SECTION: C 0100 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 12 MONTH 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 0100.1 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 0100.2 AAI REPLACEMENT SKID TUBES – AA-01145		
NOTE: Removal of Skid Tubes from the helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.2, Repair. **NOTE:** Particular care should be taken to inspect in the areas of the fasteners in the Skid Tubes and all attaching components. **NOTE:** The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum), 2) pits in the aluminum surface, 3) blisters, bulging, or flaking of protective coatings.		
2.1 Inspect the skid tubes for scratches, nicks, dents, and corrosion. Refer to Section 3.1 .1 for damage and repair limits and to Figure 1 for damage and repair zones		
NOTE: Only one damage rework is permissible per zone. If the damage limits are exceeded, the skid tube must be replaced.		
2.2 Visually inspect the Skid Shoes for damage. Refer to Section 3.2.3 for repair instructions.		
2.3 Inspect the wingwalk coating on the top 1/3 of each skid tube. Refer to Section 3.2.4 for repair instructions.		
C 0100.3 ARROW AVIATION GARMIN GTX 330 INSTALL – AA-206-GARMEN		
3.1 Check control head for loose, broken or worn parts.		
3.2 Check antennas for loose, broken or worn parts.		
3.3 Inspect antenna for condition and security		
3.4 Inspect control head for security and condition.		
3.5 Inspect circuit breaker for correct operation.		

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0100.4 AAI Pc SAFETY VALVE KIT – AA-99066		
4.1 Check the Pc Safety Valve™ Knob for security and force required to rotate. If the knob is loose or difficult to rotate (cannot be actuated by hand), return the Pc Safety Valve TM to Aeronautical Accessories Inc. for repair/overhaul.		
4.2 Inspect all connecting lines to the Pc Safety Valves TM for chafing, dents (not to exceed .125 in. depth or having sharp radius), or cracking (none allowed), replace if damaged beyond limits.		
4.3 Check for the proper torque on each Pc line B-nut (80-120 in-lbs).		
CAUTION: Lines should be tightened only when the proper free state alignment of lines is obtained.		
4.4 Examine the Decals and the Flow Tape on the connecting lines for discoloration or cracking. Replace any Decal or Flow Tape that is not legible.		
4.5 Inspect the Safety Clips and the Valve contact surfaces for wear (not to exceed .005) Report any anomalies to Aeronautical Accessories Inc. (Phone 423-538-5151). Ensure the Pc Safety Valve TM Knob is Safety Clipped in the open position per Figures 4 through 6.		
4.6 Inspect the Bracket Assembly for cracks in the Bracket or welds (none allowed). Check the safety wire on the Valve to Bracket attaching Nut and the torque on the Pc Filter Retaining Clamp Bolt (30-40 in-lbs).		
C 0100.5 BELL BARRIER FILTER SYSTEM – AFS-BH206L3L4-IBF-KIT-ICA		
5.1 STRUCTURAL COMPONENT INSPECTIONS		
5.1.1 Visually inspect the following components:		
5.1.1.1 Air induction cowling.		
5.1.1.2 Access door.		
5.1.1.3 Adapter frame assembly.		
5.1.1.4 By-pass blower assembly.		
5.1.1.5 OML/IML covers and close out angles.		
5.2 SYSTEMS AND ELECTRICAL COMPONENT INSPECTIONS		
5.2.1 Visually inspect the following components:		
5.2.1.1 Wiring and wiring harness, connectors, back shells, circuit breaker, cockpit switch / indicator, differential pressure switch, filter maintenance Aid, and actuator.		

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.2.2 Function check the following:	Table 1 3.1.4	
5.2.2.1 Circuit breaker		
5.2.2.2 Cockpit switch		
5.2.2.3 Indicator		
5.2.2.4 Differential pressure switch		
5.2.2.5 Filter maintenance aid		
5.2.2.6 Actuator		
C 0100.6 ONBOARD CARGO HOOK – ICA 123-007-00		
6.1 Visually inspect for corrosion on the exterior of cargo hook and suspension system components.	Table 5-2	
NOTE: Corrosion on the cargo hook side plates is cause for immediate overhaul. Additionally, any exfoliation corrosion in the upper attach lug area of the cargo hook is cause for immediate replacement of the side plate. Contact Onboard Systems for the latest revision of the cargo hook service manual.		
6.2 Move the cargo hook and the suspension system throughout their full ranges of motion and observe the manual and electrical release cables to ensure that they have enough slack. The cables must not be the stops that prevent the cargo hook or suspension from moving freely in all directions.		
6.3 Move the cargo hook carriage back and forth on the beam to ensure that it rolls freely and that there are no obstructions within the beam.		
6.4 Move all suspension system components at their pivot points to verify that they rotate freely.		
6.5 Visually inspect the manual release cable for damage and security.		
6.6 Visually inspect the external electrical release harness and load weigh harness (if installed) for damage and security.		
C 0100.7 PARAVION ENGINE RELIGHT SYSTEM - PR-206ER-120M		
7.1 Verify system operation by placing the switch in the test position and listening for activation of the Ignition Exciter Assembly.		
7.2 Verify system operation by Arming the system when the aircraft is at flight idle (/ground Idle). Caution light should activate.		
7.3 See the applicable Bell Model Maintenance Manual for Instructions to verify operation of the EXCITER ASSEMBLY and IGNITER ASSEMBLY.		
7.4 Verify that the warning light activates and press to test function works.		

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NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0100.8 PRECISE FLIGHT PULSELITE – 00PMAN0002		
8.1 Check Pulselite for Proper Operation as follows;		
8.1.1 Connect Ground Power to the Aircraft or power the aircraft on the ramp.		
8.1.2 Activate pulselite system		
8.1.3 Observe that the external lights connected to the pulselight system are flashing.		
NOTE: These lights may be the landing, taxi, recognition logo, hover, or runway turnoff lights depending on installation.		
8.1.4 Switch the external lights connected to the Pulselite system to steady on.		
8.1.5 Observe that the external lights connected to the pulselight system are now on steady.		
8.2 Switch the pulselight control unit OFF and the connected landing / taxi / recognition / hover lights to OFF and observe that the external lights are off.		
8.3 Check wiring and connections for security and chaffing.		
C 0100.9 PARAVION BLEED AIR CABIN HEATER – PR-206H-906H		
9.1 ACCESS AREAS		
9.1.1 Remove cowlings and access panels as necessary to follow the bleed air tubing assemblies.		
9.1.2 Inspect valve for mounting security.		
9.1.3 Inspect valve for freedom of operation. Disassemble and clean if excessive operating friction exists.		
CAUTION **If tubing insulation is discolored, it must be pulled back to inspect tubing for a possible crack. Remove and replace the tubing assembly if a crack is found. If no discrepancy is found reposition insulation over tube. If the fire-sleeve insulation is broken or torn, replace the tube assembly.**		
9.1.4 Inspect bleed plumbing for insulation, security, and clearance with flight controls (.50" min).		
9.1.5 Verify security of control knob and placard.		
NOTE The filter (P/N S-9501EC-7) can be ordered through the customer service department of Paravion® Technology, Inc.		
9.1.6 The inlet end of the heater circuit contains an acoustical dampener/cabin air filter. This filter should be changed annually (prior to start of the heating season), or more often if it becomes blocked.		

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.1.7 The flexible ducting which connects the ejectors, and air inlet/outlet adapters contains an acoustical liner. This liner should be inspected annually to insure free air passage of the ducts.		
9.1.8 For compressor wash, turn heater valve off. The S-5030-2 valve assy will drain any water in the bleed air lines.		
C 0100.10 DART HELI-UTILITY BASKET – MMS-D206-540		
10.1 Inspect for damage or wear.		
10.2 Replace damaged or worn parts per drawing D206-540.		
C 0100.11 FDC AEROFILTER – 1206 SERIES-ICA-1		
11.1 Inspect and cycle alternate air door.		
11.2 Inspect differential pressure switch/ warning annunciator components.		
11.3 Inspect electrical connectors.		
C 0100.12 POST INSPECTION		
12.1 Post Inspection – Accomplish the following;		
12.1.1 Perform operational check of inspected systems to verify correct function and operation.		
12.1.2 Inspection of all panels, radio and enunciator lights for proper illumination and balance. Inspect rheostat controls for full range and illumination levels.		
12.1.3 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		

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TYPE: **100 HOUR / 12 MONTH INSPECTION**
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 0100 – 100 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N_____ End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____