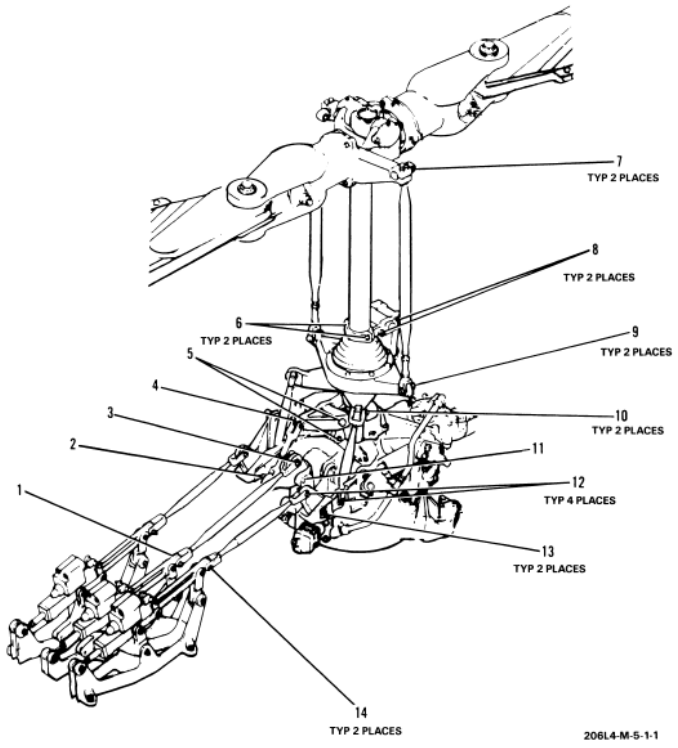
SECTION: **A 2400 – AIRFRAME INSPECTION PROGRAM**
TYPE: **24 MONTH COMPONENT OPERATION INSPECTION**
NOTE:

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

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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		

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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).		

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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 2400 – 24 Month Inspection 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: _____