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Revision: 9
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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		

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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.		