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

Registration No.: N _____ Start Date: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ 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		
3.1.4 Examine engine pan area for evidence of loose fasteners and damage. Restore cracked or missing sealant form engine pan.	Chapter 71	

SECTION: B 0301NT – 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	Firewalls for condition and security.	Chapter 53	
3.1.10	Engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.		
3.1.11	Rear engine mount for security and excessive bearing wear.	72-00-00 PARA 1.A., (5)	
3.1.12	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	
B 0301.4	**ENGINE CONTROLS**		
4.1.1	Engine controls for condition, correct operations and security.	Chapter 76	
4.1.2	Inspect fuel control lever bolt hole and bolt for wear. Replace parts as required.		
4.1.3	Fuel control lever for freedom of operation and full travel.	73-00-00 PARA 2.A	
4.1.4	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.		
4.1.5	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.		
4.1.6	Verify control linkage for excessive looseness, lost motion, and binding.		
4.2	Verify operation of engine N2 control as follows:		
4.2.1	Position N2 governor actuator to full DECREASE (extended).		
4.2.2	Lift collective stick full up.		

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.2.3	Position N2 governor actuator to full INCREASE (retracted).		
4.2.4	Verify for clearance between governor stop and lever stop arm.		
4.2.5	Lower collective stick full down.		
4.2.6	Position N2 governor actuator to full DECREASE (extended).		
4.2.7	Verify for clearance between governor stop and lever stop arm.		
4.2.8	Verify control linkage for excessive looseness, lost motion, and binding.		
4.3	Inspect N1 shafting.	Chapter 71 Chapter 12	
4.4	On power and accessory gearbox cover, check the applied torque on all turbine and exhaust collector support-to-gearbox retaining nuts.	72-50-00 PARA 6.A	
	NOTE: Compliance with M250 CEB 72--3059, 72--3096, 72--3100, A--72--3134 (twin engine applications), and A--72--3135 (single engine applications) eliminates this inspection requirement.		

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0301.5	**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	Perform compressor fresh water rinse.	72-30-00 Para 5. A.	
5.5	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	
5.6	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
5.7	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

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.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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 Date: _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Engine Ending Total Time: _____
Engine S/N: _____ Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____