SECTION: B 0302NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

1Registration No.: N _____ Start Aircraft Start Total Time: _____

Aircraft S/N: _____ Date: _____ 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 0302.1 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 0302.2 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 0302.3 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 Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.		
3.1.2 Check accessible areas for obvious damage and evidence of fuel and oil leakage.		
3.1.3 Slippage marks on all fuel, oil and air tube B-nuts to make sure that all nuts have not loosened. B-nuts with missing torque stripes must be loosened and retightened, before application of new torque stripes		

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.1.4	Without disassembly, inspect the turbine and exhaust collector supports for condition of welded joints, cracks and buckling.	72-50-00 PARA 6.L & 8.B	
3.1.5	Using a small mirror and a flashlight, inspect flow divider inside turbine and exhaust collector support for cracks or separated tack welds.	72-50-00 PARA 6.L & 8.B	
3.1.6	The engine fuel system for evidence of leakage.	73-00-00 PARA 2.A	
3.1.7	Condition and security of fittings and tubing.	73-00-00 PARA 2.A	
3.1.8	Condition and security of all linkages.	73-00-00 PARA 2.A	
3.1.9	Without disassembly, check the compressor discharge air tubes. Inspect for air leaks, dents, cracks, chafing, and proper clamping.	72-40-00 Table 203	
3.1.10	Compressor scroll for cracks. Pay particular attention to welded areas.		
3.1.11	Ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.		
3.1.12	Horizontal and vertical firewall shields for cracks.	72-50-00 PARA 6.K	
3.1.13	Anti-icing, bleed air and overspeed solenoid valves for loose, chafed, frayed or broken wires, loose connections and security of attachment.		
3.1.14	Clean the burner drain valve. Ensure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.	72-40-00 PARA 3	
3.1.15	All linkages for any looseness, condition and security.	72-21-01 PARA 1.B	

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0302.4 ENGINE FUEL SYSTEM		
CAUTION: WHEN THERE IS EVIDENCE THE AIRFRAME OR ENGINE FUEL FILTER HAS BEEN BYPASSED, THE GAS PRODUCER FUEL CONTROL INLET FILTER AND THE FUEL NOZZLE FILTER, MUST BE CLEANED. (REFER TO SPECIAL INSPECTIONS, 72-00-00, TABLE 608.) IF ANY CONTAMINATION IS FOUND IN THE FUEL NOZZLE FILTER, THE FUEL CONTROL MUST BE SENT TO AN AUTHORIZED REPAIR FACILITY FOR INTERNAL CLEANING. REFERENCE MUST ALSO BE MADE TO THE AIRFRAME MAINTENANCE MANUAL FOR FUEL SYSTEM MAINTENANCE FOLLOWING FUEL CONTAMINATION.		
4.1 Examine airframe fuel filter assembly for evidence of leakage and security.	Chapter 28	
NOTE: The following steps do not apply to helicopters equipped with fuel filter assembly 222-366-621-103.		
4.1.1 Remove outlet port fitting from filter head.		
4.1.2 Pass a 0.020 inch (0.50 mm) wire through the bleed hole in outlet port side of filter head to ensure hole is not obstructed.		
4.2 Remove fuel filter canister.		
4.3 Remove and inspect fuel filter for any contaminants.		
4.4 Install new filter and o-rings.		
4.5 Reinstalled fuel filter canister.		
4.6 Remove fuel nozzle.	73-10-03	
4.7 Disassemble fuel nozzle.	73-10-03	
4.8 Cleaned and inspected fuel nozzle filter assembly.	73-10-03	
4.9 Assemble fuel nozzle.	73-10-03	
4.10 Install fuel nozzle with proper number of spacers.	73-10-03	

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.11 Purge airframe and engine fuel system as follows:	Chapter 28	
4.11.1 Turn both fuel boost pumps ON.		
4.11.2 Depress airframe fuel filter bypass valve "press to test" button on fuel filter head until there is no evidence of air coming out the lower fuel filter drain port and out of the fuel filter outlet supply line.		
4.11.3 Then proceed with Rolls-Royce engine fuel system purging procedure.		
4.11.4 Verify illumination of airframe fuel filter caution light by depressing differential switch "press to test" button on filter head.	Chapter 96	
4.11.5 Fuel system for evidence of leakage – Check condition and security of fittings and tubing.		
4.12 Perform FCU Screw Inspection.	CEB A-73-3075	
B 0302.5 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 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	
5.5 Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
5.6 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

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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 0302NT – 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: _____