Maritime Helicopters

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APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

EUROCOPTER BO-105 SERIES

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MANUAL CONTROL

The Director of Maintenance shall initiate the necessary revision(s). Each revision, in its final form, shall be submitted to the FAA. A cover letter and individual copies shall be submitted to the FAA assigned Principal Maintenance Inspector at the FAA District Office having authority. The FAA representative shall signify approval by signing and dating the bottom of the **Log of Effective Pages** and returning one original copy to the Director of Maintenance. Upon approval by the Director of Maintenance, an electronic copy shall be posted on the Maritime web portal and made available to all necessary personnel.

Field Bases Distribution

All field bases will have access to this AAIP and any subsequent revisions, on the Maritimes web portal.

Corporate Office Distribution

All applicable corporate office personnel will have access to this AAIP and any subsequent revisions, on the Maritimes web portal.

RECORD OF REVISIONS

Revision Letter	Revision Date	Insertion Date	Posted by
Original	12/30/14		
Rev 1	01/15/16		

INDEX OF TEMPORARY REVISIONS

This is a STAND ALONE document with its own numbering and approval system. No attempt will be made to incorporated temporary revision numbering changes on this page to the AAIP Table of Contents or List of Effected pages. The Date Approved stamps at bottom of page will reflect dates of approval of most current *temporary revision*.

The Index of Temporary Revisions will list the current AAIP Revision number – Temporary Item number (TR#), Section, Page, brief Description of the revision and date. The Temporary Revision (TR) shall be inserted before the affected page in the AAIP and complied with when completing the inspection interval. Temporary Revisions shall be maintained with the completed inspection intervals paperwork until 1) next inspection, or 2) incorporated into AAIP.

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APPROVED: _____ APPROVED: _____
DIRECTOR OF MAINTENANCE FAA PRINCIPAL AVIONICS INSPECTOR

DATE: _____
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FAA PRINCIPAL MAINTENANCE INSPECTOR

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1 INTRODUCTION

This Federal Aviation Administration Approved Aircraft Inspection Program (AAIP) has been prepared for use under 14 CFR Part 135.419, for the EUROCOPTER BO-105 *Series* helicopters used in air taxi operations conducted under 14 CFR 135.

This AAIP is based on the manufacturers' recommended inspection program. All items pertinent to the continued airworthiness of this aircraft make and model are included, though possibly rearranged.

This AAIP has been developed into three Sections:

Section A applies to EUROCOPTER BO-105 Series helicopter.
Section B applies to Rolls-Royce 250-C20 series engine installed in EUROCOPTER BO-105 Series helicopters.
Section C applies to EUROCOPTER BO-105 Series helicopters in their FAA approved altered state.

Sections A, B, and C are independent (stand-alone) of one another. They may be performed in conjunction with one another or independently. Because of their individuality, AAIP Inspection Sections A, B, and C shall be tracked independently on the aircraft "status sheet." They also provide additional flexibility and availability of Maritime aircraft and provide an inspection suitable to the environment in which the aircraft operates.

NOTE:

On new aircraft only, the date the entry issuing the airworthiness certificate was made in the aircraft logbook is to be used as the basis for all (calendar related) time limited items.

The following information shall be used as reference material in conjunction with this AAIP Inspection Program:

- Code of Federal Regulations (14 CFR)
- Airworthiness Directives
- Aircraft Specifications or Type Certificate Data Sheets for Aircraft, Engines, Rotors
- Maritime Operations Manual
- Maritime Aircraft "Status Report"
- Aircraft Log Books
- Advisory Circular AC 43-4A, Corrosion Control for Aircraft
- EUROCOPTER BO-105 Series
  - Maintenance Manual
  - Maintenance Program
  - Mechanical Repair Manual
  - Structural Repair Manual
  - Wiring Diagram
  - Service Bulletins
- Rolls-Royce 250-C20 Series
  - Maintenance Manual
  - Service Bulletins
- FAA Form 337's documenting major alterations to EUROCOPTER BO-105 Series helicopters operated by Maritime Helicopters.
- Continued Airworthiness instructions issued by STC holders of major alterations.
- National Fire Protection Association, NFPA 10
- Concord Battery Corporation Battery Products Instruction Manual.
- Additional references, as required

Any appliance or emergency equipment installed in the aircraft in accordance with the manufacturer's instructions, which have maintenance/inspection requirements, which are not contained in the airframe manufactures' Maintenance Manual or excluded in Attachment B, shall be a part of Maritime Helicopters' Approved Aircraft Inspection Procedures. All appliances or emergency equipment installed on the aircraft having inspection requirements not contained in the airframe manufactures' Maintenance Manual shall cause Maritime AAIP to be amended to incorporate those items.

2 SCOPE OF INSPECTION

2.1 PROGRAM RESPONSIBILITY AND REVIEW

The Director of Maintenance is responsible for this program. The AAIP inspection forms will be reviewed by the Director of Maintenance (or designee) for abnormalities.

2.2 INDIVIDUAL RESPONSIBILITIES

Director of Maintenance:

The Director of Maintenance is responsible for the performance of the following and may delegate any of these duties but retains the responsibility:

- Ensuring company aircraft are maintained to the airworthiness standards prescribed by applicable regulations, airworthiness directives, and this inspection program.
- Training and assisting his department personnel in the procedures, methods, and practices to be followed in performance of this inspection program.
- Ensuring that the responsible mechanic properly completes all necessary work records.
- Reviewing this program and initiating the necessary revision(s).

Mechanic:

The Mechanic is responsible to the Director of Maintenance and is authorized and responsible for, but not limited to, performance of the following:

- Performing the aircraft inspection activities specified by this inspection program.
- Scheduling aircraft inspections with the Director of Maintenance (or designee), considering such factors as workflow, location of equipment and facilities, tools, supplies and job requirements.
- Maintaining all required aircraft maintenance records in a current status.
- Maintaining the aircraft in an airworthy condition at all times.
- Providing final approval for return to service.
- Reviewing the full (comprehensive) aircraft status report to assure:
  - The status report information is correct.
  - No scheduled maintenance intervals will be exceeded.

2.3 MECHANIC QUALIFICATIONS

A certified mechanic shall be considered qualified to perform this inspection if the mechanic complies with any of these requirements:

- Has been trained at a manufacturer or operator's school for that aircraft.
- Has satisfactorily performed this or similar work at an earlier date.
- Is under the direct supervision of a certified and appropriately rated mechanic who has had previous experience in the specific operation concerned.

2.4 MAINTENANCE AND SERVICING

All maintenance and servicing described in the Approved Aircraft Inspection Program shall be performed in accordance with the appropriate manufacturer's maintenance manual or other data acceptable to the administrator.

2.5 EXCLUSIONS

Since this is an AAIP Inspection program, it is not intended to prescribe maintenance and overhaul functions; these functions are not included in this program. See Attachment B for maintenance items not included in this program.

2.6 AIRWORTHINESS LIMITATIONS (LIFE LIMITS)

No airworthiness limitation items may be exceeded. These are mandatory limitations of hours, calendar time, or cycles, as specified by Type Certificate Data Sheet and the manufacturer's retirement schedule. Items with airworthiness limitations are listed on the Maritime Helicopters Aircraft “Status Report” specifying when that item must be removed from service and are not a part of this AAIP.

2.7 OVERHAUL TIME LIMITS

Manufacturer's time limits for overhaul requirements shall be adhered to and may only be altered provided the manufacturer allows an extension to the overhaul time/calendar and, if applicable, local authority (FAA) approval requirements are met. The overhaul time limited items are specified on the Maritime Helicopters Aircraft “Status Report” and are not a part of this AAIP.

2.8 LUBRICATION ITEMS

All Lubrication items described in the Approved Aircraft Inspection Program shall be performed in accordance with the appropriate manufacturer's maintenance manual or other data acceptable to the administrator.

2.9 SPECIAL, UNSCHEDULED, AND CONDITIONAL INSPECTIONS

The Special, Unscheduled, and Conditional Inspections are defined, depending on the airframe and engine manufacturer or modifier, as inspections required by an unusual event or required at other than the normal time intervals. These inspections are listed in the Manufacturer's Maintenance Manual or modifier's Instruction of Continuing Airworthiness and shall be accomplished in accordance with the appropriate Manufacturer's Maintenance Manual. This AAIP does not cover these inspection items.

2.10 FAA AIRWORTHINESS DIRECTIVES AND MANDATORY BULLETINS

Maritime Helicopters shall comply with all FAA Airworthiness Directives. The Maritime Helicopters Director of Maintenance shall evaluate all Airframe and Engine Service Bulletins and the mechanics will be notified of the requirements for all Service Bulletins selected for compliance. Recurring bulletins that Maritime Helicopters Director of Maintenance chooses to comply with will be incorporated into the AAIP at the next major revision.

2.11 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS OF ITEMS INSTALLED UNDER FAA FORM 337

The AAIP encompasses all of the inspection requirements for Standard, Optional, STC, and Field Approved equipment installed. While similarly equipped, each aircraft may have slight differences in installed equipment. To determine the applicability of each AAIP inspection form item for a particular aircraft, the mechanic performing the AAIP Inspection must determine if the equipment is installed on the aircraft he/she is performing the AAIP Inspection on by: visual inspection of the equipment, review of the aircraft equipment list, and/or review of form 337 file for each aircraft. If an AAIP inspection form includes equipment which is not installed on a particular aircraft, the Mechanic shall, after determining that the item is not applicable, write "N/A" in the initial block of the AAIP inspection forms.

Instruction for Continued Airworthiness for Major Alterations may be exceeded if allowed in accordance with the instructions listed on each component's Instructions for Continued Airworthiness.

When Major Alterations are made to the aircraft and not included in this AAIP, the checklist or inspection procedures and signature sheet provided either by the modifier or by Maritime Helicopters must be used. These check list/signature sheets will be retained as part of the historical records.

NOTE:

Other reference material may be required to maintain aircraft equipment. Approved data acceptable to the administrator and standard aviation practices may be used.

2.12 CONTRACT MAINTENANCE

All inspections performed on aircraft that are being operated under Maritime Helicopters' Approved Aircraft Inspection Program by maintenance facilities other than Maritime Helicopters' shall be done in accordance with Maritime Helicopters' Approved Aircraft Inspection Program and Maritime Helicopters' Operations Manual. A copy of the AAIP shall be provided and appropriate training for the particular job to be performed.

2.13 REVISIONS

Changes to any portion of Maritime AAIP shall not be made unless the responsible FAA district office first approves them. The program shall be amended whenever the following occurs:

- The issuance of changes to FAR's that affect and pertain to this company's manual, operations, equipment, personnel, or facility.
- Major changes to Manufacturer's inspection methods, limits, and procedures.
- Whenever the administrator of the FAA finds that it is necessary (14 CFR 135.419(f)).

NOTE:

Inspection requirements associated with the installation of new equipment on an aircraft shall be monitored via the computerized tracking system as a separate inspection until the AAIP is revised and FAA approved. Manufacturers' recommendations or manufacturers' inspection program revisions do not, by themselves, justify revision to the AAIP.

A vertical bar (change bar) in the right margin indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page. Fleetwide changes to the preamble or AAIP inspections that are common to multiple aircraft may omit the change bars as they may not accurately indicate all changes.

When revising the AAIP Inspection form, the Revision Number will change for the entire AAIP Inspection. When revising the Table of Contents or the Preamble, a change in the Revision Number will apply to the entire section. Revisions to paragraphs in the Preamble will not have a change bar in Table of Contents unless the title of the paragraph has changed. Only changes to the Table of Contents *itself* will have a vertical bar. *The Log of Effective Pages will not have any change bars due to changes already indicated by referencing Issue Dates.*

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Once the Maritime Helicopters' Approved Aircraft Inspection Program is approved by the responsible FAA district office, the AAIP shall be posted, within a reasonable time, on the Portal, accessible to Maritime Helicopters' personnel through the internet or published in paper and distributed to all bases maintaining that model of aircraft. To allow continuation of work in progress, both revisions, the previous revision and the superseding revision, shall be posted together on the portal for a period of 5 days. Once posted, inspections shall be printed from the newly posted revision.

If the overlap has expired, comply of one of the following steps.

1 If all initialing mechanic(s) is (are) present, print new form and review both forms. Initial all identical items that have been complied with. Perform all additional work added during the revision. Discard the old inspection form.

2 If initialing mechanic(s) is (are) not available, print new inspection form and review both forms. Initial all identical items that have been complied with by mechanics that are available. For identical items complied with by mechanics that are not available, the signing mechanic will initial the block on the new inspection form, with a note to see the item (listed by item number) on the old inspection form and attach that page to the end of the new inspection form. Perform all additional work added during the revision. Discard all other pages of the old inspection form.

When printed from the Portal, a footer comes printed at the bottom of all AAIP Inspection forms. The footer will include the aircraft model, AAIP revision number, and AAIP revision date. It is the responsibility of the signing mechanic to verify that the form used is the current AAIP inspection form posted on the Portal.

2.14 TEMPORARY REVISIONS

Temporary Revisions to the AAIP will be accomplished thru the use of the Temporary Revision (Temp Rev) page. The Temp Rev page is designed to insert important updates into the AAIP in an expeditious manor without having to go thru the entire AAIP revision process.

NOTE:

The Temp Rev page is a **STAND ALONE** document with its own numbering and approval system. No attempt will be made to incorporate temporary revision changes to the AAIP Table of Contents or List of Effected pages.

The Index of Temporary Revisions will list the current AAIP Revision Number in the header. The Table will include: Temp Rev Item Number (TR#), Section, Page, a brief Description of the revision and Date inserted. When a revision is required to the AAIP, a Temporary Revision (TR) will be generated and then entered on the Temporary Revision page, as outlined above. Both the Temp Rev revision page and temporary revision itself shall be submitted to the FAA with approval indicated by signatures and date on the bottom of the Temp Rev page. The Date Approved stamps at the bottom of the page will reflect dates of approval of the most current temporary revision. Each new revision will require an updated approved signature and date from the FAA.

Once approved, the temporary revision shall be inserted before the affected page(s) in the AAIP. These temporary revisions will be indicated by a yellow background. An inserted Temp Rev page will contain both change(s) and instructions to the affected page(s) of the AAIP. When a mechanic accesses an AAIP inspection on the Portal that has a temporary revision, they shall comply with the revision when completing that inspection interval. Completed temporary revisions shall be maintained with the completed inspection intervals paperwork until the next interval occurs for that inspection.

NOTE:

All logged temporary revisions will remain on the Temp Rev page until incorporated into the AAIP during a complete AAIP revision. A full AAIP revision will clear the Temp Rev page of all entries.

2.15 TRAINING

Training on the implementation of the Maritime Helicopters Approved Aircraft Inspection Program shall be conducted on an individual basis. It shall be the inspecting Mechanic's responsibility to read and understand the contents of this AAIP prior to implementing and/or participating in the AAIP.

3 IMPLEMENTATION OF THIS INSPECTION PROGRAM

3.1 HELICOPTERS ELIGIBLE FOR APPROVED INSPECTION PROGRAM

Each additional aircraft and/or engine being placed on or removed from an Approved Aircraft Inspection Program will have a complete record audit to ensure that all required inspections, applicable mandatory service bulletins, Airworthiness Directives and aircraft servicing are current prior to being placed on this AAIP. The time in service calendar or cycles of operation accumulated under the previous program will be applied to determine inspection due time under the new program (14 CFR 91.409). This "phase in" must be approved by the Director of Maintenance.

Except for new helicopters (less than 50 hours total time) being introduced to this AAIP that are not operating on a Part 135 Program or Manufactures Program, a determination shall be made by the Director of Maintenance as to what inspections must be complied with prior to putting the aircraft on to the AAIP program.

3.2 PROCEDURE FOR ENTERING PROGRAM

The following procedures shall be used when entering an aircraft on Maritime Helicopters' Approved Aircraft Inspection Program (AAIP).

- The aircraft registration number, make, model, and serial number shall be on the Operations Specification List of Approved Aircraft.
- The requirements of paragraph 3.1 (Helicopters Eligible for Approved Inspection Program) have been complied with.
- A bridging document will be created and remain on file for 1 year. The document shall determining by outline which inspections must be complied with before bringing the aircraft onto the AAIP. These inspections shall be entered on to the aircraft logbook and signed off before the aircraft entered onto the program.
- Once the bridging requirement inspections have been complied with, the Aircraft and Engine Log Book shall have an entry made stating that the aircraft and engine are now being inspected in accordance with Maritime Helicopters Model EUROCOPTER BO-105Series Approved Aircraft Inspection Program

3.3 PROCEDURE FOR LEAVING PROGRAM

When an aircraft is removed from the Approved Aircraft Inspection Program, it shall be the responsibility of the new owner/operator to assume the responsibility for the safe operation and airworthiness of said aircraft. Maritime Helicopters shall make a logbook entry stating that the aircraft is no longer being maintained on the Maritime Helicopters' Approved Aircraft Inspection Program.

3.4 PROCEDURE FOR INSTALLATION OF REPLACEMENT PARTS

The following procedure shall be used when replacement parts (not maintained under Maritime Helicopters Approved Aircraft Inspection Program) are installed.

- Inspection of new replacement parts or overhauled parts (TSO 0.0) shall be at the next normally scheduled AAIP Inspection following installation.
- Inspection of "loaner part(s)" shall be maintained in accordance with Maritime Helicopters Approved Aircraft Inspection Program.
- Non-standard and life limited serviceable parts (time continued) shall be inspected.

It shall be the installing mechanic's responsibility to determine the "status" of operation accumulated on the part under previous inspection programs prior to installation of the serviceable replacement part. If the "status" of operation accumulated on the part under previous inspection programs cannot be determined, the serviceable part shall be inspected to all previous AAIP Section Inspection allowing it to coincide with the next normally scheduled AAIP Inspection.

3.5 INSPECTION PROCEDURE FOR NEWLY INSTALLED KITS (ACCESSORIES) NOT COVERED BY THIS AAIP

If the manufacturer of a kit (accessory), appliance or product newly installed on the rotorcraft supplies instructions for continued airworthiness, Maritime Helicopters Approved Aircraft Inspection Program shall be revised to incorporate the new instructions for continued airworthiness. AAIP Inspection requirements associated with the installation of new equipment on an aircraft shall be monitored via the computerized tracking system as a separate inspection until the AAIP is revised and FAA approved.

4 PROGRAM OPERATION

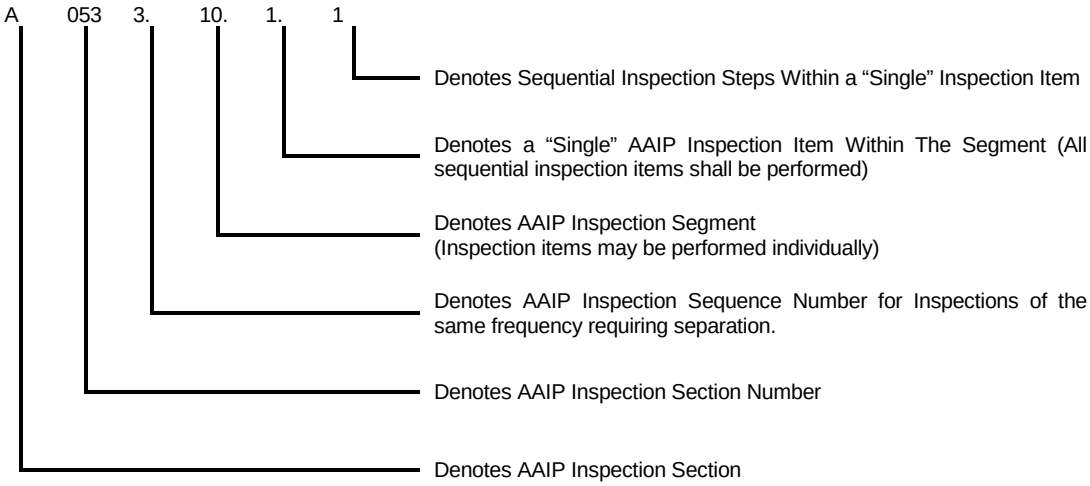
4.1 PERFORMANCE INSTRUCTIONS

An AAIP inspection may be started at any point. An AAIP inspection's due time may be exceeded as allowed by the AAIP inspection's interval. **NOTE: See Paragraph 4.2.1 for limitations of tolerances and calculation of time to next AAIP inspection due.** The aircraft may be returned to service following completion of any single segment of that AAIP inspection, i.e.: Segment A 0353.7, or Segment B0740.2 through B0740.4. All individual AAIP inspection items listed under a single segment, i.e.: C 0353.4.1, C 0353.4.2, C 0353.4.3, C 0353.4.4, etc. through C 0353.4.12 (end of the segment), must be completed. All of the following must occur to return the aircraft to service:

A. Perform complete inspection of the item(s) listed.
B. Initial the appropriate blocks of the AAIP inspection form.
C. Make a logbook entry certifying inspection of the specific item(s) by number and name as part of a specific AAIP Inspection and that this item(s) was determined to be in an airworthy condition. In addition, include the following:
   1. Date completion of work performed.
   2. Aircraft Total Time at completion of work performed.
   3. Type of Certificate and Certificate Number of person approving work performed.
   4. Signature of person approving work performed.

LEGEND

AAIP Inspection Form – Inspection Item Numbering - A 0353.10.1.3



4.2 INSPECTION DUE TIMES

The AAIP has been developed into three Sections: Sections A, B, and C and are independent (stand alone) of one another. They may be performed in conjunction with one another or independently.

Section A applies to airframe inspections and shall be tracked on the aircraft "status sheet" based on airframe total time.
Section B applies to engine inspections and shall be tracked on the engine "status sheet" based on engine total time.
Section C applies to airframe inspections in their FAA approved altered state and shall be tracked on the aircraft "status sheet" based on airframe total time.

4.2.1 INSPECTION TOLERANCE

Inspection tolerances in this AAIP are controlled by the manufacture's requirements. If the manufacturer has no tolerance allowed for an inspection item, the inspection item will be found in a No Tolerance (NT) Inspection or placed in a convenient lower frequency inspection. If the manufacturer has a tolerance for an inspection item and the tolerance is less than 10%, the inspection item will be found in a restricted Tolerance (RT) Inspection or placed in a convenient lower frequency inspection. If the tolerance is at least 10%, the inspection will be placed in an inspection without designators. A statement of "No Tolerances," or "This Inspection is Restricted to (XX Hours or XX Days)," as required, shall be placed in the note section of the header on the AAIP Inspection form.

- Use of the Inspection tolerances are to be considered as non-routine maintenance practice, not standard operating procedure.
- Each AAIP inspection without a designator may be exceeded by 10% of the AAIP inspection's most restrictive interval.
- Each AAIP inspection with a designated NT or No Tolerance shall not exceed any interval.

- Each AAIP inspection with a designated RT or Restricted Tolerance may be exceeded by the stated tolerance (less than 10%) of the AAIP inspection's most restrictive interval.
- Calendar intervals, due to the different ways of calculating the 10 % exceedance, will use the following chart for consistency:

7 Days = None	18 Months = 50 Days	72 Months = 215 Days
30 Days = 3 Days	24 Months = 70 Days	84 Months = 250 Days
60 Days = 6 Days	30 Months = 90 Days	96 Months = 285 Days
90 Days = 9 Days	36 Months = 105 Days	108 Months = 320 Days
180 Days = 18 Days	48 Months = 140 Days	120 Months = 360 Days
12 Months = 35 Days	60 Months = 180 Days	144 Months = 425 Days

- A full segment, defined as all items between the highlighted headings in the AAIP inspection, i.e. the Inspection Section Category, must be completed such as rotor head, tail rotor, tailboom, etc. before further operation of the aircraft.
- For each segment completed, a logbook entry shall be made approving aircraft for return to service as per 14 CFR 43.11, 91.412, 135.443.
- An entry for the completion of the entire AAIP inspection must still be made.
- If the AAIP inspection was completed prior to the scheduled due time, the time to the next AAIP inspection due shall be calculated from the time the first part of the inspection was started for Section A inspections and from when they were originally due for Section B and C inspections.
- If the AAIP Section A inspection was started after the scheduled due time, the time to the next AAIP inspection due shall be calculated from the time it was started. Sections B and C will be figured from when the inspection was originally due: **Not to exceed the stated tolerance of the AAIP inspection's interval (the standard 10% tolerance or stated restriction).**
- For hourly airframe/engine AAIP inspections; once the first segment is completed, the entire AAIP inspection must be completed within 20% of its recurrent due time, i.e. (50 hour - 10 hours), (100 hour - 20 hours), (200 hour - 40 hours) etc. The 20% is not intended, nor allows over flight of any stated inspection tolerances. i.e. If you begin a 100 Hr inspection at 95 hours, you may not use the 20% to finish the inspection at 115 hours; it must be completed by 110 hr (10% tolerance). This same requirement also applies to all RT and NT inspections with regards to over flight.
- Inspections not performed with calendar intervals and retirement times shall continue uninterrupted.
- Once the first segment of an airframe and/or engine calendar AAIP inspection (i.e. 6 month, annual, 12 month, 2 year, etc.) is completed, it shall be completed in its entirety within 30 calendar days. This tolerance is only applicable to AAIP inspections of 6 months or greater. Airframe and/or engine calendar AAIP inspections of less than 6 months shall be completed in their entirety within 15 calendar days once the first segment is completed.

For aircraft repositioned for long term maintenance; calendar AAIP inspection intervals performed during the long term maintenance will start from the date the aircraft is returned to service for all AAIP inspections completed.

4.2.2 SECTION A - AIRFRAME SECTION

The Airframe Maintenance Section constitutes the first portion of the AAIP, which consists of the airframe and any related part (s) or appliance (s). Inspection due times are derived from aircraft total time as accumulated in the aircraft logbook. Calculating the next AAIP Inspection due time shall be determined by adding the published "frequency" (as shown in section 4.3) to the time the first segment was completed.

Refer to the following example:

Scenario 1:

If AAIP inspection A0351 was accomplished in its entirety, at ACTT 100.0 hours, then AAIP inspection A0352 will be next due at ACTT 200.0 hours (published "frequency" is 100 hours).

Scenario: 2

If AAIP inspection A0351 is due at ACTT 400.0 hours, you can open the AAIP inspection and complete the "Main Transmission," "Tailboom Assembly,"," and "Tail Rotor Drive," segments at ACTT 393.0 hours to include a logbook entry. The next day you perform the "Tail Rotor Blade," and "Lubrication System," segments at ACTT 395.0 to include a logbook entry. The next day you perform the "Chip Warning System," "Continuous Ignition System," and "Post Inspection" segments at ACTT 396.0 which now completes AAIP inspection A0351. AAIP inspection A0352 is next due at ACTT 493.0 hours; because the first segment was started at ACTT 393.0 hours and AAIP inspection A0352 is due 100 hours after the completion of A0351.

Scenario 3:

If AAIP inspection A 0352 – 300 Hour inspection is due at ACTT 1250.0 hours, and the AAIP inspection is started at ACTT 1252.0 hours and completed at ACTT 1254.0 hours, then the next 300 Hour AAIP inspection, A0353 is due at ACTT 1352.0 hours, because the A 0352 300 Hour AAIP inspection was started at ACTT 1252.0 hours and the A 0353 is due 100 hours after the completion of A 0352.

NOTE:

For hourly airframe/engine AAIP inspections; Once the first segment is completed, the entire AAIP inspection must be completed within 20% of its recurrent due time, i.e. (50 hour - 10 hours), (100 hour - 20 hours), (200 hour - 40 hours) etc. The 20% is not intended, nor allows over flight of any stated inspection tolerances. i.e. If you begin a 100 Hr inspection at 95 hours, you may not use the 20% to finish the inspection at 115 hours; it must be completed by 110 hr (10% tolerance). This same requirement also applies to all RT and NT inspections with regards to over flight.

The mechanic shall be responsible for installed parts to ensure they enter the AAIP under the proper AAIP inspection (see Section 3.4). If information is unavailable or the mechanic is unable to determine the "inspection" information, they may contact the Director of Maintenance for assistance.

4.2.3 SECTION B - ENGINE

Engine Inspection Section "B" is applicable only to engines installed on Maritime Helicopters Aircraft that have been or will be operated in accordance with this AAIP. Section "B" constitutes the second portion of the AAIP, which consists of the engine and any related part (s) or appliance (s). Inspection due times for Section "B" are based on engine hours of operation. Completion of an overhaul constitutes completion of the complete Section B requirements. Individual segment must be completed and documented prior to aircraft release for service.

4.2.3.1 Installation of a new or overhauled (TSO 0.0) engine

A new or overhauled engine is assumed to have 0.0 hours TSN or 0.0 hours TSO of component operation when installed. Therefore, the individual AAIP Inspections of Section B are due within their respective frequency from the time of install into the airframe.

Scenario 1:

If an engine is installed at AFTT: 1121.0 hours on 6 June 2014. The ENGTT: 2541.0 TSO: 0.0 hours.

a. Since engine TSO is zero, AAIP inspection B0351, B0550 will be due at AFTT: (1121.0 + 50) = 1171.0, (1121.0 + 500) = 1621.0 respectively.
b. Since engine TSO is zero, AAIP inspection B0630 will be due on 31 June 2015 or 1621.0 whichever comes first.

4.2.3.2 Installation of a serviceable (time continued) engine

Hours of engine operation on a serviceable (time continued) engine shall be calculated from the most current maintenance (inspection) activity as indicated in the maintenance record of that component.

Scenario 1:

If an engine is installed at AFTT: 2397.0 hours. The ENGTT: 752.0 TSO: UNK hours.

a. The Rolls-Royce Series Section B AAIP inspection B0550 was the last AAIP inspection performed at 550.0 ENGTT. AAIP inspection B1000 will be performed at ENGTT: 1000.0

4.2.3.3 Inspection due times for Section "B" are based on aircraft hours of operation.

Calculating the next AAIP inspection due time shall be determined by adding the published "frequency" (as shown in section 4.3) to the time the preceding AAIP inspection was started. Refer to the following examples:

Scenario 1:

If AAIP inspection B0352 NT – 300 Hour Inspection was accomplished in its entirety, at ACTT 150.0 hours, then the next AAIP inspection B0353 NT will be next due at ACTT 200.0 hours as N0353 NT it is due 50 hours after the completion of B0352 NT.

NOTE:

For hourly Section A or Section B AAIP inspections; Once the first segment is completed, the entire AAIP inspection must be completed within 20% of its recurrent due time, i.e. (50 hour - 10 hours), (100 hour - 20 hours), (200 hour - 40 hours) etc. The 20% is not intended nor allows over flight of any stated inspection tolerances. i.e. If you begin a 100 Hr inspection at 95 hours, you may not use the 20% to finish the inspection at 115 hours; it must be completed by 110 hr (10% tolerance). This same requirement also applies to all RT and NT inspections with regards to over flight. Individual segment must be completed and documented prior to aircraft release for service

The mechanic shall be responsible for installed parts to ensure they enter the AAIP under the proper AAIP inspection. If information is unavailable or the mechanic is unable to determine the "Inspection" information, they may contact the Director of Maintenance for assistance.

4.2.4 SECTION C - Instructions for Continued Airworthiness

The Instructions for Continued Airworthiness Section constitutes the third portion of the AAIP, which consists of the installed equipment and any related part (s). Inspection due times are derived from aircraft total time as accumulated in the aircraft logbook. If an item is not installed, the mechanic shall place "N/A" in the Initials box for that item.

Calculating the next AAIP inspection due time shall be determined by adding the published "frequency" (as shown in section 4.3) to the time the preceding AAIP inspection was accomplished.

Refer to the following examples:

Scenario 1:

If AAIP inspection C0150 was accomplished in its entirety, at ACTT 100.0 hours, then the next C0150 AAIP inspection will be next due at ACTT 200.0 hours.

Scenario 2:

If AAIP inspection C0150 is due at ACTT 800.0 hours, you can open the AAIP inspection and complete the "Dart Replacement Skid Tubes" segment and the "Onboard Cargo Hook" segment at ACTT 790.0 hours to include a logbook entry. The next day you perform the "Artex ELT" segment, at ACTT 796.0 which now completes AAIP inspection C0050. The Next AAIP inspection C0150 is due at ACTT 890.0 hours; because the first segment was completed at ACTT 790.0 hours and the ICA AAIP inspections C0150 are due every 100 hours.

NOTE:

For hourly airframe/engine AAIP inspections; Once the first segment is completed, the entire AAIP inspection must be completed within 20% of its recurrent due time, i.e. (50 hour - 10 hours), (100 hour - 20 hours), (200 hour - 40 hours) etc. The 20% is not intended, nor allows over flight of any stated inspection tolerances. i.e. If you begin a 100 Hr inspection at 95 hours, you may not use the 20% to finish the inspection at 115 hours; it must be completed by 110 hr (10% tolerance). This same requirement also applies to all RT and NT inspections with regards to over flight.

The mechanic shall be responsible for installed parts to ensure they enter the AAIP under the proper AAIP inspection. If information is unavailable or the mechanic is unable to determine the "Inspection" information, they may contact the Director of Maintenance for assistance.

4.3 SCHEDULE OF INSPECTIONS

4.3.1 SECTION A - AIRFRAME SECTION: Applicable to Applicable to EUROCOPTER BO-105 Series Helicopters

SECTION	FREQUENCY
A 0351	Every 300 Hours, or 12 Months whichever comes first, occurs 100 hours after A 0353
A 0352	Every 300 Hours, or 12 Months whichever comes first, occurs 100 hours after A 0351
A 0353	Every 300 Hours, or 12 Months whichever comes first, occurs 100 hours after A 0352
A 0648	Every 600 Hours, or 48 Months whichever comes first
A 1272	Every 1200 Hours, or 48 Months whichever comes first
A 1700	Every 12 Months
A 1836	Every 1800 Hours, or 36 Months whichever comes first
A 2448	Every 2400 Hours, or 48 Months whichever comes first
A 3048	Every 3000 Hours, or 48 Months whichever comes first
A 4872	Every 4800 Hours, or 72 Months whichever comes first
A 6090	Every 6000 Hours, or 96 Months whichever comes first

4.3.2 SECTION B – POWERPLANT SECTION: Applicable 250-C20 series engine

SECTION	FREQUENCY
B 0230 NT	Every 200 Hours or 6 Months whichever comes first No Tolerance
B 0351 NT	Every 300 Hours or 12 Months whichever comes first, occurs 50 hours after B 0356. No Tolerance
B 0352 NT	Every 300 Hours or 12 Months whichever comes first, occurs 50 hours after B 0351. No Tolerance
B 0353 NT	Every 300 Hours or 12 Months whichever comes first, occurs 50 hours after B 0352. No Tolerance
B 0354 NT	Every 300 Hours or 12 Months whichever comes first, occurs 50 hours after B 0353. No Tolerance
B 0355 NT	Every 300 Hours or 12 Months whichever comes first, occurs 50 hours after B 0354. No Tolerance
B 0356 NT	Every 300 Hours or 12 Months whichever comes first, occurs 50 hours after B 0355. No Tolerance
	NOTE: Due to mission requirements, any two ***consecutive*** inspections of the above 300 hour / 12 Month inspections may be completed at one time. Each will be completed in their entirety, entered and signed off in the aircraft log book. The following 300 hour / 12 Month inspection will then be due 100 hours after the log book aircraft total time sign off. i.e. If you complete A0353NT and B0354NT at the same time, B0355NT is then due 100 hours after completion of B0353NT and B3054NT. **Only 2 consecutive inspections may be performed as a single event.**
B 0550 NT	Every 500 Hours or 12 Months whichever comes first, No Tolerance
B 0600 NT	Every 600 Hours, No Tolerance
B 1000 NT	Every 1000 Hours, No Tolerance
B 1500 NT	Every 1500 Hours, No Tolerance

4.3.3 SECTION C - INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: Applicable to *EUROCOPTER BO-105* Series Helicopters

SECTION	FREQUENCY
C 0150	Every 100 Hours or 6 Months whichever comes first
C 1500	Every 6 Months
C 1500	Every 6 Months

4.4 OPERATIONAL CHECKS AND OPERATIONAL CHECK FLIGHTS

See the "Maritime Helicopters Operations Manual," as revised, for complete instructions concerning operational checks and flights.

4.5 INSPECTIONS AWAY FROM HOME BASE

Inspections away from home base shall be conducted in accordance with the Approved Aircraft Inspection Program and the "Maritime Helicopters Operations Manual," as revised.

5 PAPERWORK

The basic guide to record keeping concerning maintenance, preventative maintenance, rebuilding, and alterations is contained in 14 CFR Part 43.

5.1 PAPERWORK DISTRIBUTION

Completed inspection forms along with the aircraft records shall be returned ***WEEKLY*** to the Homer office and addressed to the DOM, in accordance with the "Maritime Helicopters Operations Manual," as revised.

5.2 DEFERRED DISCREPANCY LOG

See "Section C – Maintenance Operations" of the "Maritime Helicopters Operations Manual," as revised, for complete instructions concerning deferred maintenance.

5.3 AIRWORTHINESS RELEASE OR INSPECTION LOG ENTRY

An airworthiness release or an appropriate entry in the Aircraft Logbook shall be made by an authorized mechanic (as defined in paragraph 2.3) after inspections have been performed on an aircraft.

A. Inspections performed by a FAA Repair Station shall have an airworthiness release signed by a certified and authorized mechanic or inspector.
B. A Maritime Helicopters mechanic shall make an appropriate entry in the Aircraft Logbook and Maintenance Discrepancy worksheet as follows:
   1. A description of work performed.
   2. Date of completion of work performed.
   3. Type of Certificate and Certificate Number of person approving work performed.
   4. Signature of person approving work performed.
C. Inspections completed in accordance with Maritime Helicopters' AAIP shall be made as described in the individual inspection forms.
D. Completion of C above certifies the following:
   1. The entries required by Paragraph C were prepared in accordance with the procedure in Maritime Helicopters' AAIP.
   2. All work was performed in accordance with the requirements of Maritime Helicopters' Approved Aircraft Inspection Program.
   3. All required items were inspected by an authorized mechanic who determined that the work was satisfactorily completed.
   4. So far as the work performed is concerned, the aircraft is in a condition for safe operation.
   5. The signature of the authorized person constitutes the approval for return to service only for the work performed.
E. All components removed or installed that have a time, cycle, RIN, or calendar life limit shall have the total time, time since inspection, time since overhaul, total cycles, total flights/landings, and calendar date, of both the removed and installed items, as applicable. This information will be entered in the Aircraft Logbook, Engine Logbook (s), and Maintenance Discrepancy worksheet as required.
F. Recurring Airworthiness Directives shall require the time and/or date and when the next action is due, to be entered in the Aircraft Logbook, Engine Logbook (s), and Maintenance Discrepancy worksheet as required.
G. All discrepancies noted during AAIP inspection(s) shall be recorded and rectified in the aircrafts logbook before approval to return to service.

5.4 AIRCRAFT "STATUS REPORT"

The Aircraft "Status Report" is designed to be used as a tracking aid for aircraft inspections, component overhauls, airworthiness limitations, AD's, ASB's, FAR requirements, and lubrication intervals. All data is supported by a component record card or a logbook entry.

A. The report breakdown consists of:
   1. Aircraft ID - Registration Number
   2. Model - Of Aircraft
   3. Serial Number - Of Aircraft
   4. Current hours - As of date of last update
   5. Task Code Number – Identification of individual line item
   6. Part Number - Identifies manufacturer's approved part number
   7. Nomenclature - For identification of each line item
   8. Serial Number - Of Component
   9. TSN/TSO at install - Total time of component when installed
   10. Remains - Time before overhaul, retire, or inspection.
   11. Current TSN/TSO - Current time on an item as of last revised status sheet date
   12. Service Life - Manufacturer's assigned service life
   13. The status of all applicable airworthiness directives and recurring manufacturer's alert service bulletins are listed as to next compliance and next due.

B. The Aircraft "Status Report" shall be used as a guide to ensure that time or calendar controlled components, inspections, airworthiness directives and manufacturer's alert service bulletins shall be removed or inspected by the time or date indicated.
C. The Aircraft "Status Report" shall be updated by using the actual aircraft total time logged in the aircraft Logbook.
D. The Director of Maintenance (or designee) will verify all changes to the Aircraft "Status Report" are true and correct.
E. Changes to the Aircraft "Status Report" involving component changes or maintenance complied with shall be submitted by the mechanic and verified for true and correct updates.
F. The Aircraft "Status Report" also includes the AAIP cycle of AAIP inspections for upcoming inspections.
G. All discrepancies noted during AAIP inspection(s) shall be recorded and rectified in the aircrafts logbook before approval to return to service.

5.5 INSPECTION FORMS

Maritime Helicopters Approved Aircraft Inspection Program (AAIP) inspection forms provide the necessary instructions and procedures to conduct aircraft (airframe, engines, rotors, and appliances, including emergency equipment) inspections. Completed Inspection forms will remain on record for each AAIP inspection until superseded by the next same inspection.

5.5.1 INSPECTION ITEMS

Upon satisfactory completion of each AAIP 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 AAIP 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 assuring the AAIP inspection form is current with the AAIP published on the MHI Portal and making the logbook entry shown at the conclusion of this inspection.

NOTE:
If a manufacturer extends (escalates) the recommended inspection interval, Maritime shall request FAA approval for the new manufacturer inspection interval using the Temporary Revision process (2.14) to facilitate compliance until the AAIP has been revised. The request shall be accompanied by a copy of the manufacturer's recommendation.

6 ABBREVIATIONS AND DEFINITIONS

6.1 ABBREVIATIONS:

The following abbreviations may be used in Maritime Helicopters' paperwork procedures:

NOTE: Abbreviations need not be case sensitive as depicted in the listing below. Additional abbreviations may be used if legible and standard to the industry.

AAIP - Approved Aircraft Inspection Program
A/C - Aircraft
AC - Alternating Current
ACFT - Aircraft
ACTT - Aircraft Total Time
AD - Airworthiness Directive
AEC American Eurocopter
A/F - Airframe
AFTT - Airframe Total Time
AHRS - Attitude and Heading Reference System
AIR COND - Air Conditioner
ALF After Last Flight
MH - Maritime Helicopters
MMS - Maritime Maintenance Support Document
MHTD - Maritime Helicopters Technical Document
AOA - Angle of Attack
A/P - Auto Pilot
A & P - Airframe & Powerplant Mechanic
ASB Alert Service Bulletin
C1 Compressor Turbine (Speed, Cycle count, etc.)
C2 Power Turbine (Speed, Cycle count, etc.)
CAT Computer Aided Testing kit
CEB - Commercial Engine Bulletin
CH - Chapter
CL - Calendar
CAT - Computer Aided Test
CECG Corrosion and Erosion Control Guide
CFR Code of Federal Regulations
CMM Component Maintenance Manual
CRO Component Overhaul and Repair Manual
CSL - Commercial Service Letter
C/W - Complied With
CYL - Cycle
DC - Direct Current
ELT - Emergency Locator Transmitter
EMER - Emergency
ENG - Engine
ENGTT - Engine Total Time
FAA - Federal Aviation Administration
CFR - Code of Federal Regulations – Title 14
F/C - Fuel Control
FOD - Foreign Object Damage
GOV - Governor
G/B - Gearbox
GMM General Maintenance Manual
H/C Helicopter
HRS - Hours
IA - Inspection Authorization
I/A/W In Accordance With
IFR - Instrument Flight Rules
INSP - Inspection
L/H - Left Hand
LL - Life Limited
MON Months
MEL - Minimum Equipment List
MOC - Maintenance Operational Check
MM - Maintenance Manual
N1 Compressor Turbine (Speed, Cycle count, etc.)
N2 Power Turbine (Speed, Cycle count, etc.)
N/A - Not Applicable
Ng Compressor Turbine (Speed, Cycle count, etc.)
Np Power Turbine (Speed, Cycle count, etc.)
NT No Tolerance
NFPA - National Fire Protection Association
No. Number
NR Rotor (speed)
NT No Tolerance
OC - On Condition
OH - Overhaul
OPS CK - Operational Check
OPS CK FLT - Operational Check Flight
PARA Paragraph
PIB Patient Isolation Barrier
PROP Propeller
P/C/W - Previously Complied With
PMA - Parts Manufacturer Approval
P/N - Part Number
RB Rotor Brake
RT Restricted Tolerance
REF - Reference
RIN - Retirement Index Number
R/H - Right Hand
RFM - Rotorcraft Flight Manual
RFMS - Rotorcraft Flight Manual Supplement
RR - Rolls-Royce
RT Restricted Tolerance
SB - Service Bulletin
SLL Service Life Limit
S/N - Serial Number
SOAP Spectrographic Oil Analysis Program
SRM Structural Repair Manual
STD - Standard
SI - Service Instruction
STC - Supplemental Type Certificate
TB - Technical Bulletin
TCU - Torque Control Unit
TRDS - Tail Rotor Drive Shaft
TSI - Time Since Inspection
TSO - Time Since Overhaul
TSN - Time Since New
TSR Time Since Repair
TT - Total Time
VFR - Visual Flight Rules
VEMD Vehicle Engine Multifunctional Display
YRS Years
W&B - Weight and Balance

6.2 DEFINITIONS

For definitions not in this paragraph, refer to 14 CFR Part 1.

AIRWORTHY: Two conditions must be met for an aircraft to be considered "airworthy."

1) The aircraft must conform to its type certificate (design) or properly altered state.
2) The aircraft must be in condition for safe operation.

NOTE: IF EITHER OF THESE CONDITIONS ARE NOT MET, THE AIRCRAFT WOULD BE CONSIDERED NOT AIRWORTHY.

CHECK: Examinations in the form of comparisons with stated standards for the purpose of verifying condition, accuracy, and tolerance.

DAILY: A 24 hour period of time beginning at midnight;
(0000 through 2359 military time or 12:00.00 a.m. through 11:59.59 p.m.)

INSPECTION DESIGNATOR: The inspection designator in the Maritime AAIP Inspection shall indicate:

1) NT: No Tolerance allowed in this inspection, no overflight available.
2) RT: Restricted Tolerance, must comply with this inspection within the tolerances allowed.

EXAMINE: Look at the condition of an item for the following:

Chafing	Distortion	Contamination	Fractures	Cracks
Corrosion	Fraying	Leaks	Scoring	Deterioration
Wear	Loose or missing rivets	Insecurity of attachment	Faulty / broken locking devices	
Loose clips or fasteners		Discoloration due to overheating		

FILL: Fill to the correct level, pressure, or quantity. This also includes where necessary the following:

1) Remove caps or covers,
2) Examine caps, covers, gaskets, seals,
3) Install caps, covers,
4) Install locking devices if appropriate.

FUNCTIONAL TEST: This test is used to ascertain that a system or component is functioning properly in all aspects in conformance with minimum acceptable design specifications. This test may require the use of supplemental ground support equipment or bench test equipment.

"HOME BASE" OF OPERATION Is an Maritime maintenance station where:

1) The subject aircraft is normally located, and
2) Maritime maintenance personnel are normally on duty.

INCLUDES: Means "includes but is not limited to."

INSPECTION: Utilizing acceptable methods, techniques, and practices to determine physical condition and detect defects.

INSTALL: Put a component in the correct position and attach it correctly.

LOANER PART: A part (refer to definition) temporarily being utilized as a replacement for some other original part being repaired.

LONG TERM MAINTENANCE: Maintenance that requires the aircraft is taken out of service and relocated to a repair station.

LUBRICATE: Apply lubricant.

MAINTENANCE: Inspections, overhaul, repair, preservation, and the replacement of parts, but excludes preventative maintenance.

MAY: Has been used only when application of a procedure is optional.

REMOVE: Disconnect a component or system and move it from its correct position.

NEED NOT: Has been used only when application of a procedure is optional.

NO TOLERANCE INSPECTION: An AAIP Inspection that has no overfly, the inspection must be performed on or before to the due time.

6.2 DEFINITIONS (continued)

OPERATIONAL TEST: Operation of aircraft components, appliances, or systems to evaluate functional performance while installed in the aircraft.

PART(s): Is defined as a "Product" which means an aircraft, aircraft engine, or propeller. It includes components and parts of aircraft, of aircraft engines, and of propellers (rotors); also parts, materials, and appliances.

PORTAL: Maritime Helicopters' intranet, accessible by Maritime Helicopters' personnel through the internet.

PREVENTATIVE MAINTENANCE: Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.

RESTRICTED TOLERANCE INSPECTION: An AAIP Inspection has a tolerance less than 10%, the inspection must be performed prior to the due time plus the allowed overflight.

REPLACE: Remove an item and install a new or serviceable item in its place.

SERVICEABILITY: Documentation that a part: a) has been manufactured or, b) is (or has been maintained) in an airworthy condition, according to the FAR's.

SHALL: Has been used only when application of a procedure is mandatory.

SHOULD: Has been used only when application of a procedure is recommended.

STANDARD PARTS: Parts conforming to established industry or United States specifications (such as bolts and nuts) (refer to 14 CFR Part 21 Subpart K).

TEST: Operation of aircraft components, appliances, or systems to evaluate functional performance.

TRACEABILITY: Historical evidence that shall include the requirements of 14 CFR Part 21, 14 CFR Part 91.417 (Maintenance Records), and 14 CFR Part 43.

WILL: Has been used only to indicate futurity, never to indicate mandatory procedure.

7 FORMS

Helicopter Log Page ..... Page 7-2

HELICOPTER LOG

Disc #	P/N Off	S/N Off	P/N On	S/N On	Next Inspection Due	Due at A/C Hours/Date
					Fire Extinguisher Monthly	

DISCREPANCY	ATA/MEL	CORRECTIVE ACTION

#1 ENG PWR CHK	Std Alt @ 2992 PA -	TOT/MGT -	OAT C -	TORQUE -	N1 / NG -	ROTOR RPM / N2 – 100%	RESULT
#2 ENG PWR CHK	Std Alt @ 2992 PA -	TOT/MGT -	OAT C -	TORQUE -	N1 / NG -	ROTOR RPM / N2 – 100%	RESULT

Time Record	Hobbs Time	Aircraft Total Time		Pilot Name	Time Today	Start 1	Start 2	Take Off	Sling Load
Stop:		Time C/F:							
Start:		Time Today:							
Total:		ACTT:							

PREFLIGHT INSPECTION COMPLETED. THIS AIRCRAFT IS DEEMED AIRWORTHY AND SATISFACTORY FOR OPERATIONAL FLIGHT:

SIGNATURE CERTIFICATE NUMBER & CERTIFICATE TYPE

N#	Aircraft Model	Location/Base	DATE: 00/00/00 Format

LOG No. 00001

SECTION: A 0351 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

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

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0351.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 0351.2	**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.		
A 0351.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's access during this AAIP inspection.		
A 0351.4	**MAIN TRANSMISSION**		
4.1	Inspect magnetic plug of main transmission for deposits and clean magnetic plug	11-18	
4.2	Inspect filter element for deposits.	11-13	
4.3	Change oil, inspect and clean filter element	11-4, 11-13	
A 0351.5	**TAIL BOOM ASSEMBLY**		
5.1	Remove tail rotor shaft fairing and visually inspect in the vicinity of the three bearing brackets (P/N 105--30251.17/.18/.19) for cracks. Refer to AB 15 for further limitations		
	Effectivity; Tail boom assemblies up to S/N 350, if AB 15 not accomplished:		
5.2	Inspect tail rotor gearbox attach fitting in vertical fin for loose rivets and cracks	31-2, step 5.	
A 0351.6	**TAIL ROTOR DRIVE**		
6.1	Visually inspect flange housing transition area for cracks and conditions indicating presence of cracks, such as oil leakage and accumulation of dirt	32-56	
	Effectivity; "Single webbed" type of gearbox housing (see Fig. 32-23):		

SECTION: A 0351 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0351.7	**TAIL ROTOR**		
7.1	Without disassembly, inspect spherical bearings in fork end of tail rotor shaft for play	33-21, step 1.c	
7.2	Inspect flapping hinge function.	33-4, step 3	
7.3	Remove bolt connecting tail rotor shaft to tail rotor head, and clean and inspect bolt for condition	33-21, step 1.e.	
A 0351.8	**TAIL ROTOR BLADE**		
8.1	Inspect tail rotor blade for impact damage and cracks in surface protection. The cover tape in the nose area does not have to removed.	34-2, steps 2., 4., 6. thru 9., 12., 13.	
	Effectivity; Pre SB BO 105--30--112: all tail rotor blades except P/N: 105-31791, 105--317915, 105--31793, 105--31970, 105--31980 Post SB BO 105--30--112: all tail rotor blades except BO 105 CBS--5KLH and BO 105 CB--3		
A 0351.9	**LUBRICATION SYSTEM**		
9.1	Visually inspect baffle plate, located between oil cooler and fan, and attaching clamps for cracks		
	Effectivity; Ram air ventilation not installed		
A 0351.10	**CHIP WARNING INDICATION**		
10.1	Inspect electrical chip detector on main transmission for deposits, then clean and functionally check chip detector	845-5	
10.2	Inspect magnetic plugs of tail rotor gearbox and intermediate gearbox for deposits and clean magnetic plugs	32-56	
A 0351.11	**CONTINUOUS IGNITION SYSTEM**		
11.1	Check spark igniters for condition	857-4	
A 0351.11	**POST INSPECTION**		
11.1	Ensure applicable servicing requirements have been carried out.		
11.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
11.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
11.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
11.5	Perform Functional Check Flight if required per BO 105 Maintenance Manual or RFM as appropriate.		
11.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0351 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 0351 – 300 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 Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: A 0352 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

3Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Location: _____

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0352.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 0352.2	**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.		
A 0352.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's access during this AAIP inspection.		
A 0352.4	**MAIN TRANSMISSION**		
4.1	Inspect magnetic plug of main transmission for deposits and clean magnetic plug	11-18	
4.2	Inspect filter element for deposits. Clean filter if applicable.	11-13	
A 0352.5	**TAIL BOOM ASSEMBLY**		
5.1	Remove tail rotor shaft fairing and visually inspect in the vicinity of the three bearing brackets (P/N 105--30251.17/.18/.19) for cracks. Refer to AB 15 for further limitations		
	Effectivity; Tail boom assemblies up to S/N 350, if AB 15 not accomplished:		
5.2	Inspect tail rotor gearbox attach fitting in vertical fin for loose rivets and cracks	31-2, step 5.	
A 0352.6	**TAIL ROTOR DRIVE**		
6.1	Visually inspect flange housing transition area for cracks and conditions indicating presence of cracks, such as oil leakage and accumulation of dirt	32-56	
	Effectivity; "Single webbed" type of gearbox housing (see Fig. 32-23):		

SECTION: A 0352 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.2	Change oil of intermediate gearbox.	32-9	
6.3	Change oil of tail rotor gearbox.	32-9	
A 0352.7	**TAIL ROTOR**		
7.1	Remove tail rotor blade.	34-2 steps 2, 4 thru 9, 12, 13	
7.2	Inspect the blades for following:		
7.2.1	Erosion protection for debonds.		
7.2.2	Attachment area for damages		
7.2.3	Cracks in surface protection.		
	NOTE; It is not necessary to remove the cover tape in the nose shell area.		
7.2.4	Impact damage and cracks in surface protection. The cover tape in the nose area does not have to removed.	34-2, steps 2., 4., 6. thru 9., 12., 13.	
	Effectivity; Pre SB BO 105--30--112: all tail rotor blades except P/N: 105-31791, 105--317915, 105--31793, 105--31970, 105--31980 Post SB BO 105--30--112: all tail rotor blades except BO 105 CBS--5KLH and BO 105 CB--3		
7.3	Without disassembly, inspect spherical bearings in fork end of tail rotor shaft for play	33-21, step 1.c	
7.4	Inspect flapping hinge function.	33-4, step 3	
7.5	Grease ball bearing of sliding sleeve	33-27 step 13	
7.6	Grease splines of tail rotor shaft for sliding sleeve	33-27 step 13	
7.7	Remove bolt connecting tail rotor shaft to tail rotor head, and clean and inspect bolt for condition	33-21, step 1.e.	
7.8	Install tail rotor blade.	34-2 steps 2, 4 thru 9, 12, 13	

SECTION: A 0352 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0352.8	**LUBRICATION SYSTEM**		
8.1	Visually inspect baffle plate, located between oil cooler and fan, and attaching clamps for cracks		
	Effectivity; Ram air ventilation not installed		
A 0352.9	**CHIP WARNING INDICATION**		
9.1	Inspect electrical chip detector on main transmission for deposits, then clean and functionally check chip detector	845-5	
9.2	Inspect magnetic plugs of tail rotor gearbox and intermediate gearbox for deposits and clean magnetic plugs	32-56	
A 0352.10	**CONTINUOUS IGNITION SYSTEM**		
10.1	Check spark igniters for condition	857-4	
A 0352.11	**POST INSPECTION**		
11.1	Ensure applicable servicing requirements have been carried out.		
11.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
11.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
11.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
11.5	Perform Functional Check Flight if required per BO 105 Maintenance Manual or RFM as appropriate.		
11.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0352 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 0352 – 300 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 Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: A 0353 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

1Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Location: _____

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0353.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 0353.2	**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.		
A 0353.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's access during this AAIP inspection.		
A 0353.4	**MAIN TRANSMISSION**		
4.1	Inspect magnetic plug of main transmission for deposits and clean magnetic plug	11-18	
4.2	Inspect filter element for deposits. Clean filter if applicable.	11-13	
A 0353.5	**TAIL BOOM ASSEMBLY**		
5.1	Remove tail rotor shaft fairing and visually inspect in the vicinity of the three bearing brackets (P/N 105--30251.17/.18/.19) for cracks. Refer to AB 15 for further limitations		
	Effectivity; Tail boom assemblies up to S/N 350, if AB 15 not accomplished:		
5.2	Inspect tail rotor gearbox attach fitting in vertical fin for loose rivets and cracks	31-2, step 5.	
A 0353.6	**TAIL ROTOR DRIVE**		
6.1	Visually inspect flange housing transition area for cracks and conditions indicating presence of cracks, such as oil leakage and accumulation of dirt	32-56	
	Effectivity; "Single webbed" type of gearbox housing (see Fig. 32-23):		

SECTION: A 0353 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0353.7	**TAIL ROTOR**		
7.1	Without disassembly, inspect spherical bearings in fork end of tail rotor shaft for play	33-21, step 1.c	
7.2	Inspect flapping hinge function.	33-4, step 3	
7.3	Remove bolt connecting tail rotor shaft to tail rotor head, and clean and inspect bolt for condition	33-21, step 1.e.	
A 0353.8	**TAIL ROTOR BLADE**		
8.1	Inspect tail rotor blade for impact damage and cracks in surface protection. The cover tape in the nose area does not have to removed.	34-2, steps 2., 4., 6. thru 9., 12., 13.	
	Effectivity; Pre SB BO 105--30--112: all tail rotor blades except P/N: 105-31791, 105--317915, 105--31793, 105--31970, 105--31980 Post SB BO 105--30--112: all tail rotor blades except BO 105 CBS--5KLH and BO 105 CB--3		
A 0353.9	**LUBRICATION SYSTEM**		
9.1	Visually inspect baffle plate, located between oil cooler and fan, and attaching clamps for cracks		
	Effectivity; Ram air ventilation not installed		
A 0353.10	**CHIP WARNING INDICATION**		
10.1	Inspect electrical chip detector on main transmission for deposits, then clean and functionally check chip detector	845-5	
10.2	Inspect magnetic plugs of tail rotor gearbox and intermediate gearbox for deposits and clean magnetic plugs	32-56	
A 0353.11	**CONTINUOUS IGNITION SYSTEM**		
11.1	Check spark igniters for condition	857-4	
A 0353.12	**HYDRAULIC SYSTEM**		
12.1	Change hydraulic fluid.	43-6	
12.2	Inspect flat springs of hydraulic system II for correct functioning.	43-19	
12.3	Grease splines of hydraulic pump drive shaft.	43-27, 43-29	
12.4	Change filter elements	43-31, 43-32	
	Note: If the hydraulic unit was not returned to service after filter replacement, the filter need not be replaced again until 2 years after return to service		
A 0353.13	**MAIN ROTOR CONTROLS**		
13.1	Inspect bearing forks of swashplate control ring and swashplate bearing ring for cracks	41-3 step 4.d	
13.2	Grease swashplate bearing	41-74	

SECTION: A 0353 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0353.14	**POST INSPECTION**		
14.1	Ensure applicable servicing requirements have been carried out.		
14.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
14.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
14.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
14.5	Perform Functional Check Flight if required per BO 105 Maintenance Manual or RFM as appropriate.		
14.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0353 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 0353 – 300 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 Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: **A 0648 – AIRFRAME INSPECTION PROGRAM**
TYPE: **600 HOUR / 48 MONTH INSPECTION**
NOTE:

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

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0648.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 0648.2	**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.		
A 0648.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's access during this AAIP inspection.		
A 0648.4	**MAIN TRASMISSION**		
4.1	Inspect main transmission and attached parts for condition.	11-3 step 1. thru 16.	
4.2	Remove magnetic plug and inspect for deposits, clean and test for magnetic retaining force.	11-17, 11-18, 11-19, 02-14	
4.3	Remove freewheel unit and inspect for condition.	11-60, 11 -64, 11-67	
	EFFECTIVITY: Borg Warner free wheel unit P/N 4638202007		
4.4	Inspect and cleaning of oil filter	11 - 13	
	EFFECTIVITY: Post SB 80105-10-126		

SECTION: A 0648 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 48 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0648.5 ROTOR BRAKE SYSTEM		
5.1 Inspect rotor brake system for condition	12-3	
A 0648.6 MAIN ROTOR SYSTEM		
6.1 Inspect main rotor system for condition	13-3	
6.2 Remove primary bolts and secondary bolts, clean and inspect for condition; crack inspection not necessary	13-10, -11, -14, -16, -17, -18	
A 0648.7 MAIN ROTOR BLADE		
7.1 Inspect main rotor blade for condition	14-2 OR 14-3	
NOTE: Note following when inspecting erosion protective shells for debonding: When first-time debonds are found, or existing debonds have increased in area, the inspection shall be repeated after 50Fh. Only when an inspection has revealed no further debonding do the periodic inspection intervals re-apply		
A 0648.8 FUSELAGE		
8.1 Inspect following frames for cracks:		
8.1.1 Upper corners of frames 7, 8, 9, forward and aft, and diagonal frame and frame 10.		
8.1.2 Lower frame segments 7 and 8.		
NOTE: Stop-drill cracks. Repair any cracks in the upper area of frames 7 and 9 and diagonal frame within the next 50Fh. Repair any cracks in the upper area of frames 8 and 10 and in the lower area of frames 7 and 8 within the next 600Fh. Check for crack propagation every 200Fh. Repair cracks which show propagation within the next 50Fh.		
8.2 Inspect landing gear mounting brackets and surrounding fuselage area for condition	21-3, step 10.	
8.3 Inspect transmission strut attach fittings and engine mount attach fittings for condition and inspect fuselage area adjacent to attach fittings for loose rivets and cracks	21-3, step 5 and 7	
8.4 Clean, grease and functionally check jettison device of cockpit doors. Renew lead wire seal.	21-4	
8.5 Ensure drain holes are not obstructed.	21-3, step 4.	
A 0648.9 TAILBOOM		
9.1 Inspect tail boom assembly for condition.	31-2	

SECTION: A 0648 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 48 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0648.10	**TAIL ROTOR DRIVE**		
10.1	Inspect tail rotor drive for condition	32-3	
10.2	Remove magnetic plugs of intermediate gearbox and tail rotor gearbox and test their magnetic retaining force	32-9, 02-14	
A 0648.11	**TAIL ROTOR**		
11.1	Inspect tail rotor for condition	33-4, step 1 -- 7	
11.2	Remove and inspect blade mounting forks for condition. **EFFECTIVITY:** Tail rotor blade mounting forks made from aluminum alloy P/N 105--31711, 105--31722	33-14 thru 33-18	
11.3	Remove bellcrank assy and inspect for condition	33-9 thru 33-12	
11.4	Check ball bearings of sliding sleeve for proper running and absence of play.	33-27, step 14	
A 0648.12	**TAIL ROTOR BLADE**		
12.1	Inspect tail rotor blades for condition.	34-2	
A 0648.13	**MAIN ROTOR CONTROLS**		
13.1	Inspect flight control components (boosted section of flight controls) located above hydraulic system including swash plate for condition	41-3	
13.2	Check swash plate bearing for proper running.	41-73	
13.3	Check rigging of collective control forces.	102-16, step 9.	
13.4	Clean swash plate sliding surface on support tube. Move swash plate to uppermost position to expose sliding surface. Use cleaning solvent (CM 201, 202 or 217)		

SECTION: A 0648 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 48 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
13.5 Visually inspect the seals on the upper rod ends of the following control rods for condition;		
13.5.1 Vertical control rods below hydraulic unit (3 off)	41-3	
13.5.2 Control rods between hydraulic unit and mixing lever assy (3 off)		
13.5.3 Rotating control rods (4 off)		
13.6 Visually inspect reinforcement sleeves on control rod ends for cracks. Replace cracked control rods.		
EFFECTIVITY: Rotating control rods P/N 105-13121; Distinguishing feature of control rod: O.D. of tube is 20 mm		
A 0648.14 TAIL ROTOR CONTROLS		
14.1 Visually inspect the seals on rod ends and clevis for damage on the following;		
14.1.1 Control rod in the tail boom	42-3	
14.1.2 Control rod in vertical fin (upper clevis)		
14.2 Visual inspect sealing of blind hole in fork end for damage in control rod in vertical fin.		
A 0648.15 HYDRAULIC SYSTEM		
15.1 Inspect switchover control linkage for play.	43-17 or 43-17A	
15.2 Inspect hydraulic system for condition.	43-11	
15.3 Spray-coat N2-lever (droop-compensation) with corrosion preventive compound (CM 508).		
15.4 Check filter contamination indicator (lateral indicator pin configuration).	43-14	
15.5 Functionally test hydraulic system	43-15	
15.6 Perform ground run check of selector valve setting.	43-16 or 43-16A	
15.7 Inspect system 1 selector valve for corrosion.	43-13	
A 0648.16 LANDING GEAR		
16.1 Inspect landing gear for condition.	51-2	
16.2 Inspect the internal cross tubes for corrosion	51-2	

SECTION: A 0648 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 48 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0648.17	**FUEL SYSTEM**		
17.1	Perform functional test and leakage test of fuel shutoff valves.	92-82, 92-83	
A 0648.18	**LUBRICATION SYSTEM**		
18.1	Inspect lubrication system for condition.	63-3	
18.2	Remove oil drain plugs of oil tank and test the magnetic retaining force of their respective magnetic plugs	63-4, step 1.b, 02-14	
A 0648.19	**STANDARD EQUIPMENT**		
19.1	Inspect pilot and copilot seats for condition.	701-2	
19.2	Inspect cabin equipment for condition.	702-2	
19.3	Inspect cabin ventilation for condition, check for function.	704-2	
19.4	Inspect identification and other markings for legibility, and adhesive-backed decals for damage and proper adhesion.		
19.5	Inspect harnesses, buckles and inertia reels for condition.	701-2 step 5., 6. and 7.	
A 0648.20	**INSTRUMENT SYSTEM**		
20.1	Ventilate dual torque indication system.	91-57	
20.2	Inspect instruments for condition.	91-4	
20.3	Clean and drain pitot-static system, inspect for condition and check for function.	91-9 thru 91-12	
20.4	Calibrate TOT indication system. (Requires Barfield)	91-45	
20.5	Inspect instrument panel, center panel and overhead panel for presence, legibility and security of labels and placards.		
	NOTE: Replace missing placards and rebond separated placards		
A 0648.21	**ELECTRICAL SYSTEM**		
21.1	Inspect battery bonding jumper for tight installation and unimpaired surface protection.		
21.2	Check voltage regulator setting. (Requires calibrated volt meter)	92-17	
21.3	Inspect socket of anti-collision light for condition.	92-116	

SECTION: A 0648 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 48 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0648.22	**LONG RANGE FUEL TANK**		
22.1	Check long range fuel tank for condition (If tank remains installed)	831-4	
A 0648.23	**CHIP WARNING INDICATION**		
23.1	Remove chip detector, check, clean, test for function and test magnetic retaining force. (Ball bearings required)	845-4, 5, 6 02-14	
A 0648.24	**MAIN ROTOR BLADE FOLDING SYSTEM**		
24.1	Remove locking lever assembly, clean and inspect for condition (crack inspection not required)	854-3, step 1	
24.2	Remove locking lever assembly;		
24.2.1	Clean and inspect nickel-plated bolts for condition and provide with corrosion protection (crack inspection not required)	854-3. step 1.a and 854-4, step 2.f	
24.2.2	Clean and inspect solid film lubricant-coated bolts for condition (crack inspection not required). Coat bolt with lubricant (CM146)	854-3, step 1.b and 854-4, step 2.g	
A 0648.25	**CONTINUOUS IGNITION SYSTEM**		
25.1	Check spark igniters for condition.	857-4	
25.2	Visually inspect noise suppressor and accessible parts of wiring for condition.	857-4	
A 0648.26	**POST INSPECTION**		
26.1	Ensure applicable servicing requirements have been carried out.		
26.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
26.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
26.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
26.5	Perform Functional Check Flight if required per BO 105 Maintenance Manual or RFM as appropriate.		
26.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0648 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 48 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 0648 – 600 Hour / 48 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: A 1272 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR / 72 MONTH INSPECTION
NOTE:

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

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1272.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 1272.2	**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.		
A 1272.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's access during this AAIP inspection.		
A 1272.4	**MAIN ROTOR BLADE**		
4.1	Remove main rotor blade and inspect for condition.	14-4, 14-5	
	NOTE: Note following when inspecting erosion protective shells for debonding: When first-time debonds are found, or existing debonds have increased in area. the inspection shall be repeated after 50Fh. Only when an inspection has revealed no further debonding do the periodic inspection intervals re-apply.		
A 1272.5	**TAIL ROTOR**		
5.1	Measure play between blade mounting fork and inner sleeve	33-16, step 1.	
5.2	Remove bolts connecting laminated strap pack to blade mounting forks, and inspect for condition	33-16, step 5.	
A 1272.6	**TAIL ROTOR CONTROLS**		
6.1	Inspect tail rotor controls for condition.	42-3	
A 1272.7	**ELECTRICAL**		
7.1	Inspect components of electrical l system for condition	92-4	

SECTION: A 1272 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR / 72 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1272.8	**ENGINE**		
8.1	Remove engine mounts and inspect for condition. NOTE: If the associated engine is to be removed within 600Fh after the inspection is due, the inspection can be performed concurrently with engine removal.	61-8 thru 61 -19	
A 1272.9	**POST INSPECTION**		
9.1	Ensure applicable servicing requirements have been carried out.		
9.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
9.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
9.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
9.5	Perform Functional Check Flight if required per BO-105 Maintenance Manual or RFM as appropriate.		
9.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 1272 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR / 72 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 1272 – 1200 Hour / 72 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

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

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1700.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 1700.2	**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.		
A 1700.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's access during this AAIP inspection.		
A 1700.4	**MAIN TRASMISSION**		
4.1	Visually inspect area of support tube flange for cracks	11-3, step 12.	
4.2	Remove magnetic plug and inspect for deposits, clean and test for magnetic retaining force - Requires special weighted ball bearings	11-17, 11-18, 11-19, 02-14	
4.3	Inspect transmission mounting struts for condition.	11-3, step 10.	
	EFFECTIVITY: Transmission mounting struts P/N 105--10161 and 105--10162:		
A 1700.5	**FUSELAGE**		
5.1	Inspect landing gear mounting brackets and surrounding fuselage area for condition	21-3, step 10.	
5.2	Clean, grease and functionally check jettison device of cockpit doors. Renew lead wire seal	21-4	

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1700.6 TAIL ROTOR DRIVE		
6.1 Remove magnetic plugs of intermediate gearbox and tail rotor gearbox and test their magnetic retaining force - Requires special weighted ball bearings	32-9, 02-14	
A 1700.7 MAIN ROTOR CONTROLS		
7.1 Check rigging of collective control forces - Requires hydraulic mule.	102-16, step 9.	
7.2 Clean swash plate sliding surface on support tube. Move swash plate to uppermost position to expose sliding surface. Use cleaning solvent (CM 201, 202 or 217)		
7.3 Visually inspect the seals on the upper rode ends of the following control rods for damage/condition;		
7.3.1 Vertical control rods below hydraulic unit (3 off)	41-3	
7.3.2 Control rods between hydraulic unit and mixing lever assy (3 off)		
7.3.3 Rotating control rods (4 off)		
7.4 Visually inspect reinforcement sleeves on control rod ends for cracks. Replace cracked control rods.		
EFFECTIVITY: Distinguishing feature of control rod: O.D. of tube is 20 mm		
A 1700.8 TAIL ROTOR CONTROLS		
8.1 Visually inspect the seals on rod ends and clevis for damage on the following;		
8.1.1 Control rod in the tail boom	42-3	
8.1.2 Control rod in vertical fin (upper clevis)		
8.2 Visual inspect sealing of blind hole in fork end for damage in control rod in vertical fin.		
A 1700.9 HYDRAULIC SYSTEM		
9.1 Inspect hydraulic system for condition.	43-11	
9.2 Spray-coat N2-lever (droop-compensation) with corrosion preventive compound (CM 508).		
9.3 Check filter contamination indicator (lateral indicator pin configuration).	43-14	
9.4 Perform ground run check of selector valve setting.	43-16 or 43-16A	
9.5 Inspect system 1 selector valve for corrosion.	3-13	

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1700.10	**FUEL SYSTEM**		
10.1	Check fuel differential pressure switch for function.	62-39	
10.2	Perform functional test and leakage test of fuel shutoff valves.	92-82, 92-83	
A 1700.11	**LUBRICATION SYSTEM**		
11.1	Remove oil drain plugs of oil tank and test magnetic retaining force of each plug - Requires special weighted ball bearings.	63-4, step 1.b., 02-14	
A 1700.12	**STANDARD EQUIPMENT**		
12.1	Inspect the following:		
12.1.1	Harnesses, buckles and inertia reels for condition	701-2 step 5, 6 and 7	
12.1.2	Cabin equipment for condition	702-2	
12.1.3	Cabin ventilation for condition, check for function	704-2	
12.1.4	Interior paneling and floor covering for condition	703-2	
12.1.5	Identification and other markings for legibility, and adhesive-backed decals for damage and proper adhesion		
A 1700.13	**INSTRUMENT SYSTEM**		
13.1	Ventilate dual torque indication system.	91-57	
13.2	Inspect instruments for condition.	91-4	
13.3	Clean and drain pitot-static system, inspect for condition and check for function	91-9 thru 91-12	
13.4	Inspect magnetic compass for condition and function and compensate magnetic compass - Requires master compass	91-24 thru 91-26	
13.5	Calibrate TOT indication system - Requires Barfield	91-45	
13.6	Inspect instrument panel, center panel and overhead panel for presence, legibility and security of labels and placards NOTE: Replace missing placards and rebond separated placards		

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1700.14	**ELECTRICAL SYSTEMS**		
14.1	Inspect socket of anti-collision light for condition.	92-116	
14.2	Inspect battery--temperature warning.	92--34E	
14.3	Inspect battery connector and cable.	92--28 step 1	
A 1700.15	**CHIP WARNING INDICATION**		
15.1	Remove chip detector and test magnetic retaining force - Requires special weighted ball bearings.	845-4, 845-6, 02-14	
A 0051.16	**POST INSPECTION**		
16.1	Ensure applicable servicing requirements have been carried out.		
16.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
16.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
16.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
16.5	Perform Functional Check Flight if required per BO-105 Maintenance Manual or RFM as appropriate.		
16.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 1700 – 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 Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: A 1836 – AIRFRAME INSPECTION PROGRAM
TYPE: 1800 HOUR / 36 MONTH INSPECTION
NOTE:

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

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1836.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 1836.2	**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.		
A 1836.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's access during this AAIP inspection.		
A 1836.4	**FUSELAGE**		
4.1	Visually inspect frame 2L of tail boom (fuselage side) for cracks	21-3	
4.2	Visually inspect connecting flange of tail boom (fuselage side) and adjacent fuselage areas for condition and cracks, using a magnifying glass	21-3	
4.3	Remove tail boom and inspect interior and exterior for condition	31-2, 31-5, 31-6	
A 1836.5	**ELECTRICAL SYSTEM**		
5.1	Inspect components of electrical l system for condition	92-4	
A 1836.6	**ENGINE**		
6.1	Remove engine mounts and inspect for condition.	61-8 thru 61 -19	
	NOTE: If the associated engine is to be removed within 600Fh after the inspection is due, the inspection can be performed concurrently with engine removal.		

SECTION: A 1836 – AIRFRAME INSPECTION PROGRAM
TYPE: 1800 HOUR / 36 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1836.7	**ENGINE**		
7.1	Remove engine mounts and inspect for condition.	61-8 thru 61 -19	
	NOTE: If the associated engine is to be removed within 600Fh after the inspection is due, the inspection can be performed concurrently with engine removal.		
A 1836.8	**POST INSPECTION**		
8.1	Ensure applicable servicing requirements have been carried out.		
8.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
8.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
8.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
8.5	Perform Functional Check Flight if required per BO-105 Maintenance Manual or RFM as appropriate.		
8.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 1836 – AIRFRAME INSPECTION PROGRAM
TYPE: 1800 HOUR / 36 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 1836 – 1800 Hour / 36 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: A 2448 – AIRFRAME INSPECTION PROGRAM
TYPE: 2400 HOUR / 48 MONTH INSPECTION
NOTE:

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

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 2448.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 2448.2	**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.		
A 2448.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's access during this AAIP inspection.		
A 2448.4	**MAIN ROTOR SYSTEM**		
4.1	Remove, clean and inspect primary and secondary bolts for cracks and condition	13-10, 13-11, 13-14 and 13-16 thru 13-18	
A 2448.5	**FUSELAGE**		
5.1	Inspect doors, windows, structure and tailboom connecting flange for condition.	21-3, step 1, 2, 3 and 9	
A 2448.6	**COWLINGS**		
6.1	Remove cowlings and inspect for condition.	22-2 thru 22-5	
A 2448.7	**TAIL ROTOR DRIVE**		
7.1	Remove shafts and coupling and inspect their exterior and interior surfaces for condition.	32-36, 32-46, 32-40, 32-50	
	EFFECTIVITY: Tail rotor drive with Bendix shafts and coupling		
A 2448.8	**TAIL ROTOR**		
8.1	Inspect tail rotor shaft for play	33-4, step 8	

SECTION: A 2448 – AIRFRAME INSPECTION PROGRAM
TYPE: 2400 HOUR / 48 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
8.2 Remove. disassemble and inspect tail rotor head for condition.	33-14 thru 33-17	
A 2448.9 TAIL ROTOR BLADE		
9.1 Remove tail rotor blade and inspect for condition	34-2, 34-4, 34-5	
A 2448.10 ELECTRICAL SYSTEM		
10.1 Inspect components of electrical l system for condition	92-4	
A 2448.11 ENGINE		
11.1 Remove engine mounts and inspect for condition.	61-8 thru 61 -19	
NOTE: If the associated engine is to be removed within 600Fh after the inspection is due, the inspection can be performed concurrently with engine removal.		
A 2448.12 POST INSPECTION		
12.1 Ensure applicable servicing requirements have been carried out.		
12.2 Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
12.3 Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
12.4 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
12.5 Perform Functional Check Flight if required per BO-105 Maintenance Manual or RFM as appropriate.		
12.6 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 2448 – AIRFRAME INSPECTION PROGRAM
TYPE: 2400 HOUR / 48 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 2448 – 2400 Hour / 48 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: A 3048 – AIRFRAME INSPECTION PROGRAM
TYPE: 3000 HOUR / 48 MONTH INSPECTION
NOTE:

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

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 3048.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 3048.2	**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.		
A 3048.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's access during this AAIP inspection.		
A 3048.4	**MAIN TRANSMISSION**		
4.1	Remove transmission mounting struts and inspect for condition.	11-50 thru 11-52	
A 3048.5	**MAIN ROTOR SYSTEM**		
5.1	Remove, disassemble and inspect driving link assembly for condition.	13-20 thru 13-24	
A 3048.6	**FUSELAGE**		
6.1	Inspect spherical bearings and claw bushings in main transmission fittings for condition and play	21-3	
6.2	Inspect bores in the engine mounting fittings for wear.	21-3	
	NOTE To be also performed with engine removal.		
A 3048.7	**TAIL ROTOR DRIVE**		
7.1	Remove, disassemble and inspect forward short driveshaft, couplings, long driveshaft and aft short driveshaft in vertical fin for condition.	32-11 thru 32-34	
	EFFECTIVITY: Tail rotor drive with laminated disk coupling		
7.2	Remove intermediate gearbox and tail rotor gearbox and inspect for condition	32-55 thru 32-57 and 32-59 thru 32-61	

SECTION: A 3048 – AIRFRAME INSPECTION PROGRAM
TYPE: 3000 HOUR / 48 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 3048.8 MAIN ROTOR CONTROLS		
8.1 Remove, disassemble and inspect the following control rods;		
8.1.1 Control rods between hydraulic unit and mixing lever assembly (3 off)	41 -76 thru 41-83	
8.1.2 Rotating control rods (4 off)		
8.2 Remove compression springs of longitudinal and lateral trimmers, clean and inspect for condition.	41-27 thru 41-34	
8.3 Lubricate spring case		
8.4 Remove all bolts from the boosted section of the main rotor controls (i.e. above hydraulic unit) and inspect for condition and cracks. The following bolts are affected: NOTE: Crack inspection per dye penetrant method ASTM-E-1417 or magnetic particle method ASTM-E-1444. Perform inspections 8.4 and 8.5 on the occasion of the main transmission overhaul if possible.		
8.4.1 Lower and upper bolts of the 3 control rods between tandem hydraulic unit and mixing lever assembly		
8.4.2 lower and upper bolts of the 2 control rods between mixing lever assembly and swash plate		
8.4.3 Lower and upper bolts of the 4 rotating control rods	41 -65 thru 41-70	
8.5 Remove, disassemble mixing lever assembly and inspect for condition		
8.6 Inspect swash plate for condition	REM 403	
8.7 Remove control rods between mixing lever assembly and swash plate and inspect for condition	41-78, 41-80, 41-83	
A 3048.9 HYDRAULIC SYSTEM		
9.1 Remove, disassemble and inspect control rods for condition.	43-36, 43-37 41-79, 41-80	
A 3048.10 ENGINE		
10.1 Remove engine stub shaft and inspect for condition	61-40	

SECTION: A 3048 – AIRFRAME INSPECTION PROGRAM
TYPE: 3000 HOUR / 48 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 3048.11	**POST INSPECTION**		
11.1	Ensure applicable servicing requirements have been carried out.		
11.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
11.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
11.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
11.5	Perform Functional Check Flight if required per BO-105 Maintenance Manual or RFM as appropriate.		
11.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 3048 – AIRFRAME INSPECTION PROGRAM
TYPE: 3000 HOUR / 48 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 3048 – 3000 Hour / 48 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: A 4872 – AIRFRAME INSPECTION PROGRAM
TYPE: 4800 HOUR / 72 MONTH INSPECTION
NOTE:

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

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 4872.1 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.	Eurocopter BO-105 MP	
1.4 Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 4872.2 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.		
A 4872.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in any area's access during this AAIP inspection.		
A 4872.4 MAIN TRANSMISSION		
4.1 Remove input drive shafts and inspect for condition.	11-54 thru 11-56	
A 4872.5 MAIN ROTOR SYSTEM		
5.1 Remove main rotor head and inspect for condition per REM 106.	13-6, REM106	
EFFECTIVITY; Main rotor head : P/N 105-141081 (PRE ASB-BO 105-10-113); P/N 105-141091 (POST ASB-BO 105-10-113):		

SECTION: A 4872 – AIRFRAME INSPECTION PROGRAM
TYPE: 4800 HOUR / 72 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 4872.6	**POST INSPECTION**		
6.1	Ensure applicable servicing requirements have been carried out.		
6.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
6.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
6.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.5	Perform Functional Check Flight if required per BO-105 Maintenance Manual or RFM as appropriate.		
6.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 4872 – AIRFRAME INSPECTION PROGRAM
TYPE: 4800 HOUR / 72 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 4872 – 4800 Hour / 72 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 MONTH INSPECTION
NOTE:

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

Reference: Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 6090.1	**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.	Eurocopter BO-105 MP	
1.4	Overhaul all components that have completed published operating limits.	Eurocopter BO-105 MP	
A 6090.2	**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.		
A 6090.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in any area's accessed during this AAIP inspection.		
A 6090.4	**MAIN TRASMISSION**		
4.1	Inspect main transmission and attached parts for condition.	11-3 step 1. thru 16.	
4.2	Remove magnetic plug and inspect for deposits, clean and test for magnetic retaining force.	11-17, 11-18, 11-19, 02-14	
4.3	Inspect underside of rotor mast flange in the area of bores, including webs between the bores, for cracks, using a magnifying glass	AD 97 26-02	
A 6090.5	**ROTOR BRAKE SYSTEM**		
5.1	Inspect rotor brake system for condition	12-3	

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 6090.6 MAIN ROTOR SYSTEM		
6.1 Inspect main rotor system for condition	13-3	
6.2 Remove primary bolts and secondary bolts, clean and inspect for condition; crack inspection not necessary	13-10, -11, -14, -16, -17, -18	
A 6090.7 MAIN ROTOR BLADE		
7.1 Inspect main rotor blade for condition	14-2 or 14-3	
NOTE: Note following when inspecting erosion protective shells for debonding: When first-time debonds are found, or existing debonds have increased in area, the inspection shall be repeated after 50Fh. Only when an inspection has revealed no further debonding do the periodic inspection intervals re-apply		
A 6090.8 FUSELAGE		
8.1 Inspect following frames for cracks:		
8.1.1 Upper corners of frames 7, 8, 9, forward and aft, and diagonal frame and frame 10.		
8.1.2 Lower frame segments 7 and 8.		
NOTE: Stop-drill cracks. Repair any cracks in the upper area of frames 7 and 9 and diagonal frame within the next 50Fh. Repair any cracks in the upper area of frames 8 and 10 and in the lower area of frames 7 and 8 within the next 600Fh. Check for crack propagation every 200Fh. Repair cracks which show propagation within the next 50Fh.		
8.2 Inspect landing gear mounting brackets and surrounding fuselage area for condition	21-3, step 10.	
8.3 Inspect transmission strut attach fittings and engine mount attach fittings for condition and inspect fuselage area adjacent to attach fittings for loose rivets and cracks	21-3, step 5 and 7	
8.4 Clean, grease and functionally check jettison device of cockpit doors. Renew lead wire seal.	21-4	
8.5 Ensure drain holes are not obstructed.	21-3, step 4.	
A 6090.9 TAILBOOM		
9.1 Inspect tail boom assembly for condition.	31-2	

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 6090.10	**TAIL ROTOR DRIVE**		
10.1	Inspect tail rotor drive for condition	33-4, step 1 -- 7	
10.2	Remove magnetic plugs of intermediate gearbox and tail rotor gearbox and test their magnetic retaining force	32-9, 02-14	
A 6090.11	**TAIL ROTOR**		
11.1	Inspect tail rotor for condition	33-4, step 1 -- 7	
11.2	Remove and inspect blade mounting forks for condition.	33-14 thru 33-18	
	EFFECTIVITY: Tail rotor blade mounting forks made from aluminum alloy P/N 105--31711, 105--31722		
11.3	Remove bellcrank assy and inspect for condition	33-9 thru 33-12	
11.4	Check ball bearings of sliding sleeve for proper running and absence of play.	33-27, step 14	
11.5	Inspect balance weight and control lever for condition.	33-12C	
	NOTE: Enter AD 2013-16-13 as separate entry in logbook and sign off		
A 6090.12	**TAIL ROTOR BLADE**		
12.1	Inspect tail rotor blades for condition.	34-2	
A 6090.13	**MAIN ROTOR CONTROLS**		
13.1	Inspect all flight control components for condition	41-3	
13.2	Check swash plate bearing for proper running.	41-73	
13.3	Check rigging of collective control forces.	102-16, step 9.	
	NOTE: Hydraulic mule required.		
13.4	Clean swash plate sliding surface on support tube. Move swash plate to uppermost position to expose sliding surface. Use cleaning solvent (CM 201, 202 or 217)		

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 6090.14 TAIL ROTOR CONTROLS		
14.1 Visually inspect the seals on rod ends and clevis for damage on the following;		
14.1.1 Control rod in the tail boom	42-3	
14.1.2 Control rod in vertical fin (upper clevis)		
14.2 Visual inspect sealing of blind hole in fork end for damage in control rod in vertical fin.		
A 6090.15 HYDRAULIC SYSTEM		
15.1 Inspect switchover control linkage for play.	43-17 or 43-17A	
15.2 Inspect hydraulic system for condition.	43-11	
15.3 Spray-coat N2-lever (droop-compensation) with corrosion preventive compound (CM 508).		
15.4 Check filter contamination indicator (lateral indicator pin configuration).	43-14	
15.5 Functionally test hydraulic system	43-15	
15.6 Perform ground run check of selector valve setting.	43-16 or 43-16A	
15.7 Inspect system 1 selector valve for corrosion.	3-13	
A 6090.16 LANDING GEAR		
16.1 Inspect landing gear for condition.	51-2	
A 6090.17 ENGINE		
17.1 Remove anti-icing valve actuators and inspect mounting brackets for condition.	61-37, 61-38, 61-39	
A 6090.18 FUEL SYSTEM		
18.1 Inspect fuel lines in the engine compartment for condition	62-3	
18.2 Check fuel differential pressure switch for function.	62-39	
18.3 Perform functional test and leakage test of fuel shutoff valves.	92-82, 92-83	

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 6090.19	**LUBRICATION SYSTEM**		
19.1	Inspect lubrication system for condition	63-3	
19.2	Remove oil drain plugs of oil tank and test the magnetic retaining force of their respective magnetic plugs.	63-4, step 1.b, 02-14	
19.3	Visually inspect baffle plate, located between oil cooler and fan, and attaching clamps for cracks EFFECTIVITY: Ram air ventilation not installed:		
A 6090.20	**FIREWALLS**		
20.1	Inspect fire walls for condition.	64-2	
A 6090.21	**ENGINE OPERATION AND CONTROL**		
21.1	Inspect engine operation and control linkages for condition.	65-3	
A 6090.22	**STANDARD EQUIPMENT**		
22.1	Inspect the following:		
22.1.1	Pilot and copilot seats for condition	701-2	
22.1.2	Cabin equipment for condition	702-2	
22.1.3	Cabin ventilation for condition, check for function	704-2	
22.1.4	Identification and other markings for legibility, and adhesive-backed decals for damage and proper adhesion		

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 6090.23	**INSTRUMENT SYSTEM**		
23.1	Ventilate dual torque indication system.	91-57	
23.2	Inspect instruments for condition.	91-4	
23.3	Clean and drain pitot-static system, inspect for condition and check for function	91-9 thru 91-12	
23.4	Inspect magnetic compass for condition and function and compensate magnetic compass - Requires master compass	91-24 thru 91-26	
23.5	Calibrate TOT indication system - Barfield Required	91-45	
23.6	Inspect instrument panel, center panel and overhead panel for presence, legibility and security of labels and placards. **NOTE:** Replace missing placards and rebond separated placards		
A 6090.24	**ELECTRICAL SYSTEMS**		
24.1	Inspect battery bonding jumper for tight installation and unimpaired surface protection		
24.2	Check voltage regulator setting - Requires calibrated Volt Meter	92-17	
24.3	Inspect socket of anti-collision light for condition.	92-116	
24.4	Inspect battery--temperature warning.	92--34E	
24.5	Remove chip detector, check, clean, test for function and test magnetic retaining force - Weighted ball bearings required.	845-4 thru 6, 02-14	
A 6090.25	**MAIN ROTOR BLADE FOLDING SYSTEM**		
25.1	Remove locking lever assembly, clean and inspect for condition (crack inspection not required)	854-3, step 1.	
25.2	Remove locking lever assembly.		
25.2.1	Clean and inspect nickel-plated bolts for condition, and provide with corrosion protection (crack inspection not required)	854-3, step 1.a 854-4, step 2.f	
25.2.2	Clean and inspect solid film lubricant-coated bolts for condition (crack inspection not required). Coat bolt with lubricant (CM146}	854-3, step 1.b 854-4, step 2.g	

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 6090.26	**CONTINUOUS IGNITION SYSTEM**		
26.1	Check spark igniters for condition	857-4	
26.2	Visually inspect noise suppressor and accessible parts of wiring for condition.	857-4	
A 6090.27	**POST INSPECTION**		
27.1	Ensure applicable servicing requirements have been carried out.		
27.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
27.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
27.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
27.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
27.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 6090 – 6000 Hour / 96 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: B 0230NT – ENGINE INSPECTION PROGRAM
TYPE: 200 HOUR / 6 MONTH ENGINE OIL SERVICING
NOTE: No Tolerance

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

Reference: Rolls-Royce M250-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0230.1	**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 Operations and Maintenance Manual).	250-C20 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C20 MP	
B 0230.2	**ENGINE**		
2.1	Drain the oil system and refill. (See Figure 601)	Para 11.C. 72-00-00 Engine Servicing	
	CAUTION: SOME OPERATORS EXPERIENCE AND/OR HARSH ENVIRONMENTS CAN DICTATE OIL CHANGES AT MORE FREQUENT INTERVALS.		
B 0230.3	**POST INSPECTION**		
3.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
3.3	Check oil level of transmission, hydraulic tank, engines and rail rotor gearbox prior to running helicopter.		
3.4	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.		
3.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
3.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 6090.26	**CONTINUOUS IGNITION SYSTEM**		
26.1	Check spark igniters for condition	857-4	
26.2	Visually inspect noise suppressor and accessible parts of wiring for condition.	857-4	
A 6090.27	**POST INSPECTION**		
27.1	Ensure applicable servicing requirements have been carried out.		
27.2	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
27.3	Complete a ground run at 100% NR to check for leaks and confirm system operation and parameters are within Flight Manual limitations. – Qualified pilot only.		
27.4	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
27.5	Perform Functional Check Flight if required per Bell 206L Maintenance Manual or RFM as appropriate.		
27.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 6090 – AIRFRAME INSPECTION PROGRAM
TYPE: 6000 HOUR / 96 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' Eurocopter BO-105 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' Eurocopter BO-105 Series AAIP – A 6090 – 6000 Hour / 96 Month Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End _____ Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Log Page Number: _____

Signature: _____ Certificate Type & No: _____

SECTION: B 0230NT – ENGINE INSPECTION PROGRAM
TYPE: 200 HOUR / 6 MONTH ENGINE OIL SERVICING
NOTE: No Tolerance

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

Reference: Rolls-Royce M250-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0230.1	**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 Operations and Maintenance Manual).	250-C20 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C20 MP	
B 0230.2	**ENGINE**		
2.1	Drain the oil system and refill. (See Figure 601)	Para 11.C. 72-00-00 Engine Servicing	
	CAUTION: SOME OPERATORS EXPERIENCE AND/OR HARSH ENVIRONMENTS CAN DICTATE OIL CHANGES AT MORE FREQUENT INTERVALS.		
B 0230.3	**POST INSPECTION**		
3.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
3.3	Check oil level of transmission, hydraulic tank, engines and rail rotor gearbox prior to running helicopter.		
3.4	Perform the scavenge oil filter bypass function check. (RR M250 CSL 1164)	Facet Service Bulletin No. 090589	
3.5	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.		
3.6	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
3.7	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0230NT – ENGINE INSPECTION PROGRAM
TYPE: 200 HOUR / 6 MONTH ENGINE OIL SERVICING
NOTE: No Tolerance

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 200 Hour / 6 Month – B 0230NT – Engine Oil Change 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: _____

SECTION: B 0351NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

1Registration No.: N _____ Start Date: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Engine Start Total Time: _____
Engine S/N: _____ Engine Start Total Cycles: _____

Reference: Rolls-Royce M250-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0351.1 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-C20 Operations and Maintenance Manual).	250-C20 MP	
1.4 Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C20 Operations and Maintenance Manual).	250-C20 MP	
B 0351.2 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 0351.3 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 Entire engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.	N/A	
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 tub B-nuts to make sure that all nuts have not loosened. If a slippage mark is missing, loosen "B" nut, retighten and apply torque paint.	PARA 9.B 72-00-00 Eng Servicing	

SECTION: B 0351NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.4	Engine cowling and doors for condition and security. Replace anti-chaff tape as needed.		
3.1.5	Fluid flexible and rigid lines.		
3.1.6	Electrical harness.		
3.1.7	Turbine support assemblies.	PARA 8.A., 72--50--00	
3.1.8	Exhaust stacks and ducts for condition of welded joints, cracks and buckling. clamps for proper installation, condition and torque.		
3.1.9	Exhaust duct clamps for proper installation, condition and torque.	PARA 8.A 72--50--00	
3.1.10	Visually check the compressor discharge air tubes for damage or deterioration.	PARA 4.A., 72--40--00	
3.1.11	Discharge air tube inserts that are cocked or backing out of the scroll. NOTE: If cocked or loose inserts are detected, check engine for possible vibration causes	PARA 1 D. (2), This Section.	
3.1.12	Compressor mount inserts, bolts and nuts for looseness, fretting or oil leakage, replace or retighten as required. Check engine for possible vibration causes.	PARA 4.D, 76-60-00 and PARA 1.D.(2), this section	
3.1.13	Compressor scroll for cracks or breaks at the anti--ice air valve and customer bleed port. If cracks or breaks are detected, check engine for possible vibration causes.		
3.1.14	Remove all foreign material which might be drawn into the compressor inlet.		
3.1.15	Anti--ice valve for security, worn parts and proper operation. NOTE: Valve need not be removed or disassembled unless a problem is detected.	PARA 4., 75--10--01	
3.1.16	Security of screws and rivets.		
3.1.17	Mounting and support bolts to be sure they are tight, lockwired and in good condition.		
3.1.18	Condition of the bleed valve gasket, without removing bleed valve. Replace gasket if air leaks (blowouts) can be detected.	PARA 2., 75--10--02	

SECTION: B 0351NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.1.19	Ignition lead for burning, chafing, or cracking of conduit and loose connectors and broken lockwire.	PARA 2., 74-20-02	
3.1.20	Accessible fuel system components, lines, and connections for security, damage or leakage with boost pumps ON - Remove, visually inspect and clean if visual condition dictates.	PARA 2. 73-00-00	
3.1.21	Engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.	.	
3.1.22	Firewalls for condition and security.		
3.1.23	Fuel control and power turbine governor linkage for freedom of operation, full travel and proper rigging.	PARA 3.C., 73--20--02, 3.B., 73--20--03, 3.C., 73--20--04 and PARA 2.C., 73--20--01	
3.1.24	Security of linkage for loose or worn linkage and linkage bolt		
B 0351.4	**ENGINE OIL SYSTEM**		
4.1	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.		
4.2	Inspect for extension of scavenge oil filter bypass indicator. If indicator is extended, clean oil filter.		
4.3	Remove, inspect, and clean the oil filter. Note any accumulation of metal chips, debris, or carbon particles. Conduct further inspection of the lube system and/or engine gear train/bearings if metal chips or debris are found.	PARA 1.C., 72--60--00	
	Note: Follow the Supplemental Type Certificate (STC) manufacturer's recommendations regarding the replacement/cleaning of the external oil filter elements. Inspect the removed elements for any accumulations of metal chips, debris, or carbon particles. It can prove helpful to cut apart disposable (paper) filter elements to facilitate this inspection. If chips, debris, or carbon particles are found, proceed with an additional inspection/maintenance as outlined in the item above.		

SECTION: B 0351NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.4 Measure the oil flow from the scavenge passage or external sump of the power turbine support. It is recommended the external sump is not removed for this check. This step must be performed before draining the oil or after oil system has been refilled.	PARA 7.E., 72--50--00	
NOTE While motoring N1 to a min of 16% the minimum flow is above 90cc in 15 seconds Flow _____		
4.5 Inspect and clean the turbine pressure oil check valve. NOTE: Check Valve P/N 23074872 and subsequent part numbers are not applicable to this inspection (these valves are considered "ON CONDITION").	PARA 7.K., 72--50--00	
4.6 Turbine pressure oil tube screen assembly.		
4.6.1 Detach the clamp; then disconnect the power turbine pressure oil tube at the connector (tee).		
4.6.2 Loosen the tube coupling nut at the fireshield elbow only to allow sufficient movement of the tube to enable removal of the screen.		
4.6.3 At assembly, tighten the connector coupling nut to 200--250 lb in.		
4.6.4 Tighten the fireshield elbow coupling nut to 80--120 lb in.		
4.6.5 Tighten the clamp nut to 35--40 lb in.		
B 0351.5 ENGINE FUEL SYSTEM		
5.1 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.		
5.2 Remove fuel nozzle.	73-10-03	
5.3 Disassemble fuel nozzle.	73-10-03	
5.4 Clean and inspect fuel nozzle.	73-10-03	

SECTION: B 0351NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
	NOTE: If no airframe mounted fuel filter is installed, inspect the fuel nozzle filter.		
5.5	Assemble fuel nozzle.	73-10-03	
5.6	Install fuel nozzle with proper number of spacers.	73-10-03	
5.7	Clean the burner drain valve.	PARA 3., 72--40--00	
B 0351.6	**ENGINE AIR SYSTEM**		
6.1	Inspect Pc filter for proper clamping.	73--20--06	
6.2	Remove the Scroll--to--Pc Filter Tube Assembly at both ends and inspect for cracks using 10x power glass. Pay particular attention to the flared ends of the tube for cracks, and to the areas beneath the floating ferrules for fretting damage. Tubes--found to contain cracks and/or excessive fretting damage are to be replaced by new parts of the same part number as removed		
	NOTE: Excessive fretting is present when the ferrule has chafed the tube sufficiently to wear a step in the tube that can be felt with a thumbnail or other inspection aid.		
6.3	With the Scroll--to--Pc Tube Assembly still removed and using a 10x power glass, inspect the elbow in the compressor scroll for distress/cracks/proper alignment. No cracks are permissible.		
B 0351.7	**POST INSPECTION**		
7.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
7.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
7.4	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.		
7.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
7.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0351NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 300 Hour / 12 Month – B 0351NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End
Aircraft S/N: _____ Date: _____
Engine S/N: _____

Aircraft Ending Total Time: _____
Engine Ending Total Time: _____
Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: B 0352NT – 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-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101, ASB 105 60 107

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0352.1	**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-C20 Operations and Maintenance Manual).	250-C20 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C20 Operations and Maintenance Manual).	250-C20 MP	
B 0352.2	**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	
	CAUTION INSPECTION FREQUENCY MUST BE BASED ON THE NATURE OF THE EROSIVE AND/OR CORROSIVE ENVIRONMENT. THE OPERATING ENVIRONMENT CAN DICTATE A MORE FREQUENT INSPECTION INTERVAL.WHEN OPERATING IN A CORROSIVE AND/OR EROSIVE ENVIRONMENT FOR NON--COATED COMPRESSOR WHEELS, THE INSPECTION MUST NOT EXCEED 300 HOURS OR 6 MONTHS. FOR COATED COMPRESSOR WHEELS, INSPECTION MUST NOT EXCEED 300 HOURS OR 12 MONTHS. IF ANY PARENT METAL IS EXPOSED DUE TO CORROSION AND/OR EROSION, THE INSPECTION REQUIREMENT MUST REVERT BACK TO 300 HOURS OR 6 MONTHS.		

SECTION: B 0352NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0352.3	**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	Entire engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.	N/A	
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 tub B-nuts to make sure that all nuts have not loosened. If a slippage mark is missing, loosen "B" nut, retighten and apply torque paint.	PARA 9.B 72-00-00 Eng Servicing	
3.1.4	Engine cowling and doors for condition and security. Replace anti-chaff tape as needed.		
3.1.5	Fluid flexible and rigid lines.		
3.1.6	Electrical harness and spark igniters.	BO 1-5 MM 857-4	
3.1.7	Turbine support assemblies.	PARA 8.A., 72--50--00	
3.1.8	Exhaust stacks and ducts for condition of welded joints, cracks and buckling. clamps for proper installation, condition and torque.		
3.1.9	Exhaust duct clamps for proper installation, condition and torque.	PARA 8.A 72--50--00	
3.1.10	Visually check the compressor discharge air tubes for damage or deterioration.	PARA 4.A., 72--40--00	
3.1.11	Discharge air tube inserts that are cocked or backing out of the scroll. NOTE: If cocked or loose inserts are detected, check engine for possible vibration causes	PARA 1 D. (2), This Section.	
3.1.12	Compressor inlet guide vanes and visible blades and vanes for foreign object damage.		
3.1.13	Compressor mount inserts, bolts and nuts for looseness, fretting or oil leakage, replace or retighten as required. Check engine for possible vibration causes.	PARA 4.D., 72--60--00 and PARA 1.D.(2), this section	
3.1.14	Compressor scroll for cracks or breaks at the anti--ice air valve and customer bleed port. If cracks or breaks are detected, check engine for possible vibration causes.		

SECTION: B 0352NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.15	Remove all foreign material which might be drawn into the compressor inlet.		
3.1.16	Anti--ice valve for security, worn parts and proper operation. NOTE: Valve need not be removed or disassembled unless a problem is detected.	PARA 4., 75--10--01	
3.1.17	Security of screws and rivets.		
3.1.18	Exhaust clamps for cracks, particularly near latches.	61-3 ASB 105 60 107	
3.1.19	Mounting and support bolts to be sure they are tight, lockwired and in good condition.		
3.1.20	Condition of the bleed valve gasket, without removing bleed valve. Replace gasket if air leaks (blowouts) can be detected.	PARA 2., 75--10--02	
3.1.21	Magnetic chip detector plugs.	PARA 11.G., 72--00--00, Engine--Servicing	
3.1.22	Inspect quick disconnect magnetic chip detector plugs and flanged inserts for wear, if installed.	PARA 11.G., 72--00--00, Engine--Servicing	
3.1.23	Ignition lead for burning, chafing, or cracking of conduit and loose connectors and broken lockwire.		
3.1.24	Accessible fuel system components, lines, and connections for security, damage or leakage with boost pumps ON - Remove, visually inspect and clean if visual condition dictates.	PARA 2. 73-00-00	
3.1.25	Engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.	.	
3.1.26	Firewalls for condition and security.		
3.1.27	Fuel control and power turbine governor linkage for freedom of operation, full travel and proper rigging.	PARA 3.C., 73--20--02, 3.B., 73--20--03, 3.C., 73--20--04 and PARA 2.C., 73--20--01	
3.1.28	Security of linkage for loose or worn linkage and linkage bolt		

SECTION: B 0352NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0352.4	**ENGINE FUEL SYSTEM**		
	CAUTION WHEN THERE IS EVIDENCE THE AIRFRAME OR ENGINE FUEL PUMP FILTER HAS BEEN BYPASSED, THE GAS PRODUCER FUEL CONTROL INLET FILTER AND THE FUEL NOZZLE FILTER, MUST BE CLEANED. (REFER TO SPECIAL NSPECTIONS, 72--00--00, TABLE 604.) 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. *****PURGE AIR FROM THE FUEL SYSTEM*****		
4.1	Replace the engine driven fuel filter element. NOTE: This filter is a throw--away item. It is not cleanable. Before discarding filter, inspect for signs of contaminants. If any are found, inspect the entire fuel system and clean if necessary	PARA 2.C., 73--10--01	
	CAUTION: AIRCRAFT INSTALLED--ENGINE FUEL--PUMP FILTER DIFFERENTIAL PRESSURE WARNING SYSTEMS AND/OR OPERATING EXPERIENCE CAN DICTATE REPLACEMENT AT A LESSER TIME INTERVAL. IN NO INSTANCE CAN THE 300 HR REPLACEMENT INTERVAL BE EXCEEDED.		
4.2	Examine airframe fuel filter assembly for evidence of leakage and security. NOTE: The following step does not apply to helicopters equipped with fuel filter assembly 222-366-621-103.		
4.3	Perform a fuel pump bypass valve operation check when a fuel filter is replaced. EFFECTIVITY**:** Applicable to Sundstrand/Pesco and Argo--Tech/TRW manufactured pumps only.	PARA 3.A., 73--10--01	
4.4	Remove fuel nozzle.	73-10-03	
4.5	Disassemble fuel nozzle.	73-10-03	
4.6	Clean and inspect fuel nozzle.	73-10-03	
4.7	Assemble fuel nozzle.	73-10-03	
4.8	Install fuel nozzle with proper number of spacers.	73-10-03	

SECTION: B 0352NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.9	Cleaned and inspected fuel nozzle filter assembly.	73-10-03	
4.10	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.		
B 0352.5	**ENGINE AIR SYSTEM**		
5.1	Inspect P_C filter for proper clamping.	73--20--06	
5.2	Remove the Scroll--to--Pc Filter Tube Assembly at both ends and inspect for cracks using 10x power glass. Pay particular attention to the flared ends of the tube for cracks, and to the areas beneath the floating ferrules for fretting damage. Tubes--found to contain cracks and/or excessive fretting damage are to be replaced by new parts of the same part number as removed		
	NOTE: Excessive fretting is present when the ferrule has chafed the tube sufficiently to wear a step in the tube that can be felt with a thumbnail or other inspection aid.		
5.3	With the Scroll--to--Pc Tube Assembly still removed and using a 10x power glass, inspect the elbow in the compressor scroll for distress/cracks/proper alignment. No cracks are permissible.		
B 0352.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
6.3	Clean compressor with chemical wash solution.	PARA 6., 72--30--00	
6.4	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
6.5	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.		
6.6	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
6.7	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0352NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 300 Hour / 12 Month – B 0352NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End
Aircraft S/N: _____ Date: _____
Engine S/N: _____

Aircraft Ending Total Time: _____
Engine Ending Total Time: _____
Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: B 0353NT – 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-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0353.1 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-C20 Operations and Maintenance Manual).	250-C20 MP	
1.4 Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C20 Operations and Maintenance Manual).	250-C20 MP	
B 0353.2 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 0353.3 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 Entire engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.	N/A	
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 tub B-nuts to make sure that all nuts have not loosened. If a slippage mark is missing, loosen "B" nut, retighten and apply torque paint.	PARA 9.B 72-00-00 Eng Servicing	

SECTION: B 0353NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.4	Engine cowling and doors for condition and security. Replace anti-chaff tape as needed.		
3.1.5	Fluid flexible and rigid lines.		
3.1.6	Electrical harness.		
3.1.7	Turbine support assemblies.	PARA 8.A., 72--50--00	
3.1.8	Exhaust stacks and ducts for condition of welded joints, cracks and buckling. clamps for proper installation, condition and torque.		
3.1.9	Exhaust duct clamps for proper installation, condition and torque.	PARA 8.A 72--50--00	
3.1.10	Visually check the compressor discharge air tubes for damage or deterioration.	PARA 4.A., 72--40--00	
3.1.11	Discharge air tube inserts that are cocked or backing out of the scroll. NOTE: If cocked or loose inserts are detected, check engine for possible vibration causes	PARA 1 D. (2), This Section.	
3.1.12	Compressor mount inserts, bolts and nuts for looseness, fretting or oil leakage, replace or retighten as required. Check engine for possible vibration causes.	PARA 4.D., 72--60--00 and PARA 1.D.(2), this section	
3.1.13	Compressor scroll for cracks or breaks at the anti--ice air valve and customer bleed port. If cracks or breaks are detected, check engine for possible vibration causes.		
3.1.14	Remove all foreign material which might be drawn into the compressor inlet.		
3.1.15	Anti--ice valve for security, worn parts and proper operation. NOTE: Valve need not be removed or disassembled unless a problem is detected.	PARA 4., 75--10--01	
3.1.16	Security of screws and rivets.		
3.1.17	Mounting and support bolts to be sure they are tight, lockwired and in good condition.		
3.1.18	Condition of the bleed valve gasket, without removing bleed valve. Replace gasket if air leaks (blowouts) can be detected.	PARA 2., 75--10--02	

SECTION: B 0353NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.19	Ignition lead for burning, chafing, or cracking of conduit and loose connectors and broken lockwire.	PARA 2., 74-20-02	
3.1.20	Accessible fuel system components, lines, and connections for security, damage or leakage with boost pumps ON - Remove, visually inspect and clean if visual condition dictates.	PARA 2. 73-00-00	
3.1.21	Engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.	.	
3.1.22	Firewalls for condition and security.		
3.1.23	Fuel control and power turbine governor linkage for freedom of operation, full travel and proper rigging.	PARA 3.C., 73--20--02, 3.B., 73--20--03, 3.C., 73--20--04 and PARA 2.C., 73--20--01	
3.1.24	Security of linkage for loose or worn linkage and linkage bolt		
B 0353.4	**ENGINE OIL SYSTEM**		
4.1	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.		
4.2	Inspect for extension of scavenge oil filter bypass indicator. If indicator is extended, clean oil filter.		
4.3	Remove, inspect, and clean the oil filter. Note any accumulation of metal chips, debris, or carbon particles. Conduct further inspection of the lube system and/or engine gear train/bearings if metal chips or debris are found.	PARA 1.C., 72--60--00	
	Note: Follow the Supplemental Type Certificate (STC) manufacturer's recommendations regarding the replacement/cleaning of the external oil filter elements. Inspect the removed elements for any accumulations of metal chips, debris, or carbon particles. It can prove helpful to cut apart disposable (paper) filter elements to facilitate this inspection. If chips, debris, or carbon particles are found, proceed with an additional inspection/maintenance as outlined in the item above.		

SECTION: B 0353NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.4	Measure the oil flow from the scavenge passage or external sump of the power turbine support. It is recommended the external sump is not removed for this check. This step must be performed before draining the oil or after oil system has been refilled.	PARA 7.E., 72--50--00	
	NOTE While motoring N1 to a min of 16% the minimum flow is above 90cc in 15 seconds Flow _____		
4.5	Inspect and clean the turbine pressure oil check valve. NOTE: Check Valve P/N 23074872 and subsequent part numbers are not applicable to this inspection (these valves are considered "ON CONDITION").	PARA 7.K., 72--50--00	
4.6	Turbine pressure oil tube screen assembly.		
4.6.1	Detach the clamp; then disconnect the power turbine pressure oil tube at the connector (tee).		
4.6.2	Loosen the tube coupling nut at the fireshield elbow only to allow sufficient movement of the tube to enable removal of the screen.		
4.6.3	At assembly, tighten the connector coupling nut to 200--250 lb in.		
4.6.4	Tighten the fireshield elbow coupling nut to 80--120 lb in.		
4.6.5	Tighten the clamp nut to 35--40 lb in.		
4.7			
B 0353.5	**ENGINE FUEL SYSTEM**		
5.1	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.		
5.2	Remove fuel nozzle.	73-10-03	
5.3	Clean and inspect fuel nozzle.	73-10-03	

SECTION: B 0353NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
	NOTE: If no airframe mounted fuel filter is installed, inspect the fuel nozzle filter.		
5.4	Assemble fuel nozzle.	73-10-03	
5.5	Install fuel nozzle with proper number of spacers.	73-10-03	
5.6	Clean the burner drain valve.	PARA 3., 72--40--00	
B 0353.6	**ENGINE AIR SYSTEM**		
6.1	Inspect P_C filter for proper clamping.	73--20--06	
6.2	Remove the Scroll--to--Pc Filter Tube Assembly at both ends and inspect for cracks using 10x power glass. Pay particular attention to the flared ends of the tube for cracks, and to the areas beneath the floating ferrules for fretting damage. Tubes--found to contain cracks and/or excessive fretting damage are to be replaced by new parts of the same part number as removed		
	NOTE: Excessive fretting is present when the ferrule has chafed the tube sufficiently to wear a step in the tube that can be felt with a thumbnail or other inspection aid.		
6.3	With the Scroll--to--Pc Tube Assembly still removed and using a 10x power glass, inspect the elbow in the compressor scroll for distress/cracks/proper alignment. No cracks are permissible.		
B 0353.7	**POST INSPECTION**		
7.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
7.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
7.4	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.		
7.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
7.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0353NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 300 Hour / 12 Month – B 0353NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End
Aircraft S/N: _____ Date: _____
Engine S/N: _____

Aircraft Ending Total Time: _____
Engine Ending Total Time: _____
Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: B 0354NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

1Registration No.: N _____ Start Date: _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Engine Start Total Time: _____
Engine S/N: _____ Engine Start Total Cycles: _____

Reference: Rolls-Royce M250-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101, ASB 105 60 107

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0354.1	**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-C20 Operations and Maintenance Manual).	250-C20 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C20 Operations and Maintenance Manual).	250-C20 MP	
B 0354.2	**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	
	CAUTION INSPECTION FREQUENCY MUST BE BASED ON THE NATURE OF THE EROSIVE AND/OR CORROSIVE ENVIRONMENT. THE OPERATING ENVIRONMENT CAN DICTATE A MORE FREQUENT INSPECTION INTERVAL.WHEN OPERATING IN A CORROSIVE AND/OR EROSIVE ENVIRONMENT FOR NON--COATED COMPRESSOR WHEELS, THE INSPECTION MUST NOT EXCEED 300 HOURS OR 6 MONTHS. FOR COATED COMPRESSOR WHEELS, INSPECTION MUST NOT EXCEED 300 HOURS OR 12 MONTHS. IF ANY PARENT METAL IS EXPOSED DUE TO CORROSION AND/OR EROSION, THE INSPECTION REQUIREMENT MUST REVERT BACK TO 300 HOURS OR 6 MONTHS.		

SECTION: B 0354NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0354.3	**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	Entire engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.	N/A	
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 tub B-nuts to make sure that all nuts have not loosened. If a slippage mark is missing, loosen "B" nut, retighten and apply torque paint.	PARA 9.B 72-00-00 Eng Servicing	
3.1.4	Engine cowling and doors for condition and security. Replace anti-chaff tape as needed.		
3.1.5	Fluid flexible and rigid lines.		
3.1.6	Turbine support assemblies.	PARA 8.A., 72--50--00 BO 105 MM 61-34	
3.1.7	Exhaust stacks and ducts for condition of welded joints, cracks and buckling. clamps for proper installation, condition, corrosion, cracks and torque.		
3.1.8	Exhaust clamps for cracks, particularly near latches.	61-3 ASB 105 60 107	
3.1.9	Visually check the compressor discharge air tubes for damage or deterioration.	PARA 4.A., 72--40--00	
3.1.10	Discharge air tube inserts that are cocked or backing out of the scroll. NOTE: If cocked or loose inserts are detected, check engine for possible vibration causes	PARA 1 D. (2), This Section.	
3.1.11	Compressor inlet guide vanes and visible blades and vanes for foreign object damage.		
3.1.12	Compressor mount inserts, bolts and nuts for looseness, fretting or oil leakage, replace or retighten as required. Check engine for possible vibration causes.	PARA 4.D., 72--60--00 and PARA 1.D.(2), this section	
3.1.13	Compressor scroll for cracks or breaks at the anti--ice air valve and customer bleed port. If cracks or breaks are detected, check engine for possible vibration causes.		

SECTION: B 0354NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.14	Electrical harness and spark igniters.	BO 1-5 MM 857-4	
3.1.15	Remove all foreign material which might be drawn into the compressor inlet.		
3.1.16	Anti--ice valve for security, worn parts and proper operation. NOTE: Valve need not be removed or disassembled unless a problem is detected.	PARA 4., 75--10--01	
3.1.17	Security of screws and rivets.		
3.1.18	Mounting and support bolts to be sure they are tight, lockwired and in good condition.		
3.1.19	Condition of the bleed valve gasket, without removing bleed valve. Replace gasket if air leaks (blowouts) can be detected.	PARA 2., 75--10--02	
3.1.20	Magnetic chip detector plugs.	PARA 11.G., 72--00--00, Engine--Servicing	
3.1.21	Remove chip detector and test their magnetic retaining force. NOTE: For removal and installation procedures, see Allison OMM 10W2 or 5W2 as applicable	BO 105 MM 02-14	
3.1.22	Inspect quick disconnect magnetic chip detector plugs and flanged inserts for wear, if installed.	PARA 11.G., 72--00--00, Engine--Servicing	
3.1.23	Ignition lead for burning, chafing, or cracking of conduit and loose connectors and broken lockwire.		
3.1.24	Accessible fuel system components, lines, and connections for security, damage or leakage with boost pumps ON - Remove, visually inspect and clean if visual condition dictates.	PARA 2. 73-00-00	
3.1.25	Engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.	.	
3.1.26	Firewalls for condition and security.		
3.1.27	Inspect the thermocouple assembly.	PARA 2.B., 77--20--01	
3.1.28	Fuel control and power turbine governor linkage for freedom of operation, full travel and proper rigging.	PARA 3.C., 73--20--02, 3.B., 73--20--03, 3.C., 73--20--04 PARA 2.C. 73--20--01	
3.1.29	Security of linkage for loose or worn linkage and linkage bolt.		

SECTION: B 0354NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0354.4	**ENGINE AIR SYSTEM**		
4.1	Inspect Pc filter for proper clamping.	73--20--06	
4.2	Remove, clean and inspect engine Pc filter every 300 hours or earlier as engine performance dictates.	PARA 3., 73--20--06	
4.3	Remove the Scroll--to--Pc Filter Tube Assembly at both ends and inspect for cracks using 10x power glass. Pay particular attention to the flared ends of the tube for cracks, and to the areas beneath the floating ferrules for fretting damage. Tubes--found to contain cracks and/or excessive fretting damage are to be replaced by new parts of the same part number as removed		
	NOTE: Excessive fretting is present when the ferrule has chafed the tube sufficiently to wear a step in the tube that can be felt with a thumbnail or other inspection aid.		
4.4	With the Scroll--to--Pc Tube Assembly still removed and using a 10x power glass, inspect the elbow in the compressor scroll for distress/cracks/proper alignment. No cracks are permissible.		
B 0354.5	**ENGINE OIL SYSTEM**		
5.1	Inspect and clean the No. 1 bearing oil pressure reducer..	PARA 3., 72--30--00	
5.2	Visually inspect external sump.	PARA 7. E., 72--50--00	
5.3	Clean internal carbonous deposits and build up from sump or replace if necessary.	PARA 7. E., 72--50--00	
5.4	Inspect scavenge oil strut in the power turbine support.	PARA 7. E., 72--50--00	
5.5	Clean carbonous deposits from strut.	PARA 7. E., 72--50--00	
5.6	Inspect No. 6 and 7 bearing pressure oil nozzle.	PARA 7. E., 72--50--00	
5.7	Clean carbonous deposits from nozzle.	PARA 7. E., 72--50--00	

SECTION: B 0354NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0354.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
6.3	Clean compressor with chemical wash solution.	PARA 6., 72--30--00	
6.4	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
6.5	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.		
6.6	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
6.7	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0354NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 300 Hour / 12 Month – B 0354NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End
Aircraft S/N: _____ Date: _____
Engine S/N: _____

Aircraft Ending Total Time: _____
Engine Ending Total Time: _____
Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: B 0355NT – 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-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101, ASB 105 60 107

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0355.1 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-C20 Operations and Maintenance Manual).	250-C20 MP	
1.4 Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C20 Operations and Maintenance Manual).	250-C20 MP	
B 0355.2 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 0355.3 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 Entire engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.	N/A	
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 tub B-nuts to make sure that all nuts have not loosened. If a slippage mark is missing, loosen "B" nut, retighten and apply torque paint.	PARA 9.B 72-00-00 Eng Servicing	

SECTION: B 0355NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.4	Engine cowling and doors for condition and security. Replace anti-chaff tape as needed.		
3.1.5	Fluid flexible and rigid lines.		
3.1.6	Electrical harness.		
3.1.7	Turbine support assemblies.	PARA 8.A., 72--50--00	
3.1.8	Exhaust stacks and ducts for condition of welded joints, cracks and buckling. clamps for proper installation, condition and torque.		
3.1.9	Exhaust duct clamps for proper installation, condition and torque.	PARA 8.A 72--50--00	
3.1.10	Visually check the compressor discharge air tubes for damage or deterioration.	PARA 4.A., 72--40--00	
3.1.11	Discharge air tube inserts that are cocked or backing out of the scroll. NOTE: If cocked or loose inserts are detected, check engine for possible vibration causes	PARA 1 D. (2), This Section.	
3.1.12	Compressor mount inserts, bolts and nuts for looseness, fretting or oil leakage, replace or retighten as required. Check engine for possible vibration causes.	PARA 4.D., 72--60--00 and PARA 1.D.(2), this section	
3.1.13	Compressor scroll for cracks or breaks at the anti--ice air valve and customer bleed port. If cracks or breaks are detected, check engine for possible vibration causes.		
3.1.14	Remove all foreign material which might be drawn into the compressor inlet.		
3.1.15	Anti--ice valve for security, worn parts and proper operation. NOTE: Valve need not be removed or disassembled unless a problem is detected.	PARA 4., 75--10--01	
3.1.16	Security of screws and rivets.		
3.1.17	Exhaust clamps for cracks, particularly near latches.	ASB 105 60 107	
3.1.18	Mounting and support bolts to be sure they are tight, lockwired and in good condition.		
3.1.19	Condition of the bleed valve gasket, without removing bleed valve. Replace gasket if air leaks (blowouts) can be detected.	PARA 2., 75--10--02	

SECTION: B 0355NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.20	Ignition lead for burning, chafing, or cracking of conduit and loose connectors and broken lockwire.	PARA 2., 74-20-02	
3.1.21	Accessible fuel system components, lines, and connections for security, damage or leakage with boost pumps ON - Remove, visually inspect and clean if visual condition dictates.	PARA 2. 73-00-00	
3.1.22	Engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.	.	
3.1.23	Firewalls for condition and security.		
3.1.24	Fuel control and power turbine governor linkage for freedom of operation, full travel and proper rigging.	PARA 3.C., 73--20--02, 3.B., 73--20--03, 3.C., 73--20--04 and PARA 2.C., 73--20--01	
3.1.25	Security of linkage for loose or worn linkage and linkage bolt		
B 0355.4	**ENGINE OIL SYSTEM**		
4.1	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.		
4.2	Inspect for extension of scavenge oil filter bypass indicator. If indicator is extended, clean oil filter.		
4.3	Remove, inspect, and clean the oil filter. Note any accumulation of metal chips, debris, or carbon particles. Conduct further inspection of the lube system and/or engine gear train/bearings if metal chips or debris are found.	PARA 1.C., 72--60--00	
	NOTE: Follow the Supplemental Type Certificate (STC) manufacturer's recommendations regarding the replacement/cleaning of the external oil filter elements. Inspect the removed elements for any accumulations of metal chips, debris, or carbon particles. It can prove helpful to cut apart disposable (paper) filter elements to facilitate this inspection. If chips, debris, or carbon particles are found, proceed with an additional inspection/maintenance as outlined in the item above.		

SECTION: B 0355NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.4	Measure the oil flow from the scavenge passage or external sump of the power turbine support. It is recommended the external sump is not removed for this check. This step must be performed before draining the oil or after oil system has been refilled.	PARA 7.E., 72--50--00	
	NOTE While motoring N1 to a min of 16% the minimum flow is above 90cc in 15 seconds Flow _____		
4.5	Inspect and clean the turbine pressure oil check valve. NOTE: Check Valve P/N 23074872 and subsequent part numbers are not applicable to this inspection (these valves are considered "ON CONDITION").	PARA 7.K., 72--50--00	
4.6	Turbine pressure oil tube screen assembly.		
4.6.1	Detach the clamp; then disconnect the power turbine pressure oil tube at the connector (tee).		
4.6.2	Loosen the tube coupling nut at the fireshield elbow only to allow sufficient movement of the tube to enable removal of the screen.		
4.6.3	At assembly, tighten the connector coupling nut to 200--250 lb in.		
4.6.4	Tighten the fireshield elbow coupling nut to 80--120 lb in.		
4.6.5	Tighten the clamp nut to 35--40 lb in.		
B 0355.5	**ENGINE FUEL SYSTEM**		
5.1	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.		
5.2	Remove fuel nozzle.	73-10-03	
5.3	Clean and inspect fuel nozzle.	73-10-03	

SECTION: B 0355NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
	NOTE: If no airframe mounted fuel filter is installed, inspect the fuel nozzle filter.		
5.4	Assemble fuel nozzle.	73-10-03	
5.5	Install fuel nozzle with proper number of spacers.	73-10-03	
5.6	Clean the burner drain valve.	PARA 3., 72--40--00	
B 0355.6	**ENGINE AIR SYSTEM**		
6.1	Inspect P_C filter for proper clamping.	73--20--06	
6.2	Remove the Scroll--to--Pc Filter Tube Assembly at both ends and inspect for cracks using 10x power glass. Pay particular attention to the flared ends of the tube for cracks, and to the areas beneath the floating ferrules for fretting damage. Tubes--found to contain cracks and/or excessive fretting damage are to be replaced by new parts of the same part number as removed		
	NOTE: Excessive fretting is present when the ferrule has chafed the tube sufficiently to wear a step in the tube that can be felt with a thumbnail or other inspection aid.		
6.3	With the Scroll--to--Pc Tube Assembly still removed and using a 10x power glass, inspect the elbow in the compressor scroll for distress/cracks/proper alignment. No cracks are permissible.		
B 0355.7	**POST INSPECTION**		
7.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
7.3	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
7.4	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.		
7.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
7.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0355NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 300 Hour / 12 Month – B 0355NT – Engine Inspection and was determined to be in an airworthy condition.

Registration No.: N _____ End
Aircraft S/N: _____ Date: _____
Engine S/N: _____

Aircraft Ending Total Time: _____
Engine Ending Total Time: _____
Engine Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: B 0356NT – 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-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0356.1	**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 0356.2	**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	

CAUTION

INSPECTION FREQUENCY MUST BE BASED ON THE NATURE OF THE EROSIVE AND/OR CORROSIVE ENVIRONMENT. THE OPERATING ENVIRONMENT CAN DICTATE A MORE FREQUENT INSPECTION INTERVAL.WHEN OPERATING IN A CORROSIVE AND/OR EROSIVE ENVIRONMENT FOR NON--COATED COMPRESSOR WHEELS, THE INSPECTION MUST NOT EXCEED 300 HOURS OR 6 MONTHS. FOR COATED COMPRESSOR WHEELS, INSPECTION MUST NOT EXCEED 300 HOURS OR 12 MONTHS. IF ANY PARENT METAL IS EXPOSED DUE TO CORROSION AND/OR EROSION, THE INSPECTION REQUIREMENT MUST REVERT BACK TO 300 HOURS OR 6 MONTHS.

SECTION: B 0356NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0356.3	**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	Entire engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.	N/A	
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 tub B-nuts to make sure that all nuts have not loosened. If a slippage mark is missing, loosen "B" nut, retighten and apply torque paint.	PARA 9.B 72-00-00 Eng Servicing	
3.1.4	Engine cowling and doors for condition and security. Replace anti-chaff tape as needed.		
3.1.5	Fluid flexible and rigid lines.		
3.1.6	Electrical harness and spark igniters.	BO 105 MM 857-4	
3.1.7	Turbine support assemblies.		
3.1.8	Exhaust stacks and ducts for condition of welded joints, cracks and buckling. clamps for proper installation, condition and torque.	PARA 8.A., 72--50--00	
3.1.9	Exhaust duct clamps for proper installation, condition and torque.	PARA 8.A 72--50--00	
3.1.10	Visually check the compressor discharge air tubes for damage or deterioration.	PARA 4.A., 72--40--00	
3.1.11	Discharge air tube inserts that are cocked or backing out of the scroll. NOTE: If cocked or loose inserts are detected, check engine for possible vibration causes	PARA 1 D. (2), This Section.	
3.1.12	Remove all foreign material which might be drawn into the compressor inlet.		
3.1.13	Compressor mount inserts, bolts and nuts for looseness, fretting or oil leakage, replace or retighten as required. Check engine for possible vibration causes.	PARA 4.D., 72--60--00 and PARA 1.D.(2), this section	
3.1.14	Compressor scroll for cracks or breaks at the anti--ice air valve and customer bleed port. If cracks or breaks are detected, check engine for possible vibration causes.		

SECTION: B 0356NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.15	Compressor case, blades, and vanes when operating in an erosive and/or corrosive environment. 10X power magnification is recommended for corrosion pit inspection..	PARA 1.D.(9),	
3.1.16	Compressor inlet guide vanes and visible blades and vanes for foreign object damage.		
3.1.17	Remove all foreign material which might be drawn into the compressor inlet.		
3.1.18	Anti--ice valve for security, worn parts and proper operation. NOTE: Valve need not be removed or disassembled unless a problem is detected.	PARA 4., 75--10--01	
3.1.19	Security of screws and rivets.		
3.1.20	Exhaust clamps for cracks, particularly near latches.	61-3 ASB 105 60 107	
3.1.21	Mounting and support bolts to be sure they are tight, lockwired and in good condition.		
3.1.22	Condition of the bleed valve gasket, without removing bleed valve. Replace gasket if air leaks (blowouts) can be detected.	PARA 2., 75--10--02	
3.1.23	Magnetic chip detector plugs.	PARA 11.G., 72--00--00, Engine--Servicing	
3.1.24	Quick disconnect magnetic chip detector plugs and flanged inserts for wear, if installed.	PARA 11.G., 72--00--00, Engine--Servicing	
3.1.25	Ignition lead for burning, chafing, or cracking of conduit and loose connectors and broken lockwire.		
3.1.26	Accessible fuel system components, lines, and connections for security, damage or leakage with boost pumps ON - Remove, visually inspect and clean if visual condition dictates.	PARA 2. 73-00-00	
3.1.27	Engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.	.	
3.1.28	Firewalls for condition and security.		
3.1.29	Fuel control and power turbine governor linkage for freedom of operation, full travel and proper rigging.	PARA 3.C., 73--20--02, 3.B., 73--20--03, 3.C., 73--20--04 and PARA 2.C., 73--20--01	
3.1.30	Security of linkage for loose or worn linkage and linkage bolt		

SECTION: B 0356NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0356.4	**ENGINE AIR SYSTEM**		
4.1	Inspect P_C filter for proper clamping.	73--20--06	
4.2	Remove the Scroll--to--Pc Filter Tube Assembly at both ends and inspect for cracks using 10x power glass. Pay particular attention to the flared ends of the tube for cracks, and to the areas beneath the floating ferrules for fretting damage. Tubes--found to contain cracks and/or excessive fretting damage are to be replaced by new parts of the same part number as removed		
	NOTE: Excessive fretting is present when the ferrule has chafed the tube sufficiently to wear a step in the tube that can be felt with a thumbnail or other inspection aid.		
4.3	With the Scroll--to--Pc Tube Assembly still removed and using a 10x power glass, inspect the elbow in the compressor scroll for distress/cracks/proper alignment. No cracks are permissible.		
B 0356.5	**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 101	
5.3	Clean compressor with chemical wash solution.	PARA 6., 72--30--00	
5.4	Check oil level of transmission, hydraulic tank, engine and rail rotor gearbox prior to running helicopter.		
5.5	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.		
5.6	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
5.7	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0356NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 300 Hour / 12 Month – B 0356NT – 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: _____

SECTION: B 0550NT – ENGINE INSPECTION PROGRAM
TYPE: 500 HOUR / 12 MONTH INSPECTION
NOTE: No Tolerance

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

Reference: Rolls-Royce M250-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 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 (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C20 MP	
1.4 Overhaul all components that have completed published operating limits (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C20 MP	
B 0550.2 ENGINE		
2.1 Inspect all uncoated and coated P/N 6846278 and 6871338 power turbine outer couplings nuts for corrosion.	M250--C20 CSL--1060	
NOTE: Compliance with Rolls--Royce Commercial Engine Bulletin M250--C20 CEB--1120 and/or M250--C20 CEB--1158 removes this inspection requirement.		
B 0550.3 POST INSPECTION		
3.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2 Make sure applicable servicing requirements have been carried out.	Chapter 101	
3.3 Check oil level of transmission, hydraulic tank, engines and rail rotor gearbox prior to running helicopter.		
3.4 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.		
3.5 Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
3.6 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0550NT – ENGINE INSPECTION PROGRAM
TYPE: 500 HOUR / 12 MONTH INSPECTION
NOTE: No Tolerance

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 500 Hour / 12 Month – B 0550NT – Engine Oil Change 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: _____

SECTION: B 0600NT – ENGINE INSPECTION PROGRAM
TYPE: 600 HOUR INSPECTION
NOTE: No Tolerance

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

Reference: Rolls-Royce M250-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0600.1	**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 Operations and Maintenance Manual).	250-C20 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C20 MP	
B 0600.2	**ENGINE**		
2.1	Check the fuel pump driveshaft on Sundstrand single element pumps for spline wear.		
	NOTE: This inspection is not required for Agro--Tech (TRW) fuel pumps or Sundstrand fuel pumps P/N 23003114 and subsequent.		
2.2	Replace the fuel control filter assembly.	PARA 4.A., 73--20--02, 4.A., 73--20--03	
	EFFECTIVITY: Bendix fuel controls P/N 2524552--4 or 2524552--6 (less--5) and prior unless M250--C20 CEB--1089 has been accomplished.		
B 0600.3	**POST INSPECTION**		
3.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
3.3	Check oil level of transmission, hydraulic tank, engines and rail rotor gearbox prior to running helicopter.		
3.4	Perform the scavenge oil filter bypass function check. (RR M250 CSL 1164)	Facet Service Bulletin No. 090589	
3.5	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.		
3.6	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
3.7	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0600NT – ENGINE INSPECTION PROGRAM
TYPE: 600 HOUR INSPECTION
NOTE: No Tolerance

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 600 Hour – B 0600NT – 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: _____

SECTION: B 1000NT – ENGINE INSPECTION PROGRAM
TYPE: 1000 HOUR INSPECTION
NOTE: No Tolerance

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

Reference: Rolls-Royce M250-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 1000.1	**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 Operations and Maintenance Manual).	250-C20 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C20 MP	
B 1000.2	**ENGINE**		
2.1	Inspect Py port on Bendix power turbine governor per M250 CEB--A--1281. NOTE: The governor must be removed from the engine to perform this inspection. NOTE: If CEB--A--1289 or CEB 1330 have been accomplished, this inspection is not required.		
B 1000.3	**POST INSPECTION**		
3.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
3.3	Check oil level of transmission, hydraulic tank, engines and rail rotor gearbox prior to running helicopter.		
3.4	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.		
3.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
3.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 1000NT – ENGINE INSPECTION PROGRAM
TYPE: 1000 HOUR INSPECTION
NOTE: No Tolerance

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 1000 Hour – B 1000NT – 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: _____

SECTION: B 1500NT – ENGINE INSPECTION PROGRAM
TYPE: 1500 HOUR INSPECTION
NOTE: No Tolerance

Registration 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-C20 Series Operation and MM Table 602, Eurocopter B0-105 Series MM Chapter 101

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 1500.1	**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 Operations and Maintenance Manual).	250-C20 MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C20 MP	
B 1500.2	**ENGINE**		
2.1	Replace the fuel control filter assembly.	PARA 4.A., 73--20--02,	
B 1500.3	**POST INSPECTION**		
3.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2	Make sure applicable servicing requirements have been carried out.	Chapter 101	
3.3	Check oil level of transmission, hydraulic tank, engines and rail rotor gearbox prior to running helicopter.		
3.4	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.		
3.5	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
3.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 1500NT – ENGINE INSPECTION PROGRAM
TYPE: 1500 HOUR INSPECTION
NOTE: No Tolerance

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' Eurocopter BO-105 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 Eurocopter BO-105 Series AAIP 1500 Hour – B 1500NT – 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: _____

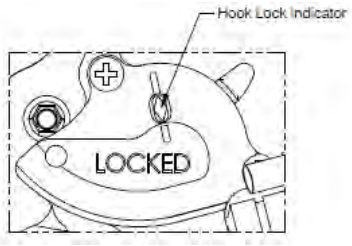
Signature: _____ Certificate Type & No: _____

SECTION: C 0150 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 6 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 0150.1	**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.	BO -105 MP	
1.4	Overhaul all components that have completed published operating limits.	BO -105 MP	
C 0150.2	**DART REPLACEMENT SKID TUBES – D105-674**		
	Note: Removal of Skid Tubes from the helicopter is not required for inspection		
	Note: If excessive corrosion/wear/damage has occurred, perform the detailed 600 hour inspection.		
	Note: It is acceptable to have nicks, scratches, or corrosion damage up to 0.015" (0.4 mm) deep over 30% of the total surface area of the skidtube.		
2.1	Inspect the skid tubes for scratches, nicks, dents, corrosion or excessive wear/damage.		
2.2	Inspect the sides of the tubes for excessive wear/damage.		
2.3	Inspect the area between the saddles for bow or sharp bends.		
2.4	Inspect the aft cap for damage.		
2.5	Inspect ground handling hardware for serviceability		
2.6	Inspect all areas of the skidtube for suitability of the paint finish and the anti-skid surface.		
C 0150.3	**DUKANE UNDERWATER BEACON 03-TM-0037**		
3.1	Clean the switch end of the beacon with a soft cloth and mild detergent, then dry thoroughly with a clean cloth.		
3.2	Clean the switch end insulator to prevent leakage currents from occurring across the switch.		

SECTION: **C 0150 – ICA OF INSTALLED EQUIPMENT**
TYPE: **100 HOUR / 6 MONTH INSPECTION**
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0150.4	**ONBOARD CARGO HOOK – ICA 123-022-00**		
	CAUTION Energizing the cargo hook release solenoid continuously in excess of 20 seconds will cause it to overheat, possibly causing permanent damage.		
4.1	Activate the electrical system and press the Cargo Release button to ensure the cargo hook electrical release system is operating correctly- The cargo hook must release.	Section 5	
4.2	Reset the hook by hand after release. If the hook does not release or re-latch, do not use the unit until the problem is fixed.		
4.3	Activate the hydraulic release system by pulling the release lever located on the collective in the cockpit. The mechanism should operate smoothly and the cargo hook must release.		
4.4	After release, return the load beam to its closed and locked position by hand. Verify that the hook lock indicator on the side of the hook returns to the fully locked position.		
4.5	In the fully locked position the hook lock indicator should align with the lines on the manual release cover…  If the hook does not release or re-latch, do not use the unit until the problem is resolved.		
4.6	Visually inspect for presence and security of fasteners and electrical connections.		
4.7	Check the fluid level in the master cylinder with the collective against the lower stop. The Master Cylinder features a transparent lid through which the fluid level can be checked. Hydraulic fluid must be visible over the baffle surface.		
4.8	Visually inspect for oil leaks in the hydraulic release system. Some seeping or dampness is acceptable, but if drips or areas cleaned by oil leaking are present the hook must not be used until the condition is repaired.		

SECTION: C 0150 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 6 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.9	Visually inspect for corrosion on the exterior of cargo hook and link assembly components. 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.		
4.10	Visually inspect for presence and security of fasteners and electrical connections.		
4.11	Visually inspect the external electrical wire harnesses and their connectors for damage and security.		
4.12	Visually inspect the hydraulic hose for damage and security.		
4.13	Visually inspect the electrical harness strain relief at the load cell (if installed) for damage.		
4.14	Verify calibration of the load cell (if installed) by lifting a load of known weight.		
4.15	Visually inspect the manual release cable for damage and security.		
4.16	Visually inspect the external electrical release harness and load weigh harness (if installed) for damage and security.		
C 0150.5	**ARTEX ELT 570-5060**		
5.1	ELT and mount for improper installation;	FAR Part 43, Appendix D	
5.2	Wiring and conduits for improper routing, insecure mounting, and obvious defects;		
5.3	Bonding and shielding for improper installation and poor condition;		
5.4 5.5	Antenna, including trailing antenna, for poor condition, insecure mounting, and improper operation.		
C 0150.6	**POST INSPECTION**		
6.1	Inspect for operation and leaks.		
6.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0150 – ICA OF INSTALLED EQUIPMENT
TYPE: 100 HOUR / 6 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' Eurocopter BO-105 *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' Eurocopter BO-105 *Series* AAIP – C 0150 – 100 Hour / 6 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: _____

SECTION: C 1500 – ICA OF INSTALLED EQUIPMENT
TYPE: 6 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 1500.1	**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.	BO -105 MP	
1.4	Overhaul all components that have completed published operating limits.	BO -105 MP	
C 1500.2	**AIR CRUISER FLOAT SYSTEM - AIR CRUISER MAINTENANCE MANUAL**		
2.1	Carefully unpack the floats. Inspect for obvious damage.		
2.2	Replace any items due.		
2.3	Inspect pressure gauge for loss of pressure. If low refer to the check section of the MM.		
2.4	Inspect valve body IAW the check section of the MM.		
2.5	Disconnect hoses at check valve on the float bag.		
	NOTE: **this must be done to prevent the hoses from kinking**		
2.6	Perform relief valve/maximum pressure check IAW testing and fault isolation section of the MM.		
2.7	Perform check valve verification IAW testing and fault isolation section of the MM.		
2.8	Perform bulkhead test IAW testing and fault isolation section of the MM.		
2.9	Perform leakage test IAW testing and fault isolation section of the MM.		
2.10	Inspect all items in the check section of MM.		
2.11	If necessary clean IAW cleaning section of the MM.		
2.12	Reconnect any lines that were previously disconnected.		
2.13	Cover all required places with chaff tape IAW MM		
2.14	Repack floats IAW MM.		
2.15	Check A/C wiring per MM.		

SECTION: C 1500 – ICA OF INSTALLED EQUIPMENT
TYPE: 6 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1500.3	**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).		

SECTION: C 1500 – ICA OF INSTALLED EQUIPMENT
TYPE: 6 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' Eurocopter BO-105 *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' Eurocopter BO-105 *Series* AAIP – C 1500 – 6 Month Float 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: _____

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 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 1700.1 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.	BO -105 MP	
1.4 Overhaul all components that have completed published operating limits.	BO -105 MP	
C 1700.2 ARTEX ELT 570-5060		
2.1 Check the following;		
2.1.1 Proper installation		
2.1.2 Condition of battery		
2.1.3 Operations of controls		
C 1700.3 FIRST AID KIT		
3.1 Check for the installation of the following:		
3.1.1 Adhesive Bandage Strips (3") - 8 ea		
3.1.2 Antiseptic or Alcohol Wipes - 10 ea		
3.1.3 Bandage Compresses, 4" - 2 ea		
3.1.4 Triangular Bandage, 40" (sling) - 3 ea		
3.1.5 Roller Bandage, 4" x 5 yds (gauze) - 2 ea		
3.1.6 Adhesive Tape, 1" x 5 yds - 1 ea		
3.1.7 Bandage Scissors - 1 ea		
3.1.8 Bodily Fluids Barrier Kit - 1 ea		
3.2 Ensure kit is serviceable, closes properly.		

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 1700.4	**POST INSPECTION**		
4.1	Inspect for operation and leaks.		
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 Rotorcraft Flight Manual and/or Manufacturer ICA.		
4.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 1700 – ICA OF INSTALLED EQUIPMENT
TYPE: 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' Eurocopter BO-105 *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' Eurocopter BO-105 *Series* AAIP – C 1700 – 12 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: _____

Maritime Helicopters

MARITIME HELICOPTERS

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APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

ATTACHMENT A

CONTINUED AIRWORTHINESS ITEMS

PROPRIETARY: ALL RIGHTS RESERVED. NO PORTION OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING BY PHOTOCOPYING, RECORDING OR USE OF ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM WITHOUT EXPRESS WRITTEN PERMISSION OF MARITIME HELICOPTERS. **â 2014 MARITIME HELICOPTERS**

INSTRUCTION FOR CONTINUED AIRWORTHINESS LISTING

	ITEM	INSPECTION INTERVAL	SECTION
1	Air Cruiser Float System	6 Month	C1500
2	Artex ELT 570-5060	100 Hour / 6 Month, 12 Month	C0150, C1700
3	Dart Replacement Skid Tubes D105-674	100 Hour / 6 Month	C0150
4	Dukane Underwater Beacon 03-TM-0037	100 Hour / 6 Month	C0150
5	First Aid Kit	12 Month	C1700
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APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

ATTACHMENT B

Maintenance Excluded from the AAIP

PROPRIETARY: ALL RIGHTS RESERVED. NO PORTION OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING BY PHOTOCOPYING, RECORDING OR USE OF ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM WITHOUT EXPRESS WRITTEN PERMISSION OF MARITIME HELICOPTERS. **â 2014 MARITIME HELICOPTERS**

1 INSPECTIONS EXCLUDED FROM AAIP

Since the AAIP inspection program is not intended to prescribe maintenance functions, the following items will be tracked separately in the aircraft status report.

A. Hand-held Fire Extinguishers

B. Static System and Altitude Reporting System per 14 CFR 91.411.

C. ATC Transponder Test and Inspections per 14 CFR 91.413.

D. Inspect Pitot-Static System per 14 CFR 91.411/413

E. 36 Month Hydrostatic Retest of Emergency Floatation Gas Cylinder