SECTION: B 0304NT – 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 0304.1 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 0304.2 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 0304.3 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		
3.1.4 Compressor impeller leading edges for damage	72-30-00, para 4. B.	

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3.1.5	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	
3.1.6	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	
3.1.7	The engine fuel system for evidence of leakage.	73-00-00 PARA 2.A	
3.1.8	Condition and security of fittings and tubing.	73-00-00 PARA 2.A	
3.1.9	Condition and security of all linkages.	73-00-00 PARA 2.A	
3.1.10	Without disassembly, check the compressor discharge air tubes. Inspect for air leaks, dents, cracks, chafing, and proper clamping.	72-40-00 Table 203	
3.1.11	Compressor scroll for cracks. Pay particular attention to welded areas.		
3.1.12	Ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.		
3.1.13	Horizontal and vertical firewall shields for cracks.	72-50-00 PARA 6.K	
3.1.14	Anti-icing, bleed air and overspeed solenoid valves for loose, chafed, frayed or broken wires, loose connections and security of attachment.		
3.1.15	Clean the burner drain valve. Ensure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.	72-40-00 PARA 3	
3.1.16	All linkages for any looseness, condition and security.	72-21-01 PARA 1.B	

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3.2	Without disassembly or removal of the Pc filter assembly from the mounting bracket, inspect using a 10X magnification and a bright light to detect any signs of cracks, paying particular attention to both of the end fittings at their junction with the end walls. **NOTE**: If cracks are detected, remove assembly and comply with M250 CEB-A-75-3017.		
3.3	Remove, clean, operationally test, and reinstall the magnetic drain plugs, examine each ship detector separately. No cracks are permitted. Torque 60--80 lb in.	72-00-00 PARA 8.E	
3.4	Perform operational check of ignitors.	74-20-01 PARA 2.B	
3.5	Check oil supply level.		
	NOTE: If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that may have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption.	72-00-00, Table 101 Troubleshooting items 17 and 18	
	CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCRREASE IN OIL CONSUMTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED. **NOTE**: Check oil supply level within 15 minutes of engine shutdown.		
3.6	Inspect for extension of scavenge oil filter bypass indicator. If indicator is extended, clean oil filter.	72-60-00 PARA 1.C	
	It is possible for the impending oil filter bypass indicator to extend during a start of a cold soaked engine, giving an erroneous indication of a dirty oil filter. If the impending filter bypass indicator is extended, run the engine until the oil is at operating temperature and push the indicator button in. If the button remains in throughout the normal speed range of the engine, the filter does not require cleaning.		
3.7	Visually inspect the outer combustion case (sheet metal and weld seams) for cracks. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary	72--40--00 PARA 2.B.(1), (2), (3) and (4)	
	NOTE: Removal of the outer combustion case is not required. Perform a Leak Tec check for installed OCC's and an FPI for removed OCC's.		

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0304.4	**POST INSPECTION**		
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Make sure applicable servicing requirements have been carried out.	Chapter 12	
4.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
4.4	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	
4.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
4.6	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 0304NT – 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: _____