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.*

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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.

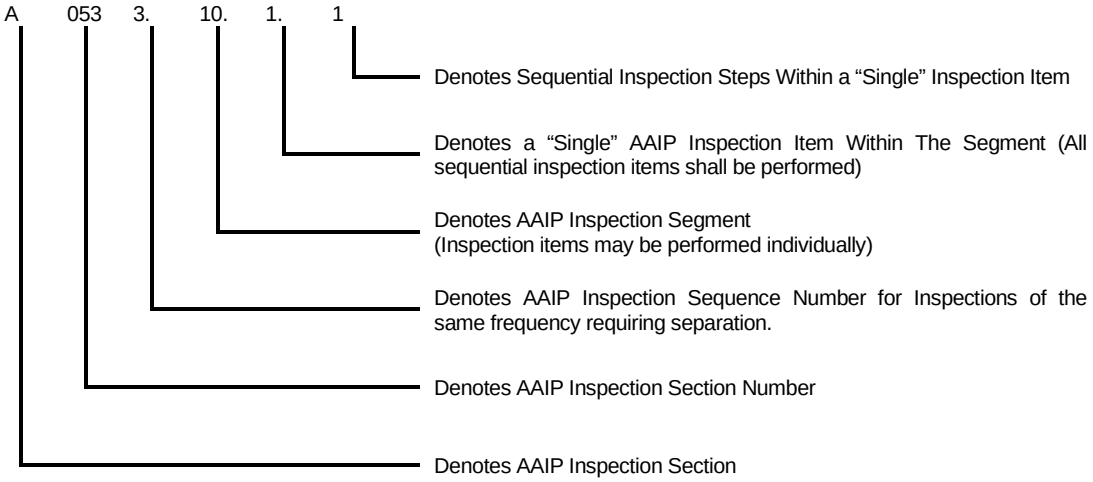
4 PROGRAM OPERATION

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 Assemby," "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 B0051NT, B0350NT will be due at AFTT: (1121.0 + 300) = 1421.0, (1121.0 + 600) = 1721.0 respectively.
b. Since engine TSO is zero, AAIP inspection B0350NT will be due on 31 June 2014 or 1421.0 whichever comes first.

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 B0052 NT – 300 Hour Inspection was accomplished in its entirety, at ACTT 150.0 hours, then the B0052 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 1202	Every 1200 Hours
A 1500	Every 1500 Hours
A 1700	Every 12 Months
A 1710	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 0150 NT	Every 150 Hours. No Tolerance
B 0301 NT	Every 300 Hours or 12 Months whichever comes first. No Tolerance
B 0302 NT	Every 300 Hours or 12 Months whichever comes first. No Tolerance
B 0303 NT	Every 300 Hours or 12 Months whichever comes first. No Tolerance
B 0304 NT	Every 300 Hours or 12 Months whichever comes first. No Tolerance
	NOTE: The above inspections must be performed consecutively.

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

SECTION	FREQUENCY
C 0010	Every 300 Hours or 12 Months whichever comes first, occurs after C 0060.
C 0020	Every 300 Hours or 12 Months whichever comes first, occurs after C 0010.
C 0030	Every 300 Hours or 12 Months whichever comes first, occurs after C 0020.
C 0040	Every 300 Hours or 12 Months whichever comes first, occurs after C 0030.
C 0050	Every 300 Hours or 12 Months whichever comes first, occurs after C 0040.
C 0060	Every 300 Hours or 12 Months whichever comes first, occurs after C 0050.
	NOTE: The above inspections must be performed consecutively.
C 1700	Every 12 Months
C 1710	Every 12 Months
C 0360	Every 36 Months
C 0550	Every 500 Hours or 12 Months whichever comes first

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.

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

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.