOTE:

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206 L Series MM-1 Chapter 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0251.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0251.2 TAIL ROTOR GEARBOX			
2.1	Remove gear box cover.	Chapters 65	
2.2	Drain gearbox.		
2.3	Inspect oil for contaminants.		
2.4	Inspect chip detector.		
2.5	Service gearbox with appropriate oil.		
2.6	Reinstall gearbox cover.		
A 0251.3 POST INSPECTION			
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-206L-FM-1	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 2
Revision: Orig
Issue Date: 05/01/14

SECTION: A 0251 – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR / 12 MONTH TAIL ROTOR GEARBOX OIL SERVICING
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0251 – 200 Hour / 12 Month Tail Rotor Gearbox oil servicing and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 4
Issue Date: 08/01/16

SECTION: A 0350 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH HYDRAULIC SYSTEM SERVICING
NOTE:

Registration No.: N Start Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L MM-1 Chapter 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0350.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 0350.2 HYDRAULIC			
2.1	Drain hydraulic fluid	Chapter 29	
2.2	Clean out bottom of hydraulic reservoir.		
2.3	Remove and inspect hydraulic filter bowls and elements.		
2.4	Clean elements in hydraulic filters. NOTE: Filters may only be cleaned a maximum of three (3) times.		
	CAUTION Do not put filter elements into an ultrasonic cleaner. This will damage the element.		
2.5	Install new filter(s) if needed. (N/A if not needed)		
2.6	Reinstall filter assemblies and service hydraulic system.		
A 0350.3 POST INSPECTION			
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-206L-FM-1	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 2
Revision: Orig
Issue Date: 05/01/14

SECTION: A 0350 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH HYDRAULIC SYSTEM SERVICING
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 0350 – 300 Hour 12 Month Hydraulic System servicing and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 8
Issue Date: 11/01/20

SECTION: A 1200 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR TAIL ROTOR CONTROL TUBE INSPECTION
NOTE: EFFECTIVITY: Control Tube P/N 206-001-058-001

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1200.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 1200.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 1200.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 1200.4 TAIL ROTOR CONTROL TUBE (206-001-058-001)			
4.1	Remove and inspect tail rotor control tube for wear and corrosion, and nylatron sleeve for debonding at five areas where tube contacts tailboom fairleads as follows:	Chapter 67	
4.1.1	To gain access to control tube, remove tail rotor gearbox fairing and access panel on right side of aft fuselage adjacent to tailboom.		
4.1.2	Remove bolt at forward end of control tube.		
4.1.3	At the bellcrank, disconnect the small control rod coming from pitch change mechanism.		
4.1.4	Remove bolt attaching bellcrank to bracket.		
4.1.5	Pull control tube through aft end of tailboom with bellcrank attached.		

Page No: 2
Revision: 8
Issue Date: 11/01/20

SECTION: A 1200 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR TAIL ROTOR CONTROL TUBE INSPECTION
NOTE: EFFECTIVITY: Control Tube P/N 206-001-058-001

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.2 Inspect tail rotor control tube and nylatron sleeves at five areas where tube contacts fairleads as follows.		
4.2.1 If nylatron sleeves show wear on one side only, but surface of control tube is unworn, tube may be rolled 180° and reinstalled.		
4.2.2 If nylatron sleeves were worn through, exposing bare surface of control tube, and control tube is worn not in excess of 0.004 inch (0.10 mm) on one side only, replace worn nylatron sleeves.		
4.2.3 If control tube is worn greater than 0.004 inch (0.10 mm) at any point, or if wear extends more than half way around tube regardless of depth, scrap control tube.		
4.2.4 Inspect tube for corrosion. Pay particular attention to bond line at nylatron sleeves.		
4.3 Install and connect control tubes, and bellcrank in tailboom;		
4.3.1 Insert control tube through aft end of tailboom with bellcrank attached.		
4.3.2 Install bolt at forward end of control tube.		
4.3.3 At the bellcrank, reconnect the small control rod coming from pitch change mechanism.		
4.3.4 Install bolt attaching bellcrank to bracket.		
4.3.5 Install tail rotor gearbox fairing and access panel on right side of aft fuselage adjacent to tailboom.		
A 1200.5 POST INSPECTION		
5.1 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-206L-FM-1	
5.2 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.3 Perform Functional Check Flight per Bell 206L Maintenance Manual or RFM as appropriate.		
5.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 3
Revision: 8
Issue Date: 11/01/20

SECTION: A 1200 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR TAIL ROTOR CONTROL TUBE INSPECTION
NOTE: EFFECTIVITY: Control Tube P/N 206-001-058-001

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

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I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L AAIP – A 1201 – 1200 Hour Tail Rotor Control Tube Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: A 1201 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR CYCLIC CONTROL STICK INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1201.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 1201.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 1201.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 1201.4 CYCLIC CONTROL STICK			
4.1	Open right crew door to gain access to pilot cyclic control stick. Remove cyclic control stick.	Chapter 67	
4.2	Clean lower 4 inches of removed cyclic stick tube and inspect.	BHT-206L-CR&O	
4.3	Visually inspect cyclic stick tube for cracks using a 3X magnifying glass. Pay particular attention to the area adjacent to the two slots in the tube where two bolts secure the tube when installed in the pivot lever assembly.		
4.4	If a crack is suspected, remove paint and thoroughly inspect lower end of the cyclic stick tube for cracking using the fluorescent penetrant method.	BHT-206L-CR&O BHT-ALL-SPM	
4.5	If a crack is found, replace the cyclic stick tube with a serviceable tube.		
4.6	If no crack is found, inspect cyclic stick tube for mechanical and corrosion damage as follows:		
4.6.1	Damaged and repaired areas must be separated by 1.0 inch (25 mm) minimum.		

Page No: 2
Revision: 7
Issue Date: 03/01/20

SECTION: A 1201 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR CYCLIC CONTROL STICK INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.6.2	Mechanical damage is not to exceed 0.005 inch (0.127 mm) depth and 1/3 tube circumference.		
4.6.3	Corrosion damage is not to exceed 0.0025 inch (0.0635 mm) depth before and 0.005 inch (0.127 mm) after repair and 1/3 tube circumference. NOTE: Condemn as unserviceable a tube that does not meet these criteria.		
4.7	Inspect bore of cyclic pivot lever assembly where stick tube is installed for mechanical and corrosion damage. Bore damage is not to exceed 0.002 inch (0.051 mm) for 1/4 of the circumference. NOTE: Limit of one repair per bore. Repair or replace lever assembly as required.		
4.8	For cyclic stick tubes considered serviceable, polish out any acceptable damage using 400 to 600 grit abrasive paper (C-423).		
4.9	Thoroughly clean cyclic stick tube with water and mild detergent to completely remove residual penetrant and developer. Dry part completely.		
4.10	Apply chemical film material (C-100) to bare metal area.	BHT-ALL-SPM	
4.11	Touch up area with epoxy polyamide primer (C-204). Where finish paint coat is required, match to original finish using polyurethane coating (C-245).	BHT-ALL-SPM	
4.12	Install cyclic control stick.	Chapter 67	
A 1201.5 POST INSPECTION			
5.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-206L-FM-1	
5.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.3	Perform Functional Check Flight per Bell 206L Maintenance Manual or RFM as appropriate.		
5.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 3
Revision: 7
Issue Date: 03/01/20

SECTION: A 1201 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR CYCLIC CONTROL STICK INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 1201 – 1200 Hour Cyclic Control Stick Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 4
Issue Date: 08/01/16

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1700.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 205L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 1700.2 INSPECTIONS			
2.1	Ensure that Maritime Helicopters AAIP inspection A0051 thru A0353 have been completed in the last 12 calendar month period.		
2.2	Inspect all fuel system, oil system, and hydraulic system filler caps for proper functioning and sealing. Make sure the sealing o-rings within the filler caps are in good condition. Repair or replace the filler caps or replace the sealing o-rings as required.		
A 1700.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 1700.4 FUEL SYSTEM			
4.1	Check operation of low fuel caution system.	Chapter 96	
4.2	Remove fuel boost pump assemblies and inspect fuel cell interiors for debris, water contamination, and fungus growth.	Chapter 28	
4.3	Remove, clean, and inspect fuel manifold assembly.		
4.4	Remove, clean, and inspect inline fuel filters and check valves.		

Page No: 2
Revision: 4
Issue Date: 08/01/16

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1700.5 AIRFRAME			
5.1	Remove the following	Chapter 25	
5.1.1	Overhead upholstery		
5.1.2	Hat bin		
5.1.3	Soundproof blanket		
5.1.4	Aft vertical tunnel covers		
5.1.5	Roll-over bulkhead access panels		
5.1.6	Access and Roof Beam access panels	Chapter 53	
5.2	Inspect engine support structure for cracks and corrosion		
5.3	Inspect transmission support structure for cracks and corrosion		
5.4	Examine the following:		
5.4.1	Flight control tubes inside roof beam for condition and security	Chapter 67	
5.4.2	Roof beam and roof shell structure for condition.	Chapter 53	
5.4.3	Aft passenger seat bulkhead for distortion and/or cracks and indication of screw contact in the area of hat bin attachment nutplates.		
5.4.4	Examine electrical components behind hat bin for condition, security, and cleanliness.		
5.4.5	Examine engine and transmission support structure for cracks, corrosion, or loose fasteners.	Chapter 53	
CAUTION EXERCISE CARE AND USE ADEQUATE SCREW LENGTH WHEN REINSTALLING VERTICAL TUNNEL COVER TO AVOID CONTACT WITH TAIL ROTOR CONTROL TUBE			
5.5	In the vertical tunnel area, examine the following:		
5.5.1	Flight control system tubes for evidence of chafing with oil line or flex cable.	Chapter 67	
5.5.2	Flight control system bellcranks, levers, supports, and walking beams for binding, excessive looseness, and security of attachment		

Page No: 3
Revision: 4
Issue Date: 08/01/16

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
5.5.3	Oil lines for leakage, condition, and security.	Chapter 95	
5.5.4	Roof beam interface with vertical tunnel for cracks, corrosion, and loose fasteners.	Chapter 53	
5.5.5	Vertical tunnel stiffening angles at roof beam interface for cracks, condition, and loose fasteners.		
5.6	Remove crew seat cushions and panels and examine the following:	Chapter 25 Chapter 53	
5.6.1	Control tubes, N1 throttle cable, bellcranks, levers, yokes, and supports for bending, excessive looseness, and security of attachment.	Chapter 67 Chapter 76	
5.6.2	Heater ducts (if installed) for chafing with controls.	Applicable Service Instructions	
5.6.3	Oil lines for leakage and general condition.	Chapter 95	
5.6.4	Wiring and electrical components for condition and security.	Chapter 96	
5.6.5	Structure for corrosion, cracks, and condition.	Chapter 53	
5.6.6	Interior trim for condition and security.		
5.6.7	Ventilation system for condition and security.	Chapter 21	
5.6.8	First aid kit, replace missing or out of date items.		
5.7	Verify proper operation of the fuel valve switch guard.	Chapter 95	
5.8	Inspect the fire extinguisher and quick-release for condition and security.	Chapter 26	
5.9	Verify sliding windows for safety and smoothness of sliding.	Chapter 52	
5.10	Verify proper operation of ventilation inlet control cables	Chapter 21	
A 1700.6 FUSELAGE (INTERIOR)			
6.1	Examine the following baggage compartment for condition.	Chapter 53	
6.1.1	Gain access to inside of aft fuselage through access panels in baggage compartment and access panel located on the aft right-hand fuselage and examine the following:		

Page No: 4
Revision: 4
Issue Date: 08/01/16

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
6.1.2	Access panels and fasteners for condition.		
6.1.3	Under engine pan for fuel, oil or water leaks.		
6.1.4	Drain lines for condition and security.		
6.1.5	Aft fuselage longerons for cracks, corrosion, and condition. Pay particular attention to the upper left longeron between aft fuselage frame at STA 204.49 and frame at STA 231.48.		
6.1.6	Interface between longerons and engine pan structure for cracks, corrosion, distortion and loose fasteners.		
6.1.7	Engine mount attachment structure for condition.		
CAUTION ANY CRACK, CORROSION OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED.			
6.1.8	The four tailboom attachment fittings on fuselage aft bulkhead and tailboom forward bulkhead for cracks. Give special attention to the tailboom attachment fittings/intercostals and bolts and to fasteners between the intercostals. Particular attention must be given to inspection of the upper left fitting (refer to Chapter 4 of MM, Inspection Limitations Schedule).	Chapter 53 Chapter 4	
6.2	Remove fuel shutoff valve access panel, examine the following.		
6.2.1	Structure for cracks and corrosion.		
6.2.2	Fuel system components for leaks and general condition.	Chapter 28	
6.2.3	Wires and connectors for condition.	Chapter 96	
6.3	Do a torque check of the tailboom to the aft fuselage attachment nuts.	Chapter 53	
6.4	Do an operational check of the baggage door annunciator circuit.	Chapter 96	
6.5	Examine first aid kit, replace missing or out of date items.	Chapter 21	

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1700.7 CONTROLS		
7.1 Examine the following;	Chapter 67	
7.1.1 Collective control stick for condition, security and minimum friction		
7.1.2 Copilot collective control stick if installed.		
7.1.3 Cyclic control stick for condition, security and minimum friction.		
7.1.4 Copilot cyclic control stick if installed.		
7.1.5 Copilot anti-torque control pedals if installed.		
7.1.6 Anti-torque control system components for condition and security.	Chapter 67	
7.1.7 Anti-torque control pedals for condition and security and minimum friction.		
7.1.8 Stabilizer elevator control system components for condition and security.		
A 1700.8 LANDING GEAR		
8.1 . Examine the components as follows:	Chapter 32	
8.1.1 Crosstube retaining straps, cushions, and attaching hardware for condition and security.		
8.1.2 Fuselage attachment fittings for condition and security.		
8.1.3 Electrical bonding strips (if installed) for condition and security.		
8.1.4 Fairings (if installed) for condition and security.		
8.1.5 Crosstube riveted or clamped supports for condition and security. Give particular attention to the sealant joints around supports. Restore sealant (C-251) and paint finish as required.		
8.1.6 Crosstube for corrosion and damage. Give particular attention to the areas where equipment is mounted. Repair and/or restore surface protection as required.		
8.1.7 Cabin entry steps for condition and security (if installed).		
8.1.8 Sealant joint at junction with skid tube saddles. Restore sealant (C-251) and paint finish as required.		
8.1.9 Skid tubes and saddles for corrosion, damage, and security.		
8.1.10 Skid shoes for condition and security.		
8.1.11 Ground handling wheel attachment bolts for condition and security.		

Page No: 6
Revision: 8
Issue Date: 11/01/20

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1700.9 ELECTRICAL AND AVIONICS			
9.1	Examine all visible electrical components, wires, cables and connectors in the area of the forward fuselage for chafing and general condition and security.	Chapter 96 Chapter 97	
9.2	Examine battery vent tubes for obstruction or damage.		
9.3	Perform operational test of the battery temperature indicating system (if installed)		
9.4	If battery was removed, clean mounting area prior to installing reconditioned battery.		
9.5	Verify operation of litter door open warning light.		
9.6	Verify operation of landing lights.		
9.7	Verify operation of lower fuselage mounted position lights (if installed).		
9.8	Examine antennas for condition and security.		
9.9	Examine all optional equipment installed in the aft fuselage area for condition and security.		
9.10	Verify proper operation of fuel sump drain valve switch.		
A 1700.10 POST INSPECTION			
10.1	Check oil level of transmission, hydraulic tank, engine and tail rotor gearbox prior to running helicopter.	BHT-206L-FM-1	
10.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-206L-FM-1	
10.3	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
10.4	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
10.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 7
Revision: 4
Issue Date: 08/01/16

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 1700 – 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 6
Issue Date: 09/01/18

SECTION: A 1720 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH OIL COOLER BLOWER INSPECTION

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L Series MM-1 Chapters 12, 65

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1720.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 1720.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 1720.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 1720.4 OIL COOLER BLOWER			
CAUTION Make sure that you install caps and/or plug on all of the open ports, tubes and hoses. The prevents contamination of the system.			
4.1	Remove cowling and fairing to gain access to oil cooler blower.	Chapter 65	
4.2	Drain engine and transmission oil coolers and engine oil tank.		
4.3	Disconnect inlet and outlet oil lines to oil cooler. Cap lines		
4.4	Remove hardware securing oil cooler blower shaft to aft hangar bearing.		
4.5	Remove oil coolers and oil cooler transition duct from top of oil cooler blower assembly.		

Page No: 2
Revision: 6
Issue Date: 09/01/18

SECTION: A 1720 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH OIL COOLER BLOWER INSPECTION

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.6	Remove hardware securing oil cooler blower shaft to front hangar bearing.		
4.7	Remove oil cooler blower assembly.		
4.8	Clean oil cooler blower with solvent (C-304) and dry with filtered compressed air.	Chapter 12	
	NOTE: Do not allow solvent to contact hanger bearings and do not wipe lip of seal.		
4.9	Inspect the following;		
4.9.1	Using dye penetrant methods, inspect oil cooler blower impeller 206-061-432-031 for cracks. Give particular attention to the mounting flange where individual blades attach	BHT-ALL-SPM, Chapter 6	
4.9.2	Blower impeller and shaft for condition.	Chapter 65	
4.9.3	Oil cooler blower hanger bearings and brackets for grease leakage and evidence of overheating.		
4.9.4	Bearings for smoothness and evidence of overheating.		
4.9.5	Forward and aft hangers for evidence of cracks, corrosion and other damage.		
4.9.6	Splines on ends of blower shaft for damage.		
4.9.7	Housing of oil cooler blower for crack and corrosion		
4.9.8	Impeller for cracks, nicks and straightness of blades.		
4.9.9	If the shaft or bearings are replaced as a result of the inspection (Steps 4.9.1 thru 4.9.5) the following applies.	206L CR0 Chp. 65-30	
4.9.9.1	Using the bearing press sleeve work aid press the bearing onto the shaft until the bearing is fully seated.		
4.9.9.2	Check for no gap between bearing and shaft.		
4.10	Clean oil cooler by capping and submersing in hot water and detergent for a minimum of 3 hours.		
4.11	Reinstall oil cooler assembly paying careful attention not to disturb the shimming.		
4.12	Reinstall oil cooler assembly oil coolers and oil cooler transition duct to top of oil cooler blower assembly.		
4.13	Lubricate front and aft oil cooler bearings until grease purges past seals	Chp 12	
4.14	Loosen hanger clamping nuts until all preload is removed from springs	Chp 65	

Page No: 3
Revision: 8
Issue Date: 11/01/18

SECTION: A 1720 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH OIL COOLER BLOWER INSPECTION

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1720.5 POST INSPECTION			
5.1	Complete a ground run at 60 to 62% for 45 seconds to 1 minute. Start timing when rotor starts turning.	BHT-206L-FM-1 Chp 65	
5.2	Shut down helicopter and torque nuts to 50 - 70 inch-pounds. Wipe off all excess grease.		
5.3	Ground run helicopter for 15 minutes checking bearings in forward and aft hangers for signs of overheating while checking oil cooler for leakage.	BHT-206L-FM-1 Chp 65	
5.4	Shut down helicopter and retorque nuts to 50 - 70 inch-pounds.		
5.5	Apply and thin coating of corrosion preventive compound (C-101) to aft side of exposed edges of the forward hanger and clamping surface. Also apply to springs.		
5.6	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.7	Make an entry in the appropriate logbook regarding a retorque check of the disc pack coupling attachment hardware in 10 to 25 hours of segments disconnected.		
5.8	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service) and a disk pack torque check due in 10 to 25 hours for driveshaft segments disconnected.	Table 5-3	

Page No: 4
Revision: 6
Issue Date: 09/01/18

SECTION: A 1720 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH OIL COOLER BLOWER INSPECTION

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 1720 – 12 Month Oil Cooler Blower Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

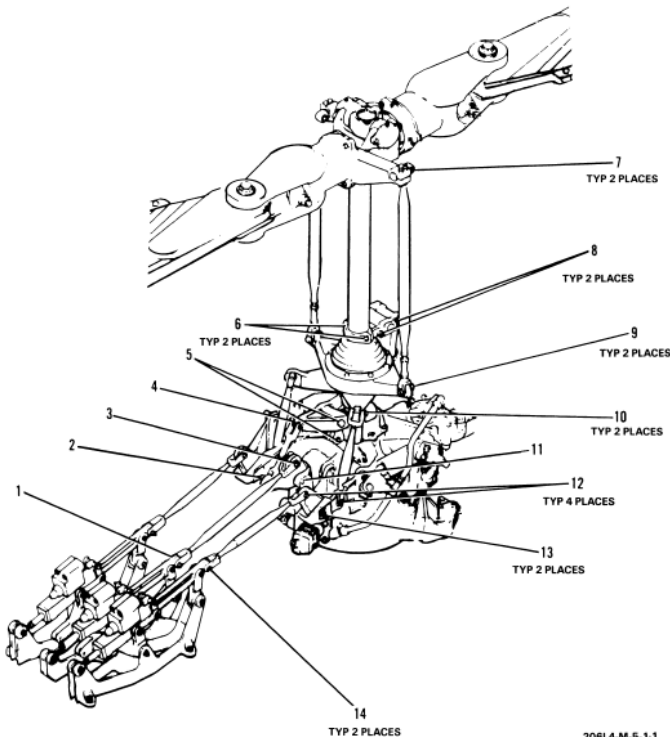
Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: Orig
Issue Date: 05/01/14

SECTION: A 2400 – AIRFRAME INSPECTION PROGRAM
TYPE: 24 MONTH COMPONENT OPERATION INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

Reference: BHT 206L MM-1 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 2400.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 206L MP	
A 2400.2 CORROSION CONTROL		
2.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 2400.3 MAIN ROTOR FLIGHT CONTROL BOLTS/NUTS		
3.1 Remove the following main rotor flight control bolts/nuts; 	Fig 5-2	

Page No: 2
Revision: Orig
Issue Date: 05/01/14

SECTION: A 2400 – AIRFRAME INSPECTION PROGRAM
TYPE: 24 MONTH COMPONENT OPERATION INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.1.1	Collective servo to control tube		
3.1.2	Collective bellcrank to control link assembly		
3.1.3	Control tube to collective bellcrank		
3.1.4	Control link to collective lever assembly		
3.1.5	Link assembly (collective lever to Swashplate support)		
3.1.6	Swashplate drive collar set (2 places)		
3.1.7	Main Rotor pitch links to Main Rot hub pitch horn (2 places)		
3.1.8	Swashplate drive link/lever assembly (2 places)		
3.1.9	Swashplate to Main Rotor pitch link (2 places)		
3.1.10	Cyclic control tubes to Swashplate (2 places)		
3.1.11	Collective bellcrank pivot		
3.1.12	Control tube to cyclic bellcrank (4 places)		
3.1.13	Cyclic bellcrank pivot (2 places)		
3.1.14	Cyclic servo to control tube (2 places)		
3.2	Clean bolts/nuts with MEK (C-309). Wipe dry.		
3.3	Visually inspect bolts/nuts for corrosion and thread damage. Replace any bolts/nuts that have damaged threads, detectable wear and/or corrosion pitting.		
3.4	Apply a coating of corrosion preventive compound (C-104) to all bolt shanks prior to installation. Do not apply corrosion preventive compound to bolt threads.		
3.5	Install flight control bolts and attaching hardware. Torque nuts and install new cotter pins.		
3.6	Apply a coating of corrosion preventive compound (C-101) to all bolt heads, washers, nuts, and exposed threads after installation. NOTE: Operation in environmental conditions that erode corrosion preventive compound (C-101) may require periodic touch-up of corrosion preventive compound. Before touch-up, visually check exposed surfaces for evidence of corrosion. If corrosion is detected, accomplish step 1 through step 6.		
3.7	Install and torque the following main rotor flight control bolts/nuts;		
3.7.1	Collective servo to control tube		
3.7.2	Collective bellcrank to control link assembly		

Page No: 3
Revision: Orig
Issue Date: 05/01/14

SECTION: A 2400 – AIRFRAME INSPECTION PROGRAM
TYPE: 24 MONTH COMPONENT OPERATION INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.7.3	Control tube to collective bellcrank		
3.7.4	Control link to collective lever assembly		
3.7.5	Link assembly (collective lever to Swashplate support)		
3.7.6	Swashplate drive collar set (2 places)		
3.7.7	Main Rotor pitch links to Main Rot hub pitch horn (2 places)		
3.7.8	Swashplate drive link/lever assembly (2 places)		
3.7.9	Swashplate to Main Rotor pitch link (2 places)		
3.7.10	Cyclic control tubes to Swashplate (2 places)		
3.7.11	Collective bellcrank pivot		
3.7.12	Control tube to cyclic bellcrank (4 places)		
3.7.13	Cyclic bellcrank pivot (2 places)		
3.7.14	Cyclic servo to control tube (2 places)		
3.8	Double check that Main Rotor flight controls are secure, nuts and cotter keys are properly installed.		
3.9	Double check for any leftover tools, rags, cotter keys, cotter key cuttings.		
A 2400.4 POST INSPECTION			
4.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-206L-FM-1	
4.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.3	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
4.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 4
Revision: Orig
Issue Date: 05/01/14

SECTION: A 2400 – AIRFRAME INSPECTION PROGRAM
TYPE: 24 MONTH COMPONENT OPERATION INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – A 2400 – 24 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____
Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 9
Issue Date: 10/21/21

SECTION: B 0150NT – ENGINE INSPECTION PROGRAM
TYPE: 150 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

1Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Start Total Time: _____
Engine S/N: _____ Engine Start Total Cycles: _____

Reference: Rolls-Royce M250-C30 Series Operation and MM Table 607, BHT 206L Series MM-1 Chapter 5

NOTE: This inspection is for ONLY for engines operating with 3rd Generation oil

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0150.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
B 0150.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0150.3 ENGINE			
CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.			
3.1	Inspect for extension of oil filter bypass indicator. If indicator is extended, clean oil filter. It is possible for the impending oil filter bypass indicator to extend during a start of a cold soaked engine, giving an erroneous indication of a dirty oil filter. If the impending filter bypass indicator is extended, run the engine until the oil is at operating temperature and push the indicator button in. If the button remains in throughout the normal speed range of the engine, the filter does not require cleaning.	72-60-00 PARA 1.C	

Page No: 2
Revision: 9
Issue Date: 10/21/21

SECTION: B 0150NT – ENGINE INSPECTION PROGRAM
TYPE: 150 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.2	Visually inspect the outer combustion case (sheet metal and weld seams) for cracks. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary	72--40--00 Para 2.B.(1), (2), (3) and (4)	
	NOTE: Removal of the outer combustion case is not required. Perform a Leak Tec check for installed OCC's and an FPI for removed OCC's.		
3.3	On power and accessory gearbox cover, check the applied torque on all turbine and exhaust collector support-to-gearbox retaining nuts; 120-150 lb in.	72-50-00 PARA 6.A	
	NOTE: Compliance with M250 CEB 72--3059, 72--3096, 72--3100, A--72--3134 (twin engine applications), and CEB--72--3135 (single engine applications) eliminates this inspection requirement.		
B 0150.4 POST INSPECTION			
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Make sure applicable servicing requirements have been carried out.	Chapter 12	
4.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
4.4	If required, ground run aircraft for a minimum of 2 minutes to check for leaks and ensure all systems are operational and parameters are within Flight Manual limitations.	BHT-206L-FM-1	
4.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
4.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 3
Revision: 9
Issue Date: 10/21/21

SECTION: B 0150NT – ENGINE INSPECTION PROGRAM
TYPE: 150 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 206L Series AAIP 150 Hour / 12 Month – B 0150NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Ending Total Time: _____
Engine S/N: _____ Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 9
Issue Date: 10/20/21

SECTION: B 0301NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Start Total Time: _____
Engine S/N: _____ Engine Start Total Cycles: _____

Reference: Rolls-Royce M250-C30 Series Operation and MM Table 607, BHT 206L Series MM-1 Chapter 5

NOTE: This inspection is **ONLY** for engines operating with **3rd Generation oil**

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0301.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
B 0301.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0301.3 ENGINE			
CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.			
3.1	Inspect the following:		
3.1.1	Examine the engine cowling and doors for condition and security. Replace anti-chaff tape as needed.		
3.1.2	Using a bright light and mirror, inspect exposed upper a lower edge of the joints between aluminum longerons and titanium engine pan.		
3.1.3	Check edge of sealant coating should is visible. Any indications of corrosion or cracks is unacceptable		

SECTION: B 0301NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.1.4	Examine engine pan area for evidence of loose fasteners and damage. Restore cracked or missing sealant from engine pan.		
3.1.5	Fluid flexible and rigid lines. Pay particular attention for chafing damage and kinked lines.	Chapter 71	
3.1.6	Electrical harness for loose, chafed, frayed, or broken wires, loose connectors	Chapter 96	
3.1.7	Exhaust stack for condition and security.	Chapter 71	
3.1.8	Engine mounts, fittings and legs for condition and security. Pay particular attention for loose fasteners.	Chapter 71	
3.1.9	Engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.		
3.1.10	Rear engine mount for security and excessive bearing wear.	72-00-00 PARA 1.A., (5)	
3.1.11	Horizontal and vertical firewall shields for cracks. NOTE: Continue sheet metal or tube cracking may be an indication of excessive engine, engine accessory or airframe vibration.	72-50-00 PARA 6.K Chapter 53	
B 0301.4 ENGINE CONTROLS			
4.1	Engine controls for condition, correct operations and security.	Chapter 76	
4.2	Inspect fuel control lever bolt hole and bolt for wear. Replace parts as required.		
4.3	Fuel control lever for freedom of operation and full travel.	73-00-00 PARA 2.A	
4.4	Ensure fuel control stop lever contact with minimum and maximum stops before throttle grip reaches travel limit. NOTE: If dual controls are installed, it is permissible for pointer to be 0.078 inch (1.98 mm) below 40° mark when copilot twist grip is used.		
4.5	Rotate throttle grip to idle detent, fuel control pointer should be no more than 0.01 inch (0.25 mm) below the 40° mark on the quadrant.		
4.6	Verify control linkage for excessive looseness, lost motion, and binding.		
4.7	Verify operation of engine N2 control as follows:		
4.7.1	Position N2 governor actuator to full DECREASE (extended).		
4.7.2	Lift collective stick full up.		

Page No: 3
Revision: 8
Issue Date: 11/01/20

SECTION: B 0301NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.7.3	Position N2 governor actuator to full INCREASE (retracted).		
4.7.4	Verify for clearance between governor stop and lever stop arm.		
4.7.5	Lower collective stick full down.		
4.7.6	Position N2 governor actuator to full DECREASE (extended).		
4.7.7	Verify for clearance between governor stop and lever stop arm.		
4.7.8	Verify control linkage for excessive looseness, lost motion, and binding.		
4.8	Inspect N1 shafting.	Chapter 71 Chapter 12	
4.9	Check fuel control for proper rigging.	73-20-01 PARA 2.C.	
4.10	Check power turbine governor for proper rigging.	73-20-02 PARA 2.C.	
B 0301.5 ENGINE AIR SYSTEM			
5.1	Remove the Pc filter.	73--20--03 PARA 2. and 3	
5.2	Clean and inspect the Pc filter.		
5.3	Reinstall the Pc filter.		
	OTE: If engine performance deteriorates, Pc filter cleaning interval may have to be reduced.		
5.4	Confirm proper clamping and security.		

Page No: 4
Revision: 8
Issue Date: 11/01/20

SECTION: B 0301NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0301.6 POST INSPECTION			
6.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2	Make sure applicable servicing requirements have been carried out.	Chapter 12	
6.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
6.4	If required, ground run aircraft for a minimum of 2 minutes to check for leaks and ensure all systems are operational and parameters are within Flight Manual limitations.	BHT-206L-FM-1	
6.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
6.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 5
Revision: 7
Issue Date: 03/01/20

SECTION: B 0301NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 206L Series AAIP 300 Hour / 12 Month – B 0301NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Ending Total Time: _____
Engine S/N: _____ Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: B 0302NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

1Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Start Total Time: _____
Engine S/N: _____ Engine Start Total Cycles: _____

Reference: Rolls-Royce M250-C30 Series Operation and MM Table 607, BHT 206L Series MM-1 Chapter 5

NOTE: This inspection is ONLY for engines operating with 3rd Generation oil

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0302.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
B 0302.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0302.3 ENGINE			
CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.			
3.1	Inspect the following:		
3.1.1	Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.		
3.1.2	Check accessible areas for obvious damage and evidence of fuel and oil leakage.		
3.1.3	Slippage marks on all fuel, oil and air tube B-nuts to make sure that all nuts have not loosened. B-nuts with missing torque stripes must be loosened and retightened, before application of new torque stripes		

Page No: 2
Revision: 7
Issue Date: 03/01/20

SECTION: B 0302NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.1.4	Without disassembly, inspect the turbine and exhaust collector supports for condition of welded joints, cracks and buckling.	72-50-00 PARA 6.L & 8.B	
3.1.5	Using a small mirror and a flashlight, inspect flow divider inside turbine and exhaust collector support for cracks or separated tack welds.	72-50-00 PARA 6.L & 8.B	
3.1.6	The engine fuel system for evidence of leakage.	73-00-00 PARA 2.A	
3.1.7	Condition and security of fittings and tubing.	73-00-00 PARA 2.A	
3.1.8	Condition and security of all linkages.	73-00-00 PARA 2.A	
3.1.9	Without disassembly, check the compressor discharge air tubes. Inspect for air leaks, dents, cracks, chafing, and proper clamping.	72-40-00 Table 203	
3.1.10	Compressor scroll for cracks. Pay particular attention to welded areas.		
3.1.11	Ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.		
3.1.12	Horizontal and vertical firewall shields for cracks.	72-50-00 PARA 6.K	
3.1.13	Anti-icing, bleed air and overspeed solenoid valves for loose, chafed, frayed or broken wires, loose connections and security of attachment.		
3.1.14	Clean the burner drain valve. Ensure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.	72-40-00 PARA 3	
3.1.15	All linkages for any looseness, condition and security.	72-21-01 PARA 1.B	

Page No: 3
Revision: 8
Issue Date: 11/01/20

SECTION: B 0302NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0302.4 ENGINE FUEL SYSTEM		
CAUTION: WHEN THERE IS EVIDENCE THE AIRFRAME OR ENGINE FUEL FILTER HAS BEEN BYPASSED, THE GAS PRODUCER FUEL CONTROL INLET FILTER AND THE FUEL NOZZLE FILTER, MUST BE CLEANED. (REFER TO SPECIAL INSPECTIONS, 72-00-00, TABLE 608.) IF ANY CONTAMINATION IS FOUND IN THE FUEL NOZZLE FILTER, THE FUEL CONTROL MUST BE SENT TO AN AUTHORIZED REPAIR FACILITY FOR INTERNAL CLEANING. REFERENCE MUST ALSO BE MADE TO THE AIRFRAME MAINTENANCE MANUAL FOR FUEL SYSTEM MAINTENANCE FOLLOWING FUEL CONTAMINATION.		
4.1 Examine airframe fuel filter assembly for evidence of leakage and security.	Chapter 28	
NOTE: The following steps do not apply to helicopters equipped with fuel filter assembly 222-366-621-103.		
4.1.1 Remove outlet port fitting from filter head.		
4.1.2 Pass a 0.020 inch (0.50 mm) wire through the bleed hole in outlet port side of filter head to ensure hole is not obstructed.		
4.2 Remove fuel filter canister.		
4.3 Remove and inspect fuel filter for any contaminants.		
4.4 Install new filter and o-rings.		
4.5 Purge airframe and engine fuel system as follows:	Chapter 28	
4.5.1 Turn both fuel boost pumps ON.		
4.5.2 Depress airframe fuel filter bypass valve "press to test" button on fuel filter head until there is no evidence of air coming out the lower fuel filter drain port and out of the fuel filter outlet supply line.		
4.5.3 Then proceed with Rolls-Royce engine fuel system purging procedure.		
4.5.4 Verify illumination of airframe fuel filter caution light by depressing differential switch "press to test" button on filter head.	Chapter 96	
4.5.5 Fuel system for evidence of leakage – Check condition and security of fittings and tubing.		
4.6 Perform FCU Screw Inspection.	CEB A-73-3075	

Page No: 4
Revision: 8
Issue Date: 11/01/20

SECTION: B 0302NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0302.5 POST INSPECTION			
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2	Make sure applicable servicing requirements have been carried out.	Chapter 12	
5.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
5.4	Ground run aircraft for a minimum of 2 minutes to check for leaks and ensure all systems are operational and parameters are within Flight Manual limitations.	BHT-206L-FM-1	
5.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
5.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 5
Revision: 7
Issue Date: 03/01/20

SECTION: B 0302NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 206L Series AAIP 300 Hour / 12 Month – B 0302NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Ending Total Time: _____
Engine S/N: _____ Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: B 0303NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Start Total Time: _____
Engine S/N: _____ Engine Start Total Cycles: _____

Reference: Rolls-Royce M250-C30 Series Operation and MM Table 607, BHT 206L Series MM-1 Chapter 5

NOTE: This inspection is ONLY for engines operating with 3rd Generation oil

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0303.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
B 0303.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0303.3 ENGINE			
CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.			
3.1	Inspect the following:		
3.1.1	Examine the engine cowling and doors for condition and security. Replace anti-chaff tape as needed.		
3.1.2	Using a bright light and mirror, inspect exposed upper a lower edge of the joints between aluminum longerons and titanium engine pan.		
3.1.3	Check edge of sealant coating should is visible. Any indications of corrosion or cracks is unacceptable		
3.1.4	Examine engine pan area for evidence of loose fasteners and damage. Restore cracked or missing sealant form engine pan.	Chapter 71	

Page No: 2
Revision: 9
Issue Date: 10/20/21

SECTION: B 0303NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.1.5	Fluid flexible and rigid lines. Pay particular attention for chafing damage and kinked lines.	Chapter 71	
3.1.6	Electrical harness for loose, chafed, frayed, or broken wires, loose connectors	Chapter 96	
3.1.7	Exhaust stack for condition and security.	Chapter 71	
3.1.8	Engine mounts, fittings and legs. Pay particular attention for loose fasteners.	Chapter 71	
3.1.9	Rear engine mount for security and excessive bearing wear.	72-00-00 PARA 1.A., (5) Engine- Inspection/Check	
3.1.10	Engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.		
3.1.11	Horizontal and vertical firewall shields for cracks. NOTE: Continue sheet metal or tube cracking may be an indication of excessive engine, engine accessory or airframe vibration.	72-50-00 PARA 6.K Chapter 53	
B 0303.4 FREEWHEELING UNIT			
4.1	Examine the freewheel assembly for condition, leaks and security.	Chapter 63	
4.2	Examine the freewheel chip detector for metal particles.		
4.3	Examine the electrical circuit of the chip detectors for continuity.	Chapter 96	

Page No: 3
Revision: 9
Issue Date: 10/20/21

SECTION: B 0303NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0303.5 ENGINE OIL SYSTEM		
5.1 Clean the following;		
5.1.1 Power turbine support scavenge oil strut	72-50-00 PARA 6.G.	
5.1.2 External sump	72-50-00 PARA 6.G	
5.1.3 No.1 bearing oil pressure reducer	72-50-00 PARA 2.A. (1)	
5.1.4 Pressure oil fitting screen assembly	72-50-00 PARA 6.G.	
5.1.5 Power turbine pressure oil nozzle CAUTION; Extreme care must be exercised to prevent twisting of oil nozzle during removal. Do not attempt to straighten or reuse if twisted.	72-50-00 PARA 6.G.	
5.2 Remove, inspect and reinstall the turbine pressure oil check valve.	72-60-00 PARA 2.K.	
5.3 Replace Purolator Nicad Filter.		
5.4 Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. While motoring N1 to 16-18% the minimum flow is 90cc in 15 seconds. Record the following; Flow _____ Compare with previous flow. Any large deviation could indicate a caron buildup.	72-50-00 PARA 6.E.	

Page No: 4
Revision: 8
Issue Date: 11/01/20

SECTION: B 0303NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0303.6 POST INSPECTION			
6.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2	Make sure applicable servicing requirements have been carried out.	Chapter 12	
6.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
6.4	Ground run aircraft for a minimum of 2 minutes to check for leaks and ensure all systems are operational and parameters are within Flight Manual limitations.		
6.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
6.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 5
Revision: 7
Issue Date: 03/01/20

SECTION: B 0303NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 206L Series AAIP 300 Hour / 12 Month – B 0303NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Ending Total Time: _____
Engine S/N: _____ Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: B 0304NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

1Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Start Total Time: _____
Engine S/N: _____ Engine Start Total Cycles: _____

Reference: Rolls-Royce M250-C30 Series Operation and MM Table 607, BHT 206L Series MM-1 Chapter 5

NOTE: This inspection is ONLY for engines operating with 3rd Generation oil

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0304.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
B 0304.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0304.3 ENGINE			
CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.			
3.1	Inspect the following:		
3.1.1	Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.		
3.1.2	Check accessible areas for obvious damage and evidence of fuel and oil leakage.		
3.1.3	Slippage marks on all fuel, oil and air tube B-nuts to make sure that all nuts have not loosened. B-nuts with missing torque stripes must be loosened and retightened, before application of new torque stripes		
3.1.4	Compressor impeller leading edges for damage	72-30-00, para 4. B.	

Page No: 2
Revision: 9
Issue Date: 10/20/21

SECTION: B 0304NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.5 Without disassembly, inspect the turbine and exhaust collector supports for condition of welded joints, cracks and buckling.	72-50-00 PARA 6.L & 8.B	
3.1.6 Using a small mirror and a flashlight, inspect flow divider inside turbine and exhaust collector support for cracks or separated tack welds.	72-50-00 PARA 6.L & 8.B	
3.1.7 The engine fuel system for evidence of leakage.	73-00-00 PARA 2.A	
3.1.8 Condition and security of fittings and tubing. Fuel control lever for freedom of operation and full travel.	73-00-00 PARA 2.A	
3.1.9 Condition and security of all linkages.	73-00-00 PARA 2.A	
3.1.10 Thermocouple assembly (TOT/MGT)	77-20-01 PARA 2.B	
3.1.11 Without disassembly, check the compressor discharge air tubes. Inspect for air leaks, dents, cracks, chafing, and proper clamping.	72-40-00 Table 203	
3.1.12 Compressor scroll for cracks. Pay particular attention to welded areas. NOTE: None allowed, replace with new or repair		
3.1.13 Compressor mount for cracks. Pay particular attention to welded areas.	72-00-00 PARA 1.A. (3) Engine- Inspection/Check	
3.1.14 Inspect the fourth-stage turbine wheel-to-exhaust collector inner cone clearance. NOTE: N/A if in compliance with CEB 72-3044	72-00-00 PARA 1.A. (4) Engine- Inspection/Check	
3.1.15 Ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	74-20-02 PARA 2.	
3.1.16 Horizontal and vertical firewall shields for cracks.	72-50-00 PARA 6.K	
3.1.17 Anti-icing, bleed air and overspeed solenoid valves for loose, chafed, frayed or broken wires, loose connections and security of attachment.		
3.1.18 Clean the burner drain valve. Ensure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.	72-40-00 PARA 3	
3.1.19 All linkages for any looseness, condition and security.	72-21-01 PARA 1.B	

Page No: 3
Revision: 9
Issue Date: 10/20/21

SECTION: B 0304NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.2 Without disassembly or removal of the Pc filter assembly from the mounting bracket, inspect using a 10X magnification and a bright light to detect any signs of cracks, paying particular attention to both of the end fittings at their junction with the end walls. NOTE: If cracks are detected, remove assembly and comply with M250 CEB-A-75-3017.		
3.3 Remove, clean, operationally test, and reinstall the magnetic drain plugs, examine each ship detector separately. No cracks are permitted. Torque 60--80 lb in.	72-00-00 PARA 8.E	
3.4 Perform operational check of ignitors.	74-20-01 PARA 2.B	
3.5 Check oil supply level. NOTE: If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that may have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption. CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCREASE IN OIL CONSUMPTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED. NOTE: Check oil supply level within 15 minutes of engine shutdown.	72-00-00, Table 101 Troubleshooting items 17 and 18	
3.6 Inspect for extension of scavenge oil filter bypass indicator. If indicator is extended, clean oil filter. It is possible for the impending oil filter bypass indicator to extend during a start of a cold soaked engine, giving an erroneous indication of a dirty oil filter. If the impending filter bypass indicator is extended, run the engine until the oil is at operating temperature and push the indicator button in. If the button remains in throughout the normal speed range of the engine, the filter does not require cleaning.	72-60-00 PARA 1.C	

Page No: 4
Revision: 7
Issue Date: 03/01/20

SECTION: B 0304NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0304.4 POST INSPECTION			
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Make sure applicable servicing requirements have been carried out.	Chapter 12	
4.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
4.4	If needed, ground run aircraft for a minimum of 2 minutes to check for leaks and ensure all systems are operational and parameters are within Flight Manual limitations.	BHT-206L-FM-1	
4.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
4.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 5
Revision: 7
Issue Date: 03/01/20

SECTION: B 0304NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 206L Series AAIP 300 Hour / 12 Month – B 0304NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Ending Total Time: _____
Engine S/N: _____ Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 9
Issue Date: 10/20/21

SECTION: B 0650NT – ENGINE INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH OIL FILTER SERVICING
NOTE: NO TOLERANCE

Registration No.: N Start Aircraft Start Total Time:
Aircraft S/N: Date: Engine Start Total Time:
Engine S/N: Engine Start Total Cycles:

Reference: Rolls-Royce M250-C30 Series Operation and MM Table 607, BHT 206L Series MM-1 Chapter 5

NOTE: This inspection is **ONLY** for engines operating with **3rd Generation oil**

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0303.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C30 Operations and Maintenance Manual).	250-C30 MP	
B 0303.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0303.3 ENGINE OIL SYSTEM			
3.1	Drain the oil system.	72-00-00 PARA 8.D ENGINE SERVICING	
3.2	Remove, inspect, clean and reinstall the oil filter. NOTE: If excessive carbon is found in the filter, inspect the scavenge and pressure oil system. Refer to 72-50-00 PARA 6.E., 6.F., 6.H., 7.A. and 7.B.	72-60-00 PARA 1.C.	
3.3	Refill oil system.	72-00-00 PARA 8.D ENGINE SERVICING	
3.4	Perform a scavenge oil filter impending bypass function check.	Facet Service Bulletin No. 090589	

Page No: 2
Revision: 9
Issue Date: 10/20/21

SECTION: B 0650NT – ENGINE INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH OIL FILTER SERVICING
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0303.4 POST INSPECTION			
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Make sure applicable servicing requirements have been carried out.	Chapter 12	
4.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
4.4	Ground run aircraft for a minimum of 2 minutes to check for leaks and ensure all systems are operational and parameters are within Flight Manual limitations.		
4.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 3
Revision: 9
Issue Date: 10/20/21

SECTION: B 0650NT – ENGINE INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH OIL FILTER SERVICING
NOTE: NO TOLERANCE

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 206L Series AAIP 600 Hour / 12 Month – B 0650NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Engine Ending Total Time: _____
Engine S/N: _____ Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: C 0100 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N Start Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0100.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 0100.2 AAI REPLACEMENT SKID TUBES – AA-01145			
NOTE: Removal of Skid Tubes from the helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.2, Repair. NOTE: Particular care should be taken to inspect in the areas of the fasteners in the Skid Tubes and all attaching components. NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum), 2) pits in the aluminum surface, 3) blisters, bulging, or flaking of protective coatings.			
2.1	Inspect the skid tubes for scratches, nicks, dents, and corrosion. Refer to Section 3.1 .1 for damage and repair limits and to Figure 1 for damage and repair zones NOTE: Only one damage rework is permissible per zone. If the damage limits are exceeded, the skid tube must be replaced.		
2.2	Visually inspect the Skid Shoes for damage. Refer to Section 3.2.3 for repair instructions.		
2.3	Inspect the wingwalk coating on the top 1/3 of each skid tube. Refer to Section 3.2.4 for repair instructions.		
C 0100.3 ARROW AVIATION GARMIN GTX 330 INSTALL – AA-206-GARMEN			
3.1	Check control head for loose, broken or worn parts.		
3.2	Check antennas for loose, broken or worn parts.		
3.3	Inspect antenna for condition and security		
3.4	Inspect control head for security and condition.		
3.5	Inspect circuit breaker for correct operation.		

SECTION: C 0100 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0100.4 AAI Pc SAFETY VALVE KIT – AA-99066			
4.1	Check the Pc Safety Valve™ Knob for security and force required to rotate. If the knob is loose or difficult to rotate (cannot be actuated by hand), return the Pc Safety Valve TM to Aeronautical Accessories Inc. for repair/overhaul.		
4.2	Inspect all connecting lines to the Pc Safety Valves TM for chafing, dents (not to exceed .125 in. depth or having sharp radius), or cracking (none allowed), replace if damaged beyond limits.		
4.3	Check for the proper torque on each Pc line B-nut (80-120 in-lbs). CAUTION: Lines should be tightened only when the proper free state alignment of lines is obtained.		
4.4	Examine the Decals and the Flow Tape on the connecting lines for discoloration or cracking. Replace any Decal or Flow Tape that is not legible.		
4.5	Inspect the Safety Clips and the Valve contact surfaces for wear (not to exceed .005). Report any anomalies to Aeronautical Accessories Inc. (Phone 423-538-5151). Ensure the Pc Safety Valve TM Knob is Safety Clipped in the open position per Figures 4 through 6.		
4.6	Inspect the Bracket Assembly for cracks in the Bracket or welds (none allowed). Check the safety wire on the Valve to Bracket attaching Nut and the torque on the Pc Filter Retaining Clamp Bolt (30-40 in-lbs).		
C 0100.5 BELL BARRIER FILTER SYSTEM – AFS-BH206L3L4-IBF-KIT-ICA			
5.1	STRUCTURAL COMPONENT INSPECTIONS		
5.1.1	Visually inspect the following components:		
5.1.1.1	Air induction cowl.		
5.1.1.2	Access door.		
5.1.1.3	Adapter frame assembly.		
5.1.1.4	By-pass blower assembly.		
5.1.1.5	OML/IML covers and close out angles.		
5.2	SYSTEMS AND ELECTRICAL COMPONENT INSPECTIONS		
5.2.1	Visually inspect the following components:		
5.2.1.1	Wiring and wiring harness, connectors, back shells, circuit breaker, cockpit switch / indicator, differential pressure switch, filter maintenance Aid, and actuator.		

SECTION: C 0100 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
5.2.2	Function check the following:	Table 1 3.1.4	
5.2.2.1	Circuit breaker		
5.2.2.2	Cockpit switch		
5.2.2.3	Indicator		
5.2.2.4	Differential pressure switch		
5.2.2.5	Filter maintenance aid		
5.2.2.6	Actuator		
C 0100.6 ONBOARD CARGO HOOK – ICA 123-007-00			
6.1	Visually inspect for corrosion on the exterior of cargo hook and suspension system components. NOTE: Corrosion on the cargo hook side plates is cause for immediate overhaul. Additionally, any exfoliation corrosion in the upper attach lug area of the cargo hook is cause for immediate replacement of the side plate. Contact Onboard Systems for the latest revision of the cargo hook service manual.	Table 5-2	
6.2	Move the cargo hook and the suspension system throughout their full ranges of motion and observe the manual and electrical release cables to ensure that they have enough slack. The cables must not be the stops that prevent the cargo hook or suspension from moving freely in all directions.		
6.3	Move the cargo hook carriage back and forth on the beam to ensure that it rolls freely and that there are no obstructions within the beam.		
6.4	Move all suspension system components at their pivot points to verify that they rotate freely.		
6.5	Visually inspect the manual release cable for damage and security.		
6.6	Visually inspect the external electrical release harness and load weigh harness (if installed) for damage and security.		
C 0100.7 PARAVION ENGINE RELIGHT SYSTEM - PR-206ER-120M			
7.1	Verify system operation by placing the switch in the test position and listening for activation of the Ignition Exciter Assembly.		
7.2	Verify system operation by Arming the system when the aircraft is at flight idle (/ground Idle). Caution light should activate.		
7.3	See the applicable Bell Model Maintenance Manual for Instructions to verify operation of the EXCITER ASSEMBLY and IGNITER ASSEMBLY.		
7.4	Verify that the warning light activates and press to test function works.		

SECTION: C 0100 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0100.8 PRECISE FLIGHT PULSELITE – 00PMAN0002			
8.1	Check Pulselite for Proper Operation as follows;		
8.1.1	Connect Ground Power to the Aircraft or power the aircraft on the ramp.		
8.1.2	Activate pulselite system		
8.1.3	Observe that the external lights connected to the pulselight system are flashing. NOTE: These lights may be the landing, taxi, recognition logo, hover, or runway turnoff lights depending on installation.		
8.1.4	Switch the external lights connected to the Pulselite system to steady on.		
8.1.5	Observe that the external lights connected to the pulselight system are now on steady.		
8.2	Switch the pulselight control unit OFF and the connected landing / taxi / recognition / hover lights to OFF and observe that the external lights are off.		
8.3	Check wiring and connections for security and chaffing.		
C 0100.9 PARAVION BLEED AIR CABIN HEATER – PR-206H-906H			
9.1	ACCESS AREAS		
9.1.1	Remove cowlings and access panels as necessary to follow the bleed air tubing assemblies.		
9.1.2	Inspect valve for mounting security.		
9.1.3	Inspect valve for freedom of operation. Disassemble and clean if excessive operating friction exists. CAUTION If tubing insulation is discolored, it must be pulled back to inspect tubing for a possible crack. Remove and replace the tubing assembly if a crack is found. If no discrepancy is found reposition insulation over tube. If the fire-sleeve insulation is broken or torn, replace the tube assembly.		
9.1.4	Inspect bleed plumbing for insulation, security, and clearance with flight controls (.50" min).		
9.1.5	Verify security of control knob and placard. NOTE The filter (P/N S-9501EC-7) can be ordered through the customer service department of Paravion® Technology, Inc.		
9.1.6	The inlet end of the heater circuit contains an acoustical dampener/cabin air filter. This filter should be changed annually (prior to start of the heating season), or more often if it becomes blocked.		

Page No: 5
Revision: 7
Issue Date: 03/01/20

SECTION: C 0100 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
9.1.7	The flexible ducting which connects the ejectors, and air inlet/outlet adapters contains an acoustical liner. This liner should be inspected annually to insure free air passage of the ducts.		
9.1.8	For compressor wash, turn heater valve off. The S-5030-2 valve assy will drain any water in the bleed air lines.		
C 0100.10 DART HELI-UTILITY BASKET – MMS-D206-540			
10.1	Inspect for damage or wear.		
10.2	Replace damaged or worn parts per drawing D206-540.		
C 0100.11 FDC AEROFILTER – 1206 SERIES-ICA-1			
11.1	Inspect and cycle alternate air door.		
11.2	Inspect differential pressure switch/ warning annunciator components.		
11.3	Inspect electrical connectors.		
C 0100.12 POST INSPECTION			
12.1	Post Inspection – Accomplish the following;		
12.1.1	Perform operational check of inspected systems to verify correct function and operation.		
12.1.2	Inspection of all panels, radio and enunciator lights for proper illumination and balance. Inspect rheostat controls for full range and illumination levels.		
12.1.3	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		

Page No: 6
Revision: 7
Issue Date: 03/01/20

SECTION: C 0100 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – C 0100 – 100 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: C 0110 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR NVG INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0110.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 0110.2 ASU NIGHT VISION GOOGLE LIGHTING SYSTM (STC SR01383SE)			
2.1	Inspect aircraft for conformity to the approved STC configuration.		
2.2	Inspect aircraft windscreen and applicable transparencies for defects that may affect the performance of the NVGs. Utilize the applicable OEM Maintenance Manual for airworthiness limits associated with this inspection.		
2.3	Placards	Chp 4	
2.3.1	Placards that control the operation of equipment during NVG operations should be inspected for condition and legibility. Placards that are illegible and/or damaged must be replaced.		
2.4	Instrument Panel Flood Lights (Post Lights).	Para 5-6 Fig 5.1 & 5.2	
2.4.1	Inspect floodlights for cleanliness, cracks and cracking around mount holes. Flood lights with cracks must be replaced.		
2.5	Radio, Indicator, Annunciator and Lamp Assembly Filtration	Para 6 Fig 5.3	
2.5.1	Inspect filters for cleanliness, crazing, condensation and cracking. Any filters with crazing, condensation, or cracking that allows incompatible light leakage or degraded visual acuity of display must be replaced. If condensation can be cleaned after removing the filter, and the condensation is not a defect in the filter itself, the filter may be reinstalled.	See Appex C for equipment that requires filtration	
2.6	Overhead Panel Flood Lighting (Overhead switch/CB Panel)	Para 5-8 Fig 5.4 & 5.5	
2.6.1	Inspect LED light for cleanliness, scratches and cracking around mount holes. Flood lights with cracks must be replaced.		
2.7	Backup Utility Light (Map Light).	Para 5-9 Fig 5.6	

SECTION: C 0110 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR NVG INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.7.1 Inspect utility light for cleanliness, cracks in lens, and cracking around mount holes. Cracked lenses must be replaced. Utility lights with cracks must be replaced.		
2.8 Cabin Overhead Lighting – (Refer to Appendix B and C to determine applicability)	Appex B & C	
2.8.1 Inspect overhead light(s) for cleanliness, scratches and cracking around mount holes. Light(s) with cracks must be replaced.		
2.8.2 As applicable per Appendix C: Inspect filters for cleanliness, crazing, condensation and cracking. Any filters with crazing, condensation, or cracking that allows incompatible light leakage or degraded visual acuity of display must be replaced. If condensation can be cleaned after removing the filter, and the condensation is not a defect in the filter itself, the filter may be reinstalled. See Appendix C for equipment that requires filtration.	Appex C	
2.9 External Lighting (Refer to Appendix B to determine applicability).	Appex B	
2.9.1 Inspect the lens, replace if the lens has excessive scratching or discoloration. If the lens is cracked in any amount replace the lens and or light assembly. NOTE: The LED external lights are designed with multiple LED's. If any LED fails, the unit must be replaced.		
C 0110.3 POST INSPECTION		
3.1 Post Inspection – Accomplish the following;		
3.1.1 Perform operational check of inspected systems to verify correct function and operation.		
3.1.2 Inspection of all panels, radio and enunciator lights for proper illumination and balance. Inspect rheostat controls for full range and illumination levels.		
3.1.3 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		

Page No: 3
Revision: 7
Issue Date: 03/01/20

SECTION: C 0110 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR NVG INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – C 0110 – 100 Hour NVG Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: C 0301 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0301.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 0301.2 AAI REPLACEMENT CROSSTUBES – AA-01149			
NOTE: Removal of replacement crosstubes from helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.4 repair or Section 4.0 Trouble shooting information			
NOTE: The indications of corrosion are 1) corrosion and deposits (a white or gray colored deposit/powder on aluminum or amber or brown colored/deposits hour on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging, or flaking of protective coatings,			
2.1	Inspect forward and aft straps holding crosstubes to helicopter for security, and ensure the rubber pads are installed and bonded in place.		
2.2	Inspect abrasion strips on crosstubes for de-bonding. Replace as needed. (Recommended ambient temperature for optimal adhesion: 70 - 100°F. Bonding surface must be clean and dry. Clean crosstube with isopropyl alcohol and water.)		
2.3	Inspect all crosstubes and components for corrosion or damage (scratches, nicks, dents). Refer to the zones shown in Figure 1 and the limits shown in Tables 1 and 3. Only one repair per side (UH, R/H) is permissible. Crosstube components exceeding the limits shown in Tables 1 and 3 must be replaced.		
2.4	Check the torque values on the screws per Table 2. Retorque fasteners as required.		
2.5	Crosstubes with Nylatron Doublers under clamped-on Supports only:		
CAUTION Particular care should be taken to inspect in the areas of the Supports at the aircraft attach points.			
2.5.1	Inspect bond line around Nylatron doublers and Supports. If bond line has been broken refer to Section 3.3 Repair.		

Page No: 2
Revision: 7
Issue Date: 03/01/20

SECTION: C 0301 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0301.3 DART BEARPAWS – ICA-D206-559			
3.1	Remove the Bearpaws. NOTE: If the 04010-041 thermoformed Bearpaws are installed as part of 0407-559-113 Change 001, they should be removed, destroyed and replaced with a new 0407-559-113 Bearpaw Kit from Dart at Change 002 or later.	Chapter 32	
3.2	Inspect the Bearpaws and clamps for damage and/or wear. NOTE: The D2432F, 02435, 02471 and D2472F Bearpaws may be worn by a maximum of 0.125" (3.18mm) down to the minimum allowable values specified in Table 5-1. Outside the shaded region of Figure 5-2, it is acceptable to have worn areas up to a maximum of 0.125" (3.18mm) deep over a maximum area of 2 sq. in (1290 sq mm). The edge of a damaged region must be a minimum of 2" (51 mm) away from the edge of nearest damaged region. To prevent wear in critical areas, Dart recommends installing the 0206-559-031/-033 Wearplate Kits as applicable.		
3.3	Inspect for cracks. NOTE: For D2432F, 02435, 02471 and D2472F Bearpaws, cracks are acceptable in the unshaded portion of Figure 5-2 as long as they are restricted to the pockets of the bearpaws. Cracks that penetrate the stiffening ribs of the unshaded regions are unacceptable. Stop drill all cracks up to 0.50" (12.7mm) long with 00.188 (4.8mm) drill. NOTE: For D4355-1 Bearpaw, cracks are acceptable in the unshaded portion of Figure 5-3 as long as they are restricted to the pockets of the bearpaws. Cracks that penetrate the stiffening ribs of the unshaded regions are not acceptable. Stop drill all cracks up to 0.50" (12.7mm) long with 00.188 (4.8mm) drill. Cracks are <u>not</u> acceptable in the shaded portion of Figure 5-3. Outside the shaded region of Figure 5-3 it is acceptable to have worn areas up to a maximum of 0.125" (3.18mm) deep over a maximum area of 2 sq. in (1290 sq mm) The edge of a damaged region must be a minimum of 2" (51 mm) away from the edge of nearest damaged region. In the area underneath the Wearplate, wear, gouges and chips are acceptable to a maximum depth of 0.030" (0.76mm).		
3.4	Check Wearplate assemblies for excessive wear and damage. EFFECTIVITY: 0206-559-031/-033 Wearplate Kits installed on 0206-559-011/-013/-021/-023 Bearpaw Kits. 03859-041 and 03860-041 On 0407-559-113 Bearpaw Kit. 04360-041 Kit NOTE: If the hardcoat weld beads have been worn down, they may be built back up to 0.06" (1.5mm) to 0.13" (3.4mm) by TIG welding per AMS-STO-2219 using 2059B Hard Coat welding rod. Cracks in the Wearplates can be repaired by TIG welding per AMS-STO2219 using ER316L or ER308L filler rod. The Wearplates must be replaced if they have been worn through to the Bearpaw surface.		

Page No: 3
Revision: 7
Issue Date: 03/01/20

SECTION: C 0301 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.5 Inspect the 02438 Clamps for cracks or elongation. If cracks are detected, replace clamps immediately. Slots should be 0.257" wide by 0.357" long. If the slots are elongated more than 0.025" (0.63 mm), replace clamps per Chapter 32 of these instructions. Inspect the 02182B045 Rubber Cushions on the clamps for deterioration and suitability for continued service. EFFECTIVITY: D206-559-011/-013/-021/-023 Installations		
3.6 Inspect the 04011-1/-5 Clamps for cracks and hole elongation. If cracks are detected, replace clamps immediately. Holes should be 0.0257". If the holes are elongated more than 0.025" (0.63 mm), replace clamps per Chapter 32 of these instructions. Inspect the 04012-1 Cushions on the clamps for deterioration and suitability for continued service. EFFECTIVITY: D407-559-113 Installations,		
3.7 Report all damage in excess of indicated limits to Dart Aerospace Ltd. For evaluation and disposition		
3.8 Replace damaged or worn parts per chapter 32 of these instructions.		
3.9 The Bearpaws should be installed per Chapter 32 of these instructions.		
C 0301.4 DART HELI-ACCESS STEP – MMS-D206-628		
4.1 All visible areas of the installation should be inspected visually for corrosion, particularly when the helicopter is flown near or over salt water or in areas of high industrial emissions.		
4.2 Remove clamps from crosstubes and inspect for corrosion or pitting.		
4.3 Inspect height of step. Ensure top of step is within the specified installation height outlined in the installation instructions IIN-D206-628, to within ± 0.25". If it is not, loosen clamps and re-position step at correct height above the ground. Tighten clamps per Installation Instructions IIN-D206-628.		
4.4 Visually inspect the step welds for cracking.		
4.5 Clean off flaking NON-SKID surface and touch-up with Black Anti-Skid per MIL-W-5044 Type 2.		
4.6 Replace damaged or worn parts per Dart Installation Instructions IIN-D206-628.		

SECTION: C 0301 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0301.5 DART QUICK RELEASE BASKET MOUNTING KIT - ICA-D407-797			
5.1	Remove the basket and/or step. Replace parts that have been damaged beyond limits per item 5.2.8.□	Chapter 25	
5.2	All visible areas of the installation(s) should be checked for mechanical damage (scratches, nicks, wear) and corrosion.	Table 5-1	
5.3	Check that the proper 04307-250/-265 placard is attached and legible. Replace as required per item 5.2.8.		
5.4	On 04272-011/-012/-013/-014 Basket Assy, check the security and integrity of the 02530 Handle Weldment and the 02535 Springs. Replace defective parts per item 5.2.8.		
5.5	Inspect all areas of the basket/step installation for suitability of the paint finish.		
5.6	If needed, touch up affected/repainted areas with one coat of MIL-P-85582 or MIL-P-23377 primer and 2-3 coats of MIL-C-85285 polyurethane paint to match original finish.		
5.7	Inspect the operation of the 03969-3 Gas Spring. The gas spring should be pressurized and have a smooth movement while swinging the lid open and should hold the lid in the open position when it is extended.		
5.8	Ensure that the gas spring is secured with prescribed hardware. Unserviceable parts should be replaced per item 5.2.8.		
5.9	Inspect the security of the 03953-3 Gas Spring Stud and 03953-3/-17/-19/-21 Gas Spring Brackets installed in the Basket Lid and as applicable.□		
5.10	Remove the 04418-1 step lugs from the 04417-011 Step Assembly.		
5.11	Inspect the stainless steel spacer in the 04417-041 Step Assembly for elongation. If the spacer has elongated more than 0.025", replace the 04417-041 Step Assembly.□		
5.12	Report all damage in excess of indicated limits to Dart Aerospace Ltd. for evaluation and disposition. Replace damaged or worn parts.	Chapter 25	
5.13	Reinstall basket and/or step	Chapter 25	

Page No: 5
Revision: 7
Issue Date: 03/01/20

SECTION: C 0301 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0301.6 DART AVIONICS CONSOLE – D206-549			
6.1	Inspect all areas for mechanics damage i.e, cracking and/or hole elongation. Replace any damaged or worn parts ICA chp 25.	Chapter 5	
6.2	Check that all screws are securely fastened.		
6.3	Touch up paint as required with matte black per MIL-L-6805.		
C 0301.7 POST INSPECTION			
7.1	Inspect for operation and leaks.		
7.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
7.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 6
Revision: 7
Issue Date: 03/01/20

SECTION: C 0301 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – C 0301 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: C 0302 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0302.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 0302.2 DART CARGO MIRROR – ICA-D206-558			
2.1	Inspect all components of the installation for damage or wear and suitability for continued service. Parts that are cracked should be replaced immediately per item 5.		
2.2	Check all fasteners for tightness.		
2.3	Ensure that there is still a good seal on the mirror itself.		
2.4	Inspect the operation of the cable in stowing and deploying the mirror.		
2.5	Replace excessively damaged or worn parts per Chapter 25 of these instructions.		
C 0302.3 AAI CARGO MIRROR KIT – AA-00121			
3.1	Inspect Support Assembly with Mirror for nicks, scratches, dents, corrosion, cracks or broken glass.		
3.2	Inspect Cable Support Bracket for nicks, scratches, dents, and corrosion. NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), and in 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.		
3.3	Check the torque value on the Control Cable Connector Assembly Nut and adjust as required to 15 in-lb plus nut drag.		
3.4	Inspect attachment fasteners for security.		
3.5	Rotate Control Cable T-Handle counter-clockwise to unlock and verify proper operation and deployment/extension of the mirror.		
3.6	Push Control Cable T-Handle in to retract mirror and rotate T-Handle clockwise to lock.		

Page No: 2
Revision: 7
Issue Date: 03/01/20

SECTION: C 0302 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0302.4 PARAVION DZUS SNOW DEFLECTORS – PR-206/407SD-120M		
4.1 Inspect snow deflectors assemblies for cracks or delaminating.		
4.2 Remove and replace as the above conditions exist.		
C 0302.5 DART REAR LOCKER EXTENDER- ICA-D206-605		
5.1 Remove the 02566/04678-1/04738-1 <i>Rear Locker Extender</i> ™ from the aircraft.	Chapter 25.1	
5.2 Inspect 02566/04678-1/04738-1 for mechanical damage (cracks, holes, voids, dents, delamination).	Table 5	
5.3 Repair in accordance with Dart Composite Repair Manual QSI 037. Replace parts damaged beyond limits in accordance with 5.2.7.		
5.4 Inspect attachment holes in 02566/04678-1/04738-1. These holes may be elongated up to 0.025" (0.63mm) without repair.		
5.5 Check that the 02567 placard is attached and legible. Replace as required per 5.2.7.		
5.6 Inspect all hardware for tightness and suitability for continued service. Replace parts as required per 5.2.7.		
5.7 Inspect all areas of the Rear Locker Extender™ installation for suitability of the paint finish. The inside surface of the Rear Locker Extender™ should be refinished with a 0.020" min coat of Gelcoat # 4314-001 Dura Fr White or Gelcoat Gel # 330PAWK745. The outside surface of the Rear Locker Extender™ should be refinished with Deft MIL-PRF-85582E Type 1, Class 1 primer or Dupont Grey Primer LE 3404-S/LE 1175-S.		
5.8 Replace excessively damaged or worn parts in accordance with Chapter 25 of these instructions.		
5.9 Re-install 02566/04678-1/04738-1 Rear Locker Extender™ in the aircraft.	Chapter 25.2	

Page No: 3
Revision: 9
Issue Date: 10/15/21

SECTION: C 0302 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0302.6 AAI FLOATSTEP KIT – AA-01161			
6.1	Inspect the step brackets, clamp brackets and step assemblies for nicks, scratches, dents, corrosion or cracks NOTE: Particular care should be taken to inspect in the areas of the bolts and screws in the step assemblies and brackets. NOTE: The indications of corrosion are: 1) corrosion deposits (a white gray powder on aluminum and amber or brown powder on steel) 2) pits in the part surfaces 3) blisters on the part surfaces.		
6.2	Remove safety wire.		
6.3	Check the torque values on the attaching fasteners. Re-torque fasteners as required.	Table 2	
6.4	Install new safety wire (.32 diameter)	Figure 7	
C 0302.7 POST INSPECTION			
7.1	Inspect for operation and leaks.		
7.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
7.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 4
Revision: 7
Issue Date: 03/01/20

SECTION: C 0302 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

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I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – C 0302 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

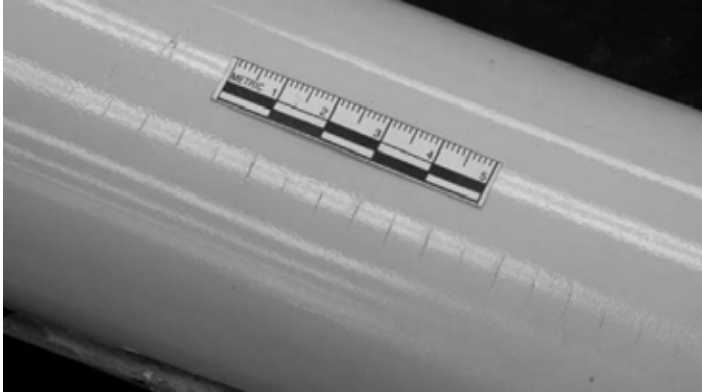
Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: C 0303 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

MAINTENANCE ACTION		REFERENCE	MECHANIC'S initials
C 0303.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 0303.2 DART CROSSTUBES - ICA-D206-667			
2.1	Inspect all visible areas of the crosstube for cracks. The bottom side of the crosstube should be inspected for cracks using a 10X magnifying glass with weight on the landing gear. If a pattern is observed that resembles the crack pattern shown in Figure 5-4 below, the crosstube should be removed, the primer and paint should be stripped and an LPI inspection should be performed in accordance with ASTM 1417 Level 2. Cracks in the crosstube are unacceptable anywhere. Replace per item 6.10. If the LPI reveals that the crosstube is not cracked, it should be re-finished per item 6.9 and re-installed per section 32.2 of ICA.  Figure 5-4 Crack Pattern		
2.2	All visible areas of the crosstube should be inspected for mechanical damage (nicks and scratches) and corrosion. Maximum size of acceptable nicks, scratches, or corrosion is limited to a 1.0" wide X 2.0" long (25mm wide X 51mm long) area. The maximum depth of any nicks, scratches, or corrosion is given in Figures 5-1, 5-2, and 5-3. Repairs are limited to one at any cross-section with a minimum distance of 3.0" (76mm) between any other repairs. Repair any acceptable damage per item 6.3. Replace crosstube per item 6.10 if these limits are exceeded.		

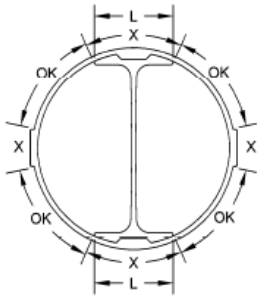
Page No: 2
Revision: 8
Issue Date: 11/01/20

SECTION: C 0303 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S initials
2.3 For damage within the acceptable limits, blend out scratches/nicks/corrosion in the crosstube in the longitudinal direction using scotchbrite. There should be a smooth transition from the surrounding tube to the affected area. CIRCUMFERENTIAL GRIND MARKS ARE NOT ALLOWED. Clean up cannot exceed the damage limits. After clean up, touch up affected area with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-85285 polyurethane coating to match original finish. Repairs are lifetime accumulated and both the location and depth of the repair must be logged. If the accumulated repairs exceed the limits given in item 5.3.2, replace crosstube per item 6.10.		
2.4 Inspect the supports for cracks, scratches, nicks, wear, and corrosion damage. Cracks in the supports are unacceptable. Polish out scratches, nicks, wear, and corrosion up to 0.020" (0.508mm) deep using scotchbrite to a maximum depth of 0.020" (0.508mm) after clean-up. Replace parts that have been damaged beyond the above limits per item 5.3.10. The area of the repair is limited to 1.00 in² (645mm²) and the maximum number of repairs per support is two. Touch up affected areas with two coats of MIL-P-85582 or MIL-P-23377 primer and 2-3 coats of MIL-C-85285 polyurethane coating to match original finish.		
2.5 Inspect the supports for evidence of moving, slipping, or fretting. The supports should be positioned on the crosstubes as shown in Figure 32-4 through 32-9. Check that the torque on the attachment clamps is between 80-100 in·lb (9.0-11.3 Nm) per section 32.4. It is optional to re-seal the edges of the supports with Sikaflex-241/291 or MIL-S-8802 Class B2 or Proseal 890 sealant if necessary.		
2.6 Inspect the MS21920 clamps I 03190-1 chafing strips for nicks, scratches, or corrosion damage. Scratches, nicks, or corrosion damage deeper than 0.005" (0.127mm) requires clamp replacement per item 6.10.		
2.7 Check rubber bumper pad on the crosstube retention caps for looseness or deterioration. Replace as necessary per the Aircraft Maintenance Manual. Inspect any 02856-XXX abrasion strips (only installed on crosstubes with non-Magnobonded supports) underneath the supports and clamps for deterioration and suitability for continued service. Replace as necessary per item 6.10.		
2.8 Inspect all areas of the crosstube for suitability of the paint finish. Touch up affected areas with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-85285 polyurethane paint to match original finish.		
2.9 Replace all excessively damaged or unserviceable parts per chapter 32 of the ICA.		

Page No: 3
Revision: 7
Issue Date: 03/01/20

SECTION: C 0303 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S initials
C 0303.3 DART SKID TUBES - ICA-D206-642		
3.1 Inspect all areas of the installation visually for mechanical damage (nicks and scratches) and corrosion. It is acceptable to have nicks, scratches, or corrosion damage up to 0.010" (0.4 mm) deep anywhere on the skidtube. NOTE: Blend out scratches/nicks/corrosion in the skidtube using 400 grit abrasive cloth to a maximum depth of 0.010" (0.4 mm). There should be a smooth transition from the surrounding tube to the affected area. After clean up, touch up affected area with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-83285 polyurethane paint to match original finish.		
3.2 Check wearshoes for excessive wear/damage. Wearshoes need to be replaced when 2 sequential tabs are cracked or when the wearshoe has wear, scratches, nicks, or corrosion damage of any size deeper than 0.030" (0.8 mm). Wearshoes with hard surfacing should be replaced when the hard surfacing has worn through.		
3.3 Inspect the skidtube assembly for serious damage in any of the areas indicated by "X" in Figure 5-2. NOTE: Serious damage is defined as follows: - cracks that exceed 0.25" (6.4 mm) in length - localized denting deeper than 0.015" (0.4 mm) - skidtube dimensions beyond the limits shown in Figure 5-3 (adjust limits for corrosion/wear as described in item 5.2.1 above)		
 L = 1.25" (31.8 mm) FOR 206B L = 1.75" (44.5 mm) FOR 206L/407 Figure 5-2 – Damage Regions This type of damage is unacceptable anywhere along the straight section of the tube. Replace parts per item 5.2.12.		
3.4 Inspect the sides of the skidtube for excessive wear/damage. Oents up to 2.00" (51 mm) long x 1.00" (25 mm) wide x 0.12" (3.0 mm) deep are acceptable in the areas indicated 'OK' in Figure 5-2. Oamaged areas should be a minimum of 3.00" (76 mm) apart.		

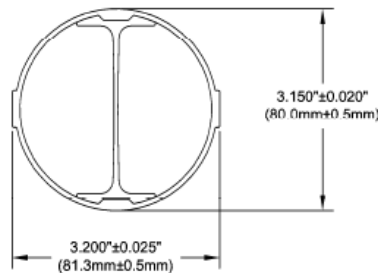


Figure 5-3 – Acceptable Limits

Page No: 4
Revision: 7
Issue Date: 03/01/20

SECTION: C 0303 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.5 Cracks on the sides (areas indicated by 'OK' in Figure 5-2) of the skidtubes that do not exceed 1.00" (25 mm) in length can be repaired by T.I.G. welding as follows:		
3.5.1 Clean area of paint, etc.		
3.5.2 Grind a chamfer 0.050" (1.3 mm) x 45° along crack		
3.5.3 T.I.G. weld per MIL-STO-2219 Class 'C' using 5356 filler rod and grind flush		
3.5.4 Touch up affected areas with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-83285 polyurethane coat to match original finish NOTE: It is unacceptable to perform weld repairs on the skidtubes in the saddle areas. Weld repairs must be a minimum of 1" (25 mm) apart.		
3.6 Inspect the area between the saddles for bow or sharp bends. A smooth bow in the skidtube from saddle to saddle is acceptable as long as permanent deflection does not exceed 0.50" (13 mm). Maximum deflection should be at or near the midpoint between the saddles.		
3.7 Inspect the aft cap for damage. If cracked or porous, replace the cap in accordance with item 7.12.		
3.8 Inspect the tow rings and associated attachment hardware for cracks, bending, wear and suitability for continued service. Cracks in the tow ring may be repaired by TIG welding per MILSTO-2219 using an ER70S-6 filler rod (when repairing the 02707-043 Tow Ring) or using an RG-45 filler rod (when repairing the 02968-043 Tow Ring) or using a TIG174 filler rod (when repairing the 03407-043 Tow Ring). Replace unserviceable/non-repairable parts per item 7.12.		
3.9 Inspect the ground handling lugs and associated attachment hardware for cracks, bending, wear and suitability for continued service. Cracks in the ground handling lugs may be repaired by TIG welding per MIL-STO-2219 using an ER70S-6 filler rod (when repairing the 02659 GHW lug) or using an ER316L or ER308L filler rod (when repairing the 03414-041 GHW lug). Replace unserviceable/non-repairable parts per item 7.12.		
3.10 Check saddles for signs of yielding (i.e. buckled or twisted flanges or noticeable increases in the size of gaps between the saddles and the crosstube/skidtube), cracking, or elongation of holes. Saddle holes may be elongated by up to 0.025" (0.6 mm). Saddles with any signs of cracks should be replaced immediately per item 5.2.12. Scratches or corrosion damage up to 0.010" (0.25 mm) deep can be blended out with scotchbrite up to 0.010" (0.25 mm) deep. Touch up repaired areas with chemical film material (Alodine 1200 or 1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-85285 polyurethane coating to match original finish. Ensure that the saddles are sealed in accordance with Section 32. The torque on all saddle fasteners are within acceptable limits of Section 32.2 and adjust per the instructions in Section 32.2 of the ICA.		

Page No: 5
Revision: 7
Issue Date: 03/01/20

SECTION: C 0303 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0303.4 POST INSPECTION			
4.1	Inspect for operation and leaks.		
4.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.	BHT-206L-FM-1	
4.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 6
Revision: 7
Issue Date: 03/01/20

SECTION: C 0303 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

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<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – C 0303 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: Orig
Issue Date: 5/01/14

SECTION: C 0360 – ICA OF INSTALLED EQUIPMENT
TYPE: 36 MONTH INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0360.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 0360.2 DART (APICAL) REPLACEMENT EMEGENCY FLOAT ASSEMBLIES – ICAPHI-1			
2.1	Stand clear of all float assemblies.		
2.2	Activate float cable lever to initiate inflation.		
2.3	After inflation, measure pressure in each chamber. NOTE: Pressure and shall be a minimum of 1.75 PSI at 70° after 10 minutes.		
2.4	Conduct testing in accordance with section 25.1.5.		
2.5	Repack floats in accordance with section 25.1.7.		
2.6	Removed valve and cylinder assembly in accordance with section 25.3.		
2.7	Inspect all exposed hoses. Test hoses in accordance with section 25.2.		
2.8	Recharge cylinder and bell assembly in accordance with section 25.3		
2.9	Install and rig cylinder in accordance with section 25.3.		
2.10	Inspect covers for any cuts and tears.		
2.11	Place aircraft on jack stands with bottom of skids at least 14 to 15 inches above the ground.		
2.12	Stand clear of all float assemblies. Arm and activate float pull handle to initiate inflation.		
2.13	After inflation, measure pressure in each chamber. NOTE: Pressure shall be a minimum of 2.0 psi at 70° F after 10 minutes.		
2.14	Conduct a float leak test in accordance with Annual / 500 Hour Inspection.	Section 8.0 Tests	

Page No: 2
Revision: Orig
Issue Date: 5/01/14

SECTION: C 0360 – ICA OF INSTALLED EQUIPMENT
TYPE: 36 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
2.15	Inspect floats for chafing or damaged areas.		
	NOTE: See the 4.1 Repair Section if repair is required.		
2.16	Inspect installation and rigging of cylinder.		
2.17	Inspect belly-mounted hose assemblies for condition and security of attachment.		
2.18	Inspect float covers for any cuts or tears.		
2.19	Deflate Float Bags then repack bags per the 7.0 Float Bag Packing Section.		
C 0360.3 POST INSPECTION			
3.1	Inspect for operation and leaks.		
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.	BHT-206L-FM-1	
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 3
Revision: Orig
Issue Date: 5/01/14

SECTION: C 0360 – ICA OF INSTALLED EQUIPMENT
TYPE: 36 MONTH INSPECTION
NOTE:

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I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L *Series* AAIP – C 0360 – 36 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 2
Issue Date: 01/20/15

SECTION: C 0550 – ICA OF INSTALLED EQUIPMENT
TYPE: 500 HOUR / 180 DAY INSPECTION
NOTE:

Registration No.: N Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0550.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 0550.2 AAI LIGHTWEIGHT EMERGENCY FLOATS – AA-00018/AA-96035			
2.1	Inspect the Lightweight Emergency Floatation System Kit for hardware corrosion, nicks, scratches, or cracks. NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging, or flaking of protective coatings.		
2.2	Inspect for proper installation of hardware or any unusual wear pattern.		
2.3	Inspect the float bottle for proper inflation pressure.		
2.4	Inspect the hoses and float covers for condition and security. Also inspect hose connections with fittings.		
2.5	Inspect the float bottle inflation tubes for condition and security. Also inspect tube connections with fittings.		
2.6	Electrical Inflation Valve Retrofit Kit Inspection Procedures;	AA-96035	
2.6.1	Position MANUAL ARM switch in OFF position. Engage FLOAT POWER circuit breaker.		
2.6.2	Position instrument panel switch to FLOAT TEST position.		
2.6.3	Momentarily actuate float inflation trigger on pilot collective stick. FLOAT TEST segment shall illuminate indicating functional circuitry. FLOAT TEST segment shall extinguish upon release of trigger.		
2.6.4	Position instrument panel switch to NORMAL position.		
2.6.5	Lift guard on MANUAL ARM switch and position switch to ON position. FLOAT ARM segment shall illuminate indicating functional circuitry.		

Page No: 2
Revision: 2
Issue Date: 01/20/15

SECTION: C 0550 – ICA OF INSTALLED EQUIPMENT
TYPE: 500 HOUR / 180 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.6.6 Disconnect connector from Electrical Valve.		
2.6.7 Depress float inflation trigger on pilot collective stick and check for 28 VDC across Pins A & B on Electrical Valve connector.		
2.6.8 Release float inflation trigger on pilot collective stick and verify 0 voltage across Pins A & B on Solenoid Valve connector. (Operating range is 12 - 30 VDC.)		
2.6.9 Verify continuity across Pins A & B on Electrical Valve connector.		
2.6.10 Close MANUAL ARM switch guard disarming system. FLOAT ARM segment shall extinguish.		
2.6.11 Reconnect connector to Electrical Valve.		
2.7 Float Inflation Inspection Procedure;		
2.7.1 Lift guard on MANUAL ARM switch and position switch to ON position. FLOAT ARM segment shall illuminate.		
2.7.2 Actuate float inflation trigger on pilot collective stick. Float shall inflate.		
2.7.3 Release trigger and close MANUAL ARM switch guard.		
WARNING DO NOT REMOVE RESERVOIR FROM HELICOPTER PRIOR TO DISCHARGING		
2.8 Float Bag and Inflation Piping Inspection.		
2.8.1 Disconnect float inflation lines at fitting above skid. Connect external source of dry shop air to inflation line, unsnap cover over each bag, and inflate bags to normal pressure of 2.25 psig. Inspect bags, hoses, and tubing as follows. NOTE Dry shop air may be used in lieu of nitrogen when checking floats. Use of the provided Topping Valve Adapter is required with Apical Industries float bags.		
2.8.2 Clean and dry bags and covers. Visually inspect for wear, chafing, or abrasion.		
2.8.3 Check all clamps, fittings, and hoses for corrosion, abrasion, and security. NOTE Do not tighten or loosen hex fitting (shear head) at inlet to solenoid valve on reservoir.		
2.9 Float Bag Leak Test; NOTE This test must not be performed when the outside air temperature (OAT) exceeds 100°F (38°C). Do not perform test in the sun.		

Page No: 3
Revision: 2
Issue Date: 01/20/15

SECTION: C 0550 – ICA OF INSTALLED EQUIPMENT
TYPE: 500 HOUR / 180 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.9.1 Inflate bags to 2.25 psig. Readjust pressure after two (2) hours if required.		
2.9.2 Record OAT and bag pressure.		
2.9.3 After 6 hours, record OAT and bag pressure. See the graph of Figure 16 to determine changes in bag pressure caused by OAT changes.		
2.9.4 If OAT increased during test period, use Figure 16 data obtained in Step C to subtract pressure change value from final float bag pressure. EXAMPLE: Initial Temperature: 70°F (21°C) Initial Float Pressure: 2.25 psig Final Temperature: 80°F (27°C) Final Float Pressure: 2.42 psig		
2.9.5 If OAT decreased during test period, use Figure 16 data obtained in Step C to add pressure change value to final float bag pressure.		
2.9.6 Subtract corrected final float bag pressure from 2.25 psig to determine leakage rate. Outside temperature change 80 to 70° = 10°F (27 to 21° = 6°C). Read from Figure 16. Change in float bag pressure for 10°F (6°C) = 0.32 psig Corrected final bag pressure is 2.42 psig - 0.32 psig = 2.10 psig. Leakage rate: 2.25 psig - 2.10 psig = 0.15 psig		
CAUTION Float bag pressure change due to bag leakage is not to exceed 0.25 psig. CAUTION This floatation system is designed to provide emergency water landing capabilities and adequate time for personnel evacuation. It is not designed for any amphibious operations. For ship salvage, pressurization equipment should be provided to maintain bag pressure between 1.5 and 2.25 psig.		
2.10 Repack bags and service system. NOTE While pressurizing system reservoir, compare reservoir pressure gauge with master gauge on servicing equipment. Reservoir gauge readings must be within plus or minus 200 psig of master gauge. System reservoir gauges that are faulty must be replaced.		

Page No: 4
Revision: 2
Issue Date: 01/20/15

SECTION: C 0550 – ICA OF INSTALLED EQUIPMENT
TYPE: 500 HOUR / 180 DAY INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0550.3 POST INSPECTION			
3.1	Inspect for operation and leaks.		
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.	BHT-206L-FM-1	
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

Page No: 5
Revision: 2
Issue Date: 01/20/15

SECTION: C 0550 – ICA OF INSTALLED EQUIPMENT
TYPE: 500 HOUR / 180 DAY INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L *Series* AAIP – C 0550 – 500 Hour / 180 Day Float Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

Registration No.: N Start Aircraft Start Total Time:
Aircraft S/N: Date: Aircraft Start Total Cycles:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1700.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 1700.2 AAI COMPOSITE BAGGAGE DOOR KIT – AA-00020			
	NOTE: Removal of door from helicopter is not required for inspection. If any damage is noted during inspection, refer to Section 3.2 If the damage limits are exceeded, replace parts as required.		
2.1	Inspect the door for scratches, nicks, dents, corrosion, and delamination.		
	NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), 2) pits in aluminum or steel surfaces, 3) blisters, bulging or its flaking of protective coatings.		
2.2	Inspect attachment hardware for scratches, nicks, dents, corrosion, and security of attachment.		
2.3	Verify "correct" operation of door, i.e., door does not "bind."		
2.4	Ensure door latches are properly positioned on latch tabs on airframe.		
2.5	Inspect all Decals for condition.		
C 1700.3 AAI PREFLIGHT-FLIGHT STEP/HANDLE – AA-00124			
3.1	Inspect the Step/Handle for nicks, scratches, dents, corrosion, and cracks. NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), and in 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.	Section 3.2	
3.2	Inspect the attaching fasteners for security.		
3.3	Check the torque value on the attaching hardware and adjust as required to 50-70 in/lbs.		

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1700.4 AAI FOLDING MAINTENANCE STEP – AA-00127			
4.1	Inspect the folding maintenance step for nicks, scratches, dents, corrosion, and cracks. NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), and in 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.	Section 3.2	
4.2	Check the folding function of this step.		
4.3	Inspect the attaching fasteners for security.		
4.4	Check the torque value on the attaching hardware and adjust as required to 50-70 in/lbs.		
4.5	Inspect Baggage Door Retention Strap for tears or frays and check attaching fasteners for security.		
C 1700.5 AAI CONSOLE INSTALLATION - AA-00132			
5.1	Inspect for proper installation of hardware, any unusual wear patterns, corrosion and/or damage (scratches, nicks, dents, cracks). Ensure the damage limits presented in Table 1 are not exceeded and replace parts as required. NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), and in 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.	Section 3.1	
5.2	Inspect the attaching fasteners for security.		
5.3	Inspect Avionics equipment for security.		
C 1700.6 AAI BAGGAGE COMPARTMENT PROTECTORS - AA-02008			
6.1	Inspect the Baggage Compartment Protectors for scratches, dents, cracks, or deformation.		
6.2	Inspect the Baggage Compartment Protectors for security.		
C 1700.7 AAI STEERABLE LANDING LIGHT – F08-72000			
7.1	Verify that both LDG LT POWER and LDG LT CONTROL circuit breakers, located in overhead circuit breaker panel, are closed.	Section 4.1	
7.2	Hold four-position thumb-switch, located in pilot's collective box, forward in the EXT (Alt: EXTEND) position. Verify that the Steerable Landing Light drives to a 90° position (approximate) at full travel.		

Page No: 3
Revision: 7
Issue Date: 03/01/20

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
7.3 At this time check Steerable Landing Light unit for security of attachment and for general overall condition.		
7.4 Set LOG LT (Alt: LANDING LIGHT) ON I OFF I STOW switch, located in pilot's collective box to ON . Verify that Steerable Landing Light illuminates		
7.5 Hold four-position thumb-switch aft in the RETR (Alt: RETRACT) position. Verify that Steerable Landing Light retracts completely.		
7.6 Hold four-position thumb-switch forward in the EXT (Alt: EXTEND) position until Steerable Landing Light is partially extended.		
7.6.1 Hold four-position thumb-switch in the LEFT position. Verify that light rotates full travel to the left.		
7.6.2 Hold four-position thumb-switch in the RIGHT position. Verify that light rotates full travel to the right.		
7.7 Set LDG LT (Alt: LANDING LIGHT) ON I OFF I STOW switch to OFF . Verify that light goes off.		
7.8 Set LDG LT (Alt: LANDING LIGHT) ON I OFF I STOW switch to STOW . Verify that light retracts to stowed position.		
7.9 Verify that both LDG LT POWER and LDG LT CONTROL circuit breakers are closed.		
7.10 Verify that the FWD REC (Alt: FWD RECOG LIGHT) circuit breaker, located in overhead circuit breaker panel, is closed.		
7.11 Set FWD REC (Alt: FWD RECOG LIGHT) switch, located in the pilot's collective box, to ON . Verify that fixed landing light illuminates.		
7.12 Set FWD REC (Alt: FWD RECOG LIGHT) switch to OFF . Verify FWD REC (Alt: FWD RECOG LIGHT) circuit breaker closed.		
C 1700.8 AAI COMPOSITE ENGINE COWLING DOOR – AA-99105 NOTE The indications of corrosion are: 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.		
8.1 Inspect the Composite Door for damage or signs of delamination and inspect the Hinges, Screens & Doublers, Latches and scoop for nicks, scratches, dents, corrosion or cracks.		
8.2 Inspect the attaching fasteners for security.		
8.3 Press latches to unlock door and pull open to check proper operation of latches and door.		

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1700.9 AIR COMM BLEED AIR CABIN HEATER – 206H-203M			
9.1	Inspect bleed air hose and tube assemblies for evidence of damage or deterioration. Replace if any of the above exists.		
9.2	Inspect valve for mounting security.		
9.3	Inspect valve for freedom of operation. This valve must be replaced if excessive friction exists.		
9.4	Inspect bleed plumbing for insulation and security.		
9.5	Verify security of control knobs and placards (see FMS for location).		
9.6	Check the function of the automatic drain valve to ensure that the valve is closed when the engine is operating. The valve should be checked with the heater "full ON. Slight leakage is permitted.		
9.7	Remove heater ejectors. Inspect nozzles for evidence of deterioration. Check flow control valve for freedom of operation.		
C 1700.10 BELL BARRIER FILTER SYSTEM – AFS-BH206L3L4-IBF-KIT-ICA			
10.1	FILTER ASSEMBLY INSPECTION - Visual		
10.1.1	Inspect the following filter assembly components;		
10.1.1.1	Engine wash tube assembly seals and fasteners.	Table 1	
10.1.1.2	Check the filter media for tears, punctures, uneven or damage plate pleats.		
10.1.1.3	Check seals for tears and/or damage.		
10.1.1.4	Check frame components or corrosion, cracks, distortion near holes.		
10.1.1.5	Checked for missing or damaged fasteners.		
10.2	STRUCTURAL COMPONENT INSPECTIONS		
10.2.1	Visually inspect the following components:		
10.2.1.1	Air induction cowling.		
10.2.1.2	Access door.		
10.2.1.3	Adapter frame assembly.		
10.2.1.4	By-pass floor assembly.		
10.2.1.5	OML/IML covers and close out angles.		

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
10.3	SYSTEMS AND ELECTRICAL COMPONENT INSPECTIONS		
10.3.1	Visually inspect the following components for deformation, buckling, corrosion, cracks, dates, tears or other signs of damage:		
10.3.1.1	Wiring and wiring harness		
10.3.1.2	Cockpit switch / indicator		
10.3.1.3	Differential pressure switch		
10.3.1.4	Filter maintenance Aid and actuator		
10.3.1.5	Connectors		
10.3.1.6	Back shells		
10.3.1.7	Circuit breaker		
10.3.2	Function check the following:	Table 1	
10.3.2.1	Circuit breaker		
10.3.2.2	Cockpit switch		
10.3.2.3	Indicator		
10.3.2.4	Differential pressure switch		
10.3.2.5	Filter maintenance aid and actuator		
C 1700.11 DART REPLACEMENT EMERGENCY FLOATS – ICAPHI-2			
11.1	Unsnap unlatch float covers.		
11.2	Conduct leak testing.	Section 6.1.5	
11.3	Repack floats.	Section 6.2.8	
11.4	Inspect cylinder and valve for surface damage.		
C 1700.12 SKY CONNECT – S200-ICA			
12.1	Perform a visual inspection on the following:		
12.1.1	Instruments		
12.1.2	Wiring harness and connectors		
12.1.3	Senders and probes		

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1700.13 TANNIS HELI-PREHEAT SYSTEM TCA0003			
13.1	Apply cleaning processes in accordance with aircraft airframe, engine, and Appliance manufacturer's recommendations.	AC43.13-1B	
13.2	Examine the system for security of attachment.		
13.3	Inspect the system power plug, cable leads, and junctions.		
13.4	Perform all operational check of each pad.		
13.5	Follow cable leads to each element. If any portion of the cabling shows signs of damage from fluids, fatigue due to chafing, flexing, airflow, or vibration, re-secure or repair as required		
13.6	Inspect all pad heat elements for proper installation and bonding. If any portion of a pad heat element comes loose, it may be re-bonded. Use only Tanis supplied silicone conforming to MIL-A-46106. If a pad heat element shows signs of damage from oils or other fluids or develops a gray colored area it will require replacement. Reference Tanis bonding instruction NO. 186.		
C 1700.14 TECH TOOLS BUBBLE WINDOW - AC 43.13-1B			
14.1	Visually inspect accessible areas of the following items for cleanliness, security of attachment, excessive wear, smooth operation of vents, gouges, dents, pitting, cracks or crazing, sealing capability, obvious damage, and general overall condition:		
14.1.1	Window Assembly		
14.1.2	Snap Vent (-13 and -14 only)		
14.2	If damage is evident, replace Snap Vent or Window Assembly including Snap Vent as appropriate.		
C 1700.15 ARROW AVIATION EXTERNAL TORQUE GAUGE – AA-206			
15.1	Visually inspect torque the following items for cleanliness, security of attachment, excessive wear, chafing, gouges, dents, pitting, cracks or crazing, associated lines and fittings, hardware, obvious damage, and related aircraft structure for integrity security, wear, chafing, etc.		
NOTE: Special attention should be given to the aircraft primary structure with regards to fatigue and stress cracking, corrosion etc.			

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1700.16 ARROW AVIATION GARMIN GTX 330 INSTALL – AA-206			
16.1	Check control head for loose, broken or worn parts.		
16.2	Check antennas for loose, broken or worn parts.		
16.3	Inspect antenna for condition and security		
16.4	Inspect control head for security and condition.		
16.5	Inspect circuit breaker for correct operation.		
16.6	Inspect antenna for condition and security		
C 1700.17 DIGITAL CLOCK INSPECTION			
17.1	Check clock for loose, broken or worn parts.		
17.2	Remove and replace battery.		
C 1700.18 AAI TAIL ROTOR LOCKOUT KIT – AA-99032			
18.1	TAIL ROTOR PEDALS LOCKED OUT		
18.1.1	Inspect Lockout Bracket Assembly for condition and security of attachment.		
18.1.2	Verify the Expandable pins are properly positioned in the Bellcrank and Safety Clips are properly latched.		
18.1.3	Verify the Links are fully seated and locked on the Lockout Bracket Assembly.		
18.2	TAIL ROTOR PEDALS ENGAGED		
18.2.1	Inspect Warning Decal for condition and security of attachment.		
18.2.2	Inspect Cable Assembly (Lanyard) for condition and security.		
18.2.3	Verify the Expandable Pins are seated on top of the Links.		
18.2.4	Verify the Safety Clips are properly latched.		
18.2.5	Verify there is no play between the Expandable Pins, Links and Bellcrank.		
18.2.6	Position each Tail Rotor Pedal, one at a time, to the full forward position, whilst checking the following;		
18.2.6.1	Verify there is no Pedal-to-Expandable Pin contact.		
18.2.6.2	Verify there is no right Expandable Pin contact with the Control Tube.		

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1700.19 AAI LOCKING FUEL CAP			
NOTE If any defects are found which might compromise the Fuel Cap sealing and locking function, rectify per the BHT-206L-MM before further flight.			
19.1	Visually inspect the fuel cap surface for excessive wear, corrosion, and damage		
19.2	Visually inspect the latch mechanism for security and condition. Verify the latch operates properly.		
19.3	Visually inspect the attaching hardware for security and condition.		
19.4	Verify screws attaching Fuel Cap to adapter are properly sealed.		
19.5	Open and close the fuel cap; ensure proper operation and alignment.		
19.6	Ensure a proper and tight seal in the closed / locked position.		
19.7	Examine the fuel cap hinge for excessive wear, corrosion, and damage.		
19.8	Ensure the lock mechanism operates properly.		
C 1700.20 DART CROSSTUBES - ICA-D206-667			
20.1	Check the crosstubes for excessive deflection as follows:		
20.1.1	Position the aircraft on a smooth surface.		
20.1.2	Raise the aircraft, removing all weight from the landing gear.		
20.1.3	Level the aircraft laterally.		
20.1.4	Measure distance between crosstube support fittings and divide the distance to determine aircraft centerline, as shown in Figures 5-1, 5-2, and 5-3 of ICA.		
C 1700.21 WHELEN LANDING LIGHT – ICA-150212			
21.1	Perform functional Check. Observed that all LEDs are illuminated. Replace if all LEDs are not illuminated. NOTE: To reduce eye strain during LED inspection, use an optical filter such as dark glasses or a blue covering dome.		
21.2	Inspect lens for abrasion, crazing or cracking. Replace if any found.		
21.3	Check mounting, connections and wire integrity. Adjust/replace as required.		

Page No: 9
Revision: 9
Issue Date: 10/20/21

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1700.22 POST INSPECTION			
22.1	Inspect for operation and leaks.		
22.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
22.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.	BHT-206L-FM-1	

Page No: 10
Revision: 9
Issue Date: 10/20/21

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

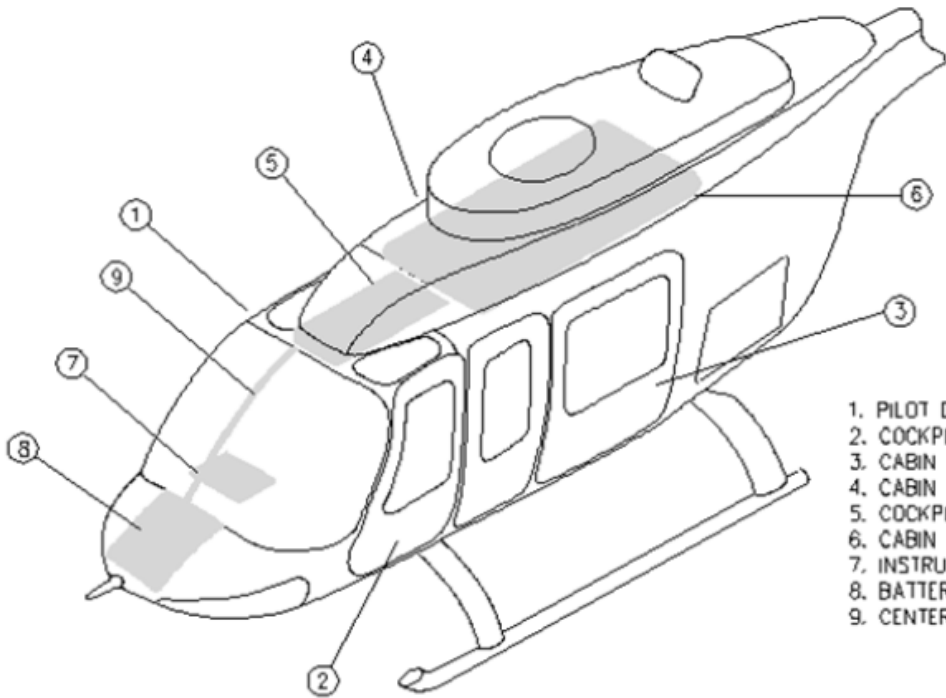
I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – C 1700 – 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____
Signature: _____ Certificate Type & No: _____

Page No: 1
Revision: 7
Issue Date: 03/01/20

SECTION: C 1710 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH NVG INSPECTION
NOTE:

Registration No.: N Start Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1710.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 1710.2 ASU NIGHT VISION GOOGLE LIGHTING SYSTEM (STC SR01383SE)			
2.1	Inspect aircraft for conformity to the approved STC configuration.		
2.2	Inspect aircraft windscreen and applicable transparencies for defects that may affect the performance of the NVGs. Utilize the applicable OEM Maintenance Manual for airworthiness limits associated with this inspection.		
2.3	Open doors 1, 2, and 3 and remove access panels 4, 5, 6, and 7.	Para 3-2	
 1. PILOT DOOR 2. COCKPIT DOOR 3. CABIN DOOR 4. CABIN DOOR 5. COCKPIT C/B SWITCH PANEL 6. CABIN INTERIOR OVERHEAD PANEL 7. INSTRUMENT PANEL COVER 8. BATTERY COMPARTMENT 9. CENTER PILLAR COVER			

SECTION: C 1710 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH NVG INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
2.4	Clean lights using a clean, lint-free cloth and isopropyl alcohol (if necessary).		
2.5	Placards	Chp 4	
2.5.1	Placards that control the operation of equipment during NVG operations should be inspected for condition and legibility. Placards that are illegible and/or damaged must be replaced.		
2.6	Instrument Panel Flood Lights (Post Lights).	Para 5-6 Fig 5.1 & 5.2	
2.6.1	Inspect floodlights for cleanliness, cracks and cracking around mount holes. Flood lights with cracks must be replaced.		
2.6.2	Inspect instrument panel cover around mount areas for signs of loose hardware and cracking. Tighten hardware as necessary. Cracks may be repaired per OEM specification IAW manufacturer instructions.		
2.6.3	Inspect rheostat and wiring for chafing, fraying and condition of electrical connectors. Chafing on wire casing up to fifty percent (50%) of the original thickness is acceptable. Wires with more than fifty percent (50%) chafing on wire casing must be replaced. Bare or frayed wires are unacceptable and must be repaired or replaced.		
2.7	Radio, Indicator, Annunciator and Lamp Assembly Filtration	Para 6 Fig 5.3	
2.7.1	Inspect filters for cleanliness, crazing, condensation and cracking. Any filters with crazing, condensation, or cracking that allows incompatible light leakage or degraded visual acuity of display must be replaced. If condensation can be cleaned after removing the filter, and the condensation is not a defect in the filter itself, the filter may be reinstalled.	See Appex C for equipment that requires filtration	
2.8	Overhead Panel Flood Lighting (Overhead Switch/CB Panel)	Para 5-8 Fig 5.4 & 5.5	
2.8.1	Inspect LED light for cleanliness, scratches and cracking around mount holes. Flood lights with cracks must be replaced.		
2.8.2	Inspect center post around mount area for signs of loose hardware and cracking. Tighten hardware as necessary. Cracks may be repaired per OEM specification IAW manufacturer instructions.		
2.9	Backup Utility Light (Map Light).	Para 5-9 Fig 5.6	
2.9.1	Inspect utility light for cleanliness, cracks in lens, and cracking around mount holes. Cracked lenses must be replaced. Utility lights with cracks must be replaced.		
2.9.2	Inspect aircraft fuselage around mount area for signs of loose hardware and cracking. Tighten hardware as necessary. Cracks in fuselage may be repaired per OEM specification IAW manufacturer instructions.		

SECTION: C 1710 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH NVG INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.9.3 Inspect wiring for chafing, fraying and condition of electrical connectors. Chafing on wire casing up to fifty percent (50%) of the original thickness is acceptable. Wires with more than fifty percent (50%) chafing on wire casing must be replaced. Bare or frayed wires are unacceptable and must be repaired or replaced.		
2.10 Cabin Overhead Lighting (Refer to Appendix B and C to determine applicability)	Appex B & C	
2.10.1 Inspect overhead light(s) for cleanliness, scratches and cracking around mount holes. Light(s) with cracks must be replaced.		
2.10.2 Inspect light wiring for chafing and fraying. Chafing on wire casing up fifty percent (50%) of the original thickness is acceptable. Wires with more than fifty percent (50%) chafing on wire casing must be replaced. Bare or frayed wires are unacceptable and must be repaired or replaced.		
2.10.3 Inspect interior panels around mount area for cracking. Cracks up to one-half inch (0.5 in.) are acceptable. Panels with cracks longer than one-half inch (0.5 in.) must be repaired per OEM specification IAW manufacturer instructions.		
2.10.4 As applicable per Appendix C: Inspect filters for cleanliness, crazing, condensation and cracking. Any filters with crazing, condensation, or cracking that allows incompatible light leakage or degraded visual acuity of display must be replaced. If condensation can be cleaned after removing the filter, and the condensation is not a defect in the filter itself, the filter may be reinstalled. See Appendix C for equipment that requires filtration.	Appex C	
2.11 External Lighting (Refer to Appendix B to determine applicability).	Appex B	
2.11.1 Inspect the lens, replace if the lens has excessive scratching or discoloration. If the lens is cracked in any amount replace the lens and or light assembly. NOTE: The LED external lights are designed with multiple LED's. If any LED fails, the unit must be replaced.		
C 1710.3 POST INSPECTION		
3.1 Post Inspection – Accomplish the following;		
3.1.1 Perform operational check of inspected systems to verify correct function and operation.		
3.1.2 Inspection of all panels, radio and enunciator lights for proper illumination and balance. Inspect rheostat controls for full range and illumination levels.		
3.1.3 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		

Page No: 4
Revision: 7
Issue Date: 03/01/20

SECTION: C 1710 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH NVG INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 206L Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 206L Series AAIP – C 1710 – 12 Month NVG Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____



Maritime Helicopters

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APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

ATTACHMENT A

CONTINUED AIRWORTHINESS ITEMS

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INSTRUCTION FOR CONTINUED AIRWORTHINESS LISTING

ITEM		INSPECTION INTERVAL	SECTION
1	ASU Night Vision Goggle Lighting System	100 Hour, 12 Month	C 0110, C 1710
2	AAI Replacement Crosstubes – AA-01149	300 Hour / 12 Month	C 0301
3	AAI Replacement Skid tubes – AA-01145	100 Hour / 12 Month	C 0100
4	AAI Cargo Mirror Kit – AA-00121	300 Hour / 12 Month	C 0302
5	AAI Composite Baggage Door – AA-00020	12 Month	C 1700
6	AAI Composite Engine Cowling Door – AA-99105	12 Month	C 1700
7	AAI Pre-Flight Step/Handle – AA-00124	12 Month	C 1700
8	AAI Folding Maintenance Step – AA-00127	12 Month	C 1700
9	AAI Tail Rotor Lockout Kit – AA-99032	12 Month	C 1700
10	AAI Locking Fuel Cap – AA-94087	12 Month	C 1700
11	AAI FloatStep – AA-01161	300 Hour / 12 Month	C 0303
12	AAI Console Installation – AA-00132	12 Month	C 1700
13	AAI Pc Safety Valve Kit – AA-99066	100 Hour / 12 Month	C 0100
14	AAI Baggage Compartment Floor Protectors	12 Month	C 1700
15	AAI Electric Inflation Valve Retrofit Kit – AA-96035	500 Hour / 180 Day	C 0550
16	AAI Lightweight Emergency Floats – AA-00018	500 Hour / 180 Day	C 0550
17	AAI Steerable Landing Light -	12 Month	C 1700
18	Arrow Aviation Garmin GTX-330 – AA-206-GARMIN	100 Hour, 12 Month	C 0100, C 1700
19	Arrow Aviation External Torque Gauge – AA-206	12 Month	C 1700
20	Air Comm Cabin Heater – 206H-203M	12 Month	C 1700
21	Bell Inlet Barrier Filter – AFS-BH206L3L4-IBF-KIT-ICA	100 Hour, 12 Month	C 0100, C 1700
22	Dart Cargo Mirror– ICA-D206-558	300 Hour / 12 Month	C 0302
23	Dart Skid Tubes – ICA-D206-642	300 Hour / 12 Month	C 0303
24	Dart Cross Tubes – ICA-D206-667	300 Hour / 12 Month	C 0303
25	Dart Bear Paws – ICA-D206-559	300 Hour / 12 Month	C 0301
26	Dart Avionics Console – ICA-D206-549	300 Hour / 12 Month	C 0301
27	Dart Heli-Access Steps – MMS-D206-628	300 Hour / 12 Month	C 0301
28	Dart Heli-Utility-Basket – MMS-D206-540	100 Hour / 12 Month	C 0100
29	Dart Quick Release Basket Mounting Kit – ICA-D407-797	300 Hour / 12 Month	C 0301
30	Dart Rear Locker Extender – ICA-D206-605	100 Hour / 12 Month	C 0302
31	Dart (Apical) Replacement Emergency Float Assemblies ICAPHI-1	12 Mon, 36 Mon	C 1700, C 0360
32	Digital Clock Inspection	12 Mon	C 1700
33	Onboard Cargo Hook System – 123-007-00	100 Hour / 12 Month	C 0100
34	Paravion Dzus Snow Deflectors – PR-206/407SD-120M	300 Hour / 12 Mon	C 0302
35	Paravion Bleed Air Cabin Heater – PR-206H-906H	100 Hour / 12 Month	C 0100
36	Paravion Engine Relight System – PR-206ER-120M	100 Hour / 12 Month	C 0100
37	Precise Flight Pulselite – 000PMAN0002	100 Hour / 12 Month	C 0100
38	Sky Connect Tracking System – S200-ICA	12 Month	C 1700
39	Tanis Heli-Preheat System – TCA0003	12 Month	C 1700
40	Tech Tool Bubble Window – AC 43.13-1B	12 Month	C 1700
41	Whelen Landing Light – ICA-150212	12 Month	C 1700



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APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

ATTACHMENT B

Maintenance Excluded from the AAIP

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1 INSPECTIONS EXCLUDED FROM AAIP

Since the AAIP inspection program is not intended to prescribe maintenance functions, the following items will be tracked separately in the aircraft status report.

- A. Hand-held Fire Extinguishers
- B. Static System and Altitude Reporting System per 14 CFR 91.411.
- C. ATC Transponder Test and Inspections per 14 CFR 91.413.
- D. Inspect Pitot-Static System per 14 CFR 91.411/413
- E. 36 Month Hydrostatic Retest of Emergency Floatation Gas Cylinder per AA-ICA407-11
- F. 1500 Hour Mast Overhaul BHT-206L Series MM-1 Table 5-40
- G. 2250 Hour / 60 Month Transmission Overhaul BHT-206L Series MM-1 Table 5-41
- H. 3000 Hour Tail Rotor Gearbox Overhaul BHT-206L Series MM-1 Table 5-42
- I. 300 Hour N1 and N2 Tach Gen Spline Insp/lube BHT-206L Series MM-1 Para 5-23 Item 16
- J. Engine Wash – Rolls-Royce M250-C30 Series MM 72-30-00 Para 5.B
- K. Freewheeling Unit 60 Month Insp BHT-206L Series MM-1 Para 5-36
- L. 1200 Hr Tailboom Insp - Deleted. Now tracked as AD2002-25-07
- M. Battery Recondition I/AW BHT-ALL-SPM
- N. 300 Hour Tail Rotor Hub and Blade Track and Balance - BHT-206L-MM Chp 5-21
- O. 150/300 hr Fuel Nozzle Cleaning/Inspections - Rolls-Royce M250-C30 Series MM 73-10-03 Para 5.B
- P. 300 Hour Starter Generator Insp - BHT-206L Series MM-1 Chp 71
- Q. 1200 Main Rotor Hub Inspection – BHT-206L-CR&O
- R. 1500 Hour KaFlex Drivshaft Insp (Applicable to L3 only) – KAMATICS SIN3052 As Revised



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APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

ATTACHMENT C

Daily Airworthiness Check

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Daily Airworthiness Check

NOTE: The Daily Airworthiness Check will be completed and signed off I/A/W MHI GMM Chapter 2

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0025.1 GENERAL			
1.1	Review aircraft computer status run, Deferred/MEL list and logbook ladder for maintenance and/or inspection requirements.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) have been accomplished.		
A 0025.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0025.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0025.4 FUSELAGE			
4.1	Seat belts for general condition and security		
4.2	Windshields for cleanliness and obvious damage.		
4.3	Pitot tube and static ports for general condition and security.		
4.4	Antennas for general condition and security.		
4.5	Battery compartment for loose wiring and corrosion. Check battery for general condition and security		
4.6	Function check nav, strobe, landing, interior, and caution lights. Electric cargo hook release, pitot heat, and defog motors.		
4.7	Interior of pilot and passenger compartments for proper storage of loose equipment, general cleanliness, and overall condition.		
4.8	Fire extinguisher for general condition, security, and inspection due date. Ensure safety pin is installed and secured in place with a safety tie.		
4.9	Life vests (if applicable) for general condition and security. Be sure to check the life vests' inspection due date, CO2 bottles for tightness and inflation valve locks for integrity.		
4.10	Life raft (if applicable) for general condition, security, and inspection due date.		

Daily Airworthiness Check

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.11	First Aid Kit for proper sealing and inspection due date.		
4.12	Survival Kit for proper sealing and inspection due date.		
4.13	Ensure passenger briefing cards are in the aircraft.		
4.14	Fuselage exterior for general condition, security, and evidence of fuel or oil leaks.		
A 0025.5 LANDING GEAR			
5.1	Landing gear attachment fittings for obvious damage and cracks. Inspect cross tubes and skid tubes for general condition and security.		
5.2	Cargo hook assembly for general condition and security.		
5.3	Float covers (if applicable) for general condition and security.		
5.4	Float bottles (if applicable) for proper mounting, general condition, and security.		
5.5	Float bottles (if applicable) for proper inflation pressure.		
5.6	(If installed) Inspect flite steps for security of attachment and damage.		
5.7	(If installed) Inspect cargo for security of attachment and damage.		
A 0025.6 TAILBOOM			
6.1	Tailboom for dents, wrinkles, general condition, and security.		
6.2	Horizontal stabilizer, fins, and position lights for general condition and security.		
6.3	Horizontal stabilizer slat supports for cracks.		
6.4	Tail rotor gearbox for evidence of oil leakage, general condition, and security.		
6.5	Tail rotor gearbox for proper oil level.		
6.6	Clean tail rotor blades.		
6.7	Tail rotor hub, blades, and pitch change mechanism for general condition and security. Grease tail rotor hub bearings.		
6.8	Vertical fin and anti-collision light for general condition and security.		

Daily Airworthiness Check

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0025.7 FUEL SYSTEM			
7.1	Take fuel sample from main tank. Turn on boost bumps and fuel valve and take fuel sample from airframe fuel filter.		
7.2	Verify illumination of airframe fuel filter caution light on caution panel by depressing differential switch "press to test" button on filter head. Turn battery switch off.		
7.3	Inspect fuel sample for cleanliness, water, and debris.		
7.4	Inspect fuel cap for proper operation and that placard stating type and quantity of fuel used is present in area of fuel cap.		
A 0025.8 POWERPLANT			
8.1	Engine area for evidence of oil and fuel leaks.		
8.2	All engine lines and electrical wiring for general condition and security. Inspect all engine fuel, oil, and air tube "B" nuts for proper alignment, torque seal, and safety wire.		
8.3	Engine mounts for general condition and security.		
8.4	Compressor inlet for obvious obstruction or damage.		
8.5	Keflex drive shaft for broken, loose or missing hardware. Inspect flex frame and mount bolt stripes for evidence of slippage. Inspect flex frame joints for fretting. NOTE: DO NOT DISTURB OR TIGHTEN FLEXFRAME NUTS OR BOLTS.		
8.6	Engine exhaust stack for cracks, general condition, and security.		
8.7	#1 tail rotor drive shaft for general condition, and security. Inspect fore and aft Thomas couplings for cracks.		
8.8	Oil cooler upper surface for obstructions, evidence of oil leakage, general condition, and security		
8.9	Engine oil reservoir for general condition and security. Check for proper oil level.		
8.10	Engine external NiCad filter for bypass indication.		
A 0025.9 TRANSMISSION			
8.11	Transmission mounts and restraints for general condition and security.		
8.12	Evidence of oil leaks, general condition, and security. Check for proper oil level.		
8.13	Transmission oil filter for bypass indication.		
8.14	Hydraulic filter indicator buttons for bypass condition.		

Daily Airworthiness Check

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
8.15	Hydraulic reservoir for proper oil level.		
8.16	Hydraulic lines and servo actuators for leaks, general condition, and security.		
8.17	Linkage pivot bolts on hydraulic servo actuators for freedom of rotation and security.		
8.18	Flight control tubes and bellcranks from servo actuators to swashplate for general condition and security.		
8.19	Swashplate assembly for damage and excessive play.		
8.20	Main rotor pitch change links for general condition and security.		
8.21	Main rotor hub for general condition and security. Check for anti-slippage marks on the pillow block retention hardware.		
8.22	Grease main rotor hub.		
8.23	Main rotor blades for cleanliness and overall condition. Inspect for cracks, corrosion, and de-bonding of doublers.		
A 0025.10 POST INSPECTION			
9.1	Condition and security of all cowlings and access panels, all secure.		
9.2	Aircraft documents for proper entries.		
9.3	Review aircraft computer status sheet and logbook for upcoming maintenance. Comply with items due during the next eight hours, next calendar day or during the aircraft cycles predicted for the next flight day.		
9.4	Check accuracy of aircraft time in logbook. Check addition, verify correct hour meter time recorded, and compare hour meter time to aircraft time. Verify correct entry onto input sheet.		