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

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

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4.1.5	Inspect KAFLEX Driveshaft for signs of contact, rubbing, and/or chafing.		
4.1.6	Examine rotor brake for condition and security.		
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	

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.0053.7 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,		

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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).		

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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.

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 – A 0053 – 300 Hour / 12 Month and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____