SECTION: C 0550 – ICA OF INSTALLED EQUIPMENT
TYPE: 500 HOUR / 180 DAY INSPECTION
NOTE:

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

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0550.1 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	
C 0550.2 AAI LIGHTWEIGHT EMERGENCY FLOATS – AA-00018/AA-96035		
2.1 Inspect the Lightweight Emergency Floatation System Kit for hardware corrosion, nicks, scratches, or cracks.		
NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging, or flaking of protective coatings.		
2.2 Inspect for proper installation of hardware or any unusual wear pattern.		
2.3 Inspect the float bottle for proper inflation pressure.		
2.4 Inspect the hoses and float covers for condition and security. Also inspect hose connections with fittings.		
2.5 Inspect the float bottle inflation tubes for condition and security. Also inspect tube connections with fittings.		
2.6 Electrical Inflation Valve Retrofit Kit Inspection Procedures;	AA-96035	
2.6.1 Position MANUAL ARM switch in OFF position. Engage FLOAT POWER circuit breaker.		
2.6.2 Position instrument panel switch to FLOAT TEST position.		
2.6.3 Momentarily actuate float inflation trigger on pilot collective stick. FLOAT TEST segment shall illuminate indicating functional circuitry. FLOAT TEST segment shall extinguish upon release of trigger.		
2.6.4 Position instrument panel switch to NORMAL position.		
2.6.5 Lift guard on MANUAL ARM switch and position switch to ON position. FLOAT ARM segment shall illuminate indicating functional circuitry.		

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2.6.6 Disconnect connector from Electrical Valve.		
2.6.7 Depress float inflation trigger on pilot collective stick and check for 28 VDC across Pins A & B on Electrical Valve connector.		
2.6.8 Release float inflation trigger on pilot collective stick and verify 0 voltage across Pins A & B on Solenoid Valve connector. (Operating range is 12 - 30 VDC.)		
2.6.9 Verify continuity across Pins A & B on Electrical Valve connector.		
2.6.10 Close MANUAL ARM switch guard disarming system. FLOAT ARM segment shall extinguish.		
2.6.11 Reconnect connector to Electrical Valve.		
2.7 Float Inflation Inspection Procedure;		
2.7.1 Lift guard on MANUAL ARM switch and position switch to ON position. FLOAT ARM segment shall illuminate.		
2.7.2 Actuate float inflation trigger on pilot collective stick. Float shall inflate.		
2.7.3 Release trigger and close MANUAL ARM switch guard.		
WARNING **DO NOT REMOVE RESERVOIR FROM HELICOPTER PRIOR TO DISCHARGING**		
2.8 Float Bag and Inflation Piping Inspection.		
2.8.1 Disconnect float inflation lines at fitting above skid. Connect external source of dry shop air to inflation line, unsnap cover over each bag, and inflate bags to normal pressure of 2.25 psig. Inspect bags, hoses, and tubing as follows.		
NOTE Dry shop air may be used in lieu of nitrogen when checking floats. Use of the provided Topping Valve Adapter is required with Apical Industries float bags.		
2.8.2 Clean and dry bags and covers. Visually inspect for wear, chafing, or abrasion.		
2.8.3 Check all clamps, fittings, and hoses for corrosion, abrasion, and security.		
NOTE Do not tighten or loosen hex fitting (shear head) at inlet to solenoid valve on reservoir.		
2.9 Float Bag Leak Test;		
NOTE This test must not be performed when the outside air temperature (OAT) exceeds 100°F (38°C). Do not perform test in the sun.		

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2.9.1	Inflate bags to 2.25 psig. Readjust pressure after two (2) hours if required.		
2.9.2	Record OAT and bag pressure.		
2.9.3	After 6 hours, record OAT and bag pressure. See the graph of Figure 16 to determine changes in bag pressure caused by OAT changes.		
2.9.4	If OAT increased during test period, use Figure 16 data obtained in Step C to subtract pressure change value from final float bag pressure.		
	EXAMPLE: Initial Temperature: 70°F (21°C) Initial Float Pressure: 2.25 psig Final Temperature: 80°F (27°C) Final Float Pressure: 2.42 psig		
2.9.5	If OAT decreased during test period, use Figure 16 data obtained in Step C to add pressure change value to final float bag pressure.		
2.9.6	Subtract corrected final float bag pressure from 2.25 psig to determine leakage rate. Outside temperature change 80 to 70° = 10°F (27 to 21° = 6°C). Read from Figure 16. Change in float bag pressure for 10°F (6°C) = 0.32 psig Corrected final bag pressure is 2.42 psig - 0.32 psig = 2.10 psig. Leakage rate: 2.25 psig - 2.10 psig = 0.15 psig		
	CAUTION **Float bag pressure change due to bag leakage is not to exceed 0.25 psig.** CAUTION **This floatation system is designed to provide emergency water landing capabilities and adequate time for personnel evacuation. It is not designed for any amphibious operations. For ship salvage, pressurization equipment should be provided to maintain bag pressure between 1.5 and 2.25 psig.**		
2.10	Repack bags and service system.		
	NOTE While pressurizing system reservoir, compare reservoir pressure gauge with master gauge on servicing equipment. Reservoir gauge readings must be within plus or minus 200 psig of master gauge. System reservoir gauges that are faulty must be replaced.		

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NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0550.3	**POST INSPECTION**		
3.1	Inspect for operation and leaks.		
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.	BHT-206L-FM-1	
3.4	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 – C 0550 – 500 Hour / 180 Day Float 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: _____