Maritime Helicopters

MARITIME HELICOPTERS

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP) Bell 412 MAINTENANCE MANUAL

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11/15/20

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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 CAMP and any subsequent revisions, on the Maritimes web portal.

Corporate Office Distribution

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

RECORD OF REVISIONS

Revision Letter	Revision Date
Original	12/15/15
Reissue	11/15/20

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 CAMP 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 CAMP 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 CAMP and complied with when completing the inspection interval. Temporary Revisions shall be maintained with the completed inspection intervals paperwork until 1) intervals next inspection, or 2) incorporated into CAMP.

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DATE: DATE:

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1 INTRODUCTION

Aircraft operated by Maritime Helicopters Inc., type certificated for a passenger seating capacity, excluding any pilot seat, of ten or more seats are maintained in accordance with a Continuous Airworthiness Maintenance Program (CAMP). Under this program, Maritime Helicopters Inc. is primarily responsible for the airworthiness of its aircraft and the performance of all the inspection, maintenance or alterations.

The purpose of this CAMP Maintenance Manual is to establish "What" and "When" to inspect and conditions to be sought. In general, the objective of the requirements is to direct the attention of maintenance personnel to components and areas where defects may result from normal usage. The requirements are not designed to lead to the detection of isolated discrepancies that may occur on a one-time basis, nor discrepancies resulting from abuse or poor maintenance practices.

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

Maritime Helicopters Inc CAMP program is complied with using both the CAMP General Manual and the aircraft specific CAMP Maintenance Manual herby referred to as the Maintenance Manual.

This CAMP has been developed into three main inspection series:

A inspection series applies to BELL 412 Series helicopter.
B inspection series applies to Pratt and Whitney PT6T-3B series engine installed in BELL 412 Series helicopters.
C inspection series applies to BELL 412 Series helicopters in their FAA approved altered state

A, B, and C inspection series are independent (stand-alone) of one another. They may be performed in conjunction with one another or independently. Because of their individuality, CAMP inspection series 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.
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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 CAMP Maintenance Program:

- MHI General Maintenance Manual (GMM)
- 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
- BELL 412 *Series*
  - Maintenance Manual
  - Maintenance Program
  - Mechanical Repair Manual
  - Structural Repair Manual
  - Wiring Diagram
  - Service Bulletins
- Pratt and Whitney PT6T Series
  - Maintenance Manual
  - Service Bulletins
- FAA Form 337's documenting major alterations to BELL 412 Series helicopters operated by Maritime Helicopters.
- 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 and have maintenance/inspection requirements, which are not contained in the airframe manufactures' Maintenance Manual, shall be a part of Maritime Helicopters' Continuous Airworthiness Maintenance Program and tracked on Maritime Helicopters "Status Report". All appliances or emergency equipment installed on the aircraft having inspection requirements not contained in the airframe manufactures' Maintenance Manual shall cause Maritime CAMP to be amended to incorporate those items.

Maritime Helicopters Inc has established and maintains a system for the Continuing Analysis and Surveillance (CASS) of the performance and effectiveness of its maintenance programs. It contains processes and procedures for the correction of any deficiencies. The General CAMP Manual contains guidelines and procedures for the CASS program and is referenced in conjunction with this CAMP Maintenance Manual.

2 SCOPE OF INSPECTION

2.1 PROGRAM RESPONSIBILITY AND REVIEW

The Director of Maintenance is responsible for this program. The CAMP inspection forms will be reviewed by the Director of Maintenance (or designee) for abnormalities. The Director of Maintenance or the mechanic shall insure that special tools, equipment, and parts needed are available.

2.2 MAINTENANCE AND SERVICING

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

2.3 EXCLUSIONS

See Attachment B for maintenance items not included in this program.

2.4 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 in Appendix A.

2.5 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 CAMP.

2.6 LUBRICATION ITEMS

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

2.7 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 CAMP does not cover these inspection items.

2.8 AIRWORTHINESS CHECK

The Airworthiness Check, Appendix F, shall be performed by a qualified mechanic after each day of operation, excluding the day the daily inspection was performed. This inspection will be valid until the aircraft is operated or 3 calendar days. A separate logbook entry shall be made if the daily inspection is required after not operating for 3 days. Aircraft will have a current daily inspection prior to returning to service

2.9 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 CAMP at the next major revision.

2.10 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) OF ITEMS INSTALLED UNDER FAA FORM 337

The CAMP 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 CAMP inspection form item for a particular aircraft, the mechanic performing the CAMP Inspection must determine if the equipment is installed on the aircraft, he/she is performing the CAMP 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 a CAMP 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 CAMP 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 the manufacturer does not provide a checklist or inspection procedures and signature sheet one shall be developed 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.

2.11 REVISIONS

Changes to any portion of Maritime CAMP 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 CAMP is revised and FAA approved.

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 CAMP inspections that are common to multiple aircraft may omit the change bars as they may not accurately indicate all changes.

When revising the CAMP Inspection form, the Revision Number will change for the entire CAMP 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.*

Once the Maritime Helicopters' CAMP is approved by the responsible FAA district office, the CAMP shall be posted, within 5 working day, on the Maintenance 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 CAMP Inspection forms. The footer will include the aircraft model, CAMP revision number, and CAMP revision date. It is the responsibility of the signing mechanic to verify that the form used is the current CAMP inspection form posted on the Portal.

2.12 TEMPORARY REVISIONS

Temporary Revisions to the CAMP 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 CAMP in an expeditious manor without having to go thru the entire CAMP 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 CAMP Table of Contents or List of Effected pages.

The Index of Temporary Revisions will list the current CAMP 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 CAMP, 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 CAMP. 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 CAMP. When a mechanic accesses a CAMP 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 or the temporary revision is incorporated into the CAMP; whichever occurs first.

NOTE:

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

2.13 ABBREVIATIONS AND DEFINITIONS

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.

A/C - Aircraft
AC - Alternating Current
ACFT - Aircraft
ACTT - Aircraft Total Time
AD - Airworthiness Directive
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.)
CAMP Continuous Airworthiness Maintenance Program
CASS Continuing Analysis and surveillance System
CEB - Commercial Engine Bulletin
CH - Chapter
CL - Calendar
CAN Compliance Action Notice
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
ICA Instructions for Continued airworthiness
IFR - Instrument Flight Rules
INSP - Inspection
L/H - Left Hand
LL - Life Limited
MP - Maintenance Program
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
P&W Pratt & Whitney
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
RII Required Inspection Items
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

2.14 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 CAMP 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 CAMP Inspection that has no overfly, the inspection must be performed on or before to the due time.

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 CAMP Inspection that 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.

2.15 TRAINING

Training on the implementation of the Maritime Helicopters CAMP shall be conducted on an individual basis. It shall be the inspecting Mechanic's responsibility to read and understand the contents of this CAMP prior to implementing and/or participating in the CAMP. Training shall be conducted in accordance with Maritime Helicopters FAA Approved Training Program to include computer and web-based instruction.

3 IMPLEMENTATION OF THIS INSPECTION PROGRAM

3.1 HELICOPTERS ELIGIBLE FOR CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM

Each additional aircraft and/or engine being placed on or removed from a Continuous Airworthiness Maintenance 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 CAMP. 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 CAMP 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 CAMP program. A bridging document determining which inspections must be complied with before bringing the aircraft onto the program will be created and remain on file for 1 year.

3.2 PROCEDURE FOR ENTERING PROGRAM

The following procedures shall be used when entering an aircraft on Maritime Helicopters' Continuous Airworthiness Maintenance Program (CAMP).

- 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 Continuous Airworthiness Maintenance Program) have been complied with.
- A bridging document will be created and remain on file for 1 year. The document shall determine by outline which inspections must be complied with before bringing the aircraft onto the CAMP. 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 BELL 412 Series Continuous Airworthiness Maintenance Program

3.3 PROCEDURE FOR LEAVING PROGRAM

When an aircraft is removed from the Continuous Airworthiness Maintenance 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 Continuous Airworthiness Maintenance Program.

3.4 PROCEDURE FOR INSTALLATION OF REPLACEMENT PARTS

The following procedure shall be used when replacement parts (not maintained under Maritime Helicopters Continuous Airworthiness Maintenance Program) are installed.

- Inspection of new replacement parts or overhauled parts (TSO 0.0) shall be at the next normally scheduled CAMP Inspection following installation.
- Inspection of "loaner part(s)" shall be maintained in accordance with Maritime Helicopters Continuous Airworthiness Maintenance Program.

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 CAMP Inspection allowing it to coincide with the next normally scheduled CAMP Inspection.

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

If the manufacturer of a kit (accessory), appliance or product newly installed on the rotorcraft supplies instructions for continued airworthiness, Maritime Helicopters Continuous Airworthiness Maintenance Program aircraft status sheet (CALM) shall be revised to incorporate the new instructions for continued airworthiness. CAMP 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 CAMP is revised and FAA approved.

4 PROGRAM OPERATION

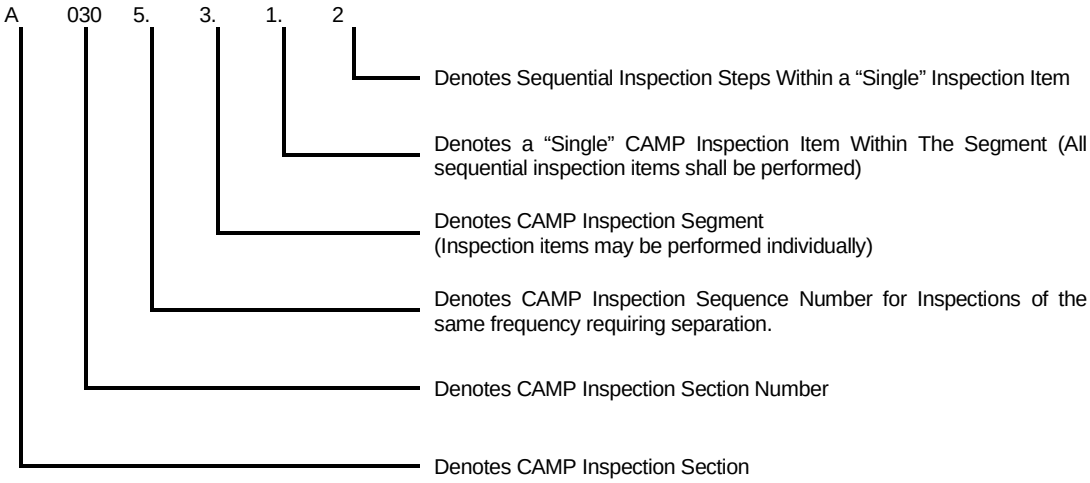
4.1 PERFORMANCE INSTRUCTIONS

A CAMP inspection may be started at any point. A CAMP inspection's due time may be exceeded as allowed by the CAMP inspection's interval. **NOTE: See Paragraph 4.2.1 for limitations of tolerances and calculation of time to next CAMP inspection due.** The aircraft may be returned to service following completion of any single segment of that CAMP inspection, i.e.: Segment A 0353.7, or Segment B0740.2 through B0740.4. All individual CAMP inspection items listed under a single segment, i.e.: A 0301.5.1, A 0301.5.2, A 0301.5.2, etc. through A 0301.5.6 (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 CAMP inspection form.
C. Make a logbook entry certifying inspection of the specific item(s) by number and name as part of a specific CAMP 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

CAMP Inspection Form – Inspection Item Numbering - A 0305.3.1.2



4.2 INSPECTION DUE TIMES

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

A inspection series applies to airframe inspections and shall be tracked on the aircraft "status sheet" based on airframe total time.
B inspection series applies to engine inspections and shall be tracked on the engine "status sheet" based on engine total time.
C inspection series 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 CAMP 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% or restricted to 100 hours and/or 30 days, 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 CAMP Inspection form.

- Use of the Inspection tolerances are to be considered as non-routine maintenance practice, not standard operating procedure.
- Each CAMP inspection without a designator may be exceeded by 10% of the CAMP inspection's most restrictive interval.
- Each CAMP inspection with a designated NT or No Tolerance shall not exceed any interval.
- Each CAMP inspection with a designated RT or Restricted Tolerance may be exceeded by the stated tolerance (less than 10%) of the CAMP 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 CAMP 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 CAMP inspection must still be made.
- If the CAMP inspection was completed prior to the scheduled due time, the time to the next CAMP inspection due shall be calculated from the time the first part of the inspection was started for Series A inspections and from when they were originally due for Series B and C inspections.
- If the CAMP Series A inspection was started after the scheduled due time, the time to the next CAMP inspection due shall be calculated from the time it was started. Series B will be figured from when the inspection was originally due: **Not to exceed the stated tolerance of the CAMP inspection's interval (the standard 10% tolerance or stated restriction).**
- For hourly airframe/engine CAMP inspections; once the first segment is completed, the entire CAMP 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.
- Once the first segment of an airframe and/or engine calendar CAMP 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 CAMP inspections of 6 months or greater. Airframe and/or engine calendar CAMP 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 CAMP inspection intervals performed during the long term maintenance will start from the date the aircraft is returned to service for all CAMP inspections completed.

4.3 SCHEDULE OF INSPECTIONS

4.3.1 SERIES A - AIRFRAME SECTION: Applicable to Applicable to BELL 412 *Series* Helicopters

SECTION	FREQUENCY
A 0025	Every 25 Hours, or 30 Days, whichever comes first
A 0120	Every 100 Hours, or 120 days whichever comes first
A 0301	Every 300 Hours, or 12 Months whichever comes first, occurs 50 hours after A 0306
A 0302	Every 300 Hours, or 12 Months whichever comes first, occurs 50 hours after A 0301
A 0303	Every 300 Hours, or 12 Months whichever comes first, occurs 50 hours after A 0302
A 0304	Every 300 Hours, or 12 Months whichever comes first, occurs 50 hours after A 0303
A 0305	Every 300 Hours, or 12 Months whichever comes first, occurs 50 hours after A 0304
A 0306	Every 300 Hours, or 12 Months whichever comes first, occurs 50 hours after A 0305
A 0601	Every 600 Hours, or 12 Months whichever comes first, occurs 100 hours after A 0606
A 0602	Every 600 Hours, or 12 Months whichever comes first, occurs 100 hours after A 0601
A 0603	Every 600 Hours, or 12 Months whichever comes first, occurs 100 hours after A 0602
A 0604	Every 600 Hours, or 12 Months whichever comes first, occurs 100 hours after A 0603
A 0605	Every 600 Hours, or 12 Months whichever comes first, occurs 100 hours after A 0604
A 0606	Every 600 Hours, or 12 Months whichever comes first, occurs 100 hours after A 0605
A 5005	Every 5000 Hours, or 60 Months whichever comes first

4.3.2 SERIES B – POWERPLANT SECTION: Applicable PT6T series engine

SECTION	FREQUENCY
B 0100	Every 100 Hours
B 0150	Every 150 Hours
B 0156	Every 150 Hours or 6 Months whichever comes first
B 0312	Every 300 Hours or 12 Months whichever comes first
B 0600	Every 600 Hours
B 0912	Every 900 Hours or 12 Months whichever comes first
B 0924	Every 900 Hours or 24 Months whichever comes first
B 1200 RT	Every 1200 Hours, Restricted Tolerance
B 2000 RT	Every 2000 Hours, Restricted Tolerance

4.3.3 SERIES C – INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: Applicable to *BELL 412* Series Helicopters

SECTION	FREQUENCY
C 0180	Every 180 Days
C 0350	Every 300 Hours or 12 Months whichever comes first

4.4 UNSCHEDULED INSPECTION

Unscheduled Inspections are to be performed I/A/W the Pratt & Whitney PT6T MM 72-00-00 ENGINE - INSPECTION/CHECK

4.5 SPECIFIC INSPECTIONS

Specific inspections are to be performed I/A/W the Pratt & Whitney PT6T MM 72-00-00 ENGINE - INSPECTION/CHECK

4.6 SPECIFIC CONDITION INSPECTIONS

Specific Conditional inspections are to be performed I/A/W;

1) Pratt & Whitney PT6T MM 72-00-00 ENGINE - INSPECTION/CHECK
2) BHT-412-MM-2 Paragraph 5-39

4.7 SPECIAL INSPECTIONS

Special inspections are to be performed I/A/W the BHT-412-MM-2 Paragraph 5-13

4.8 OPERATIONAL CHECKS AND OPERATIONAL CHECK FLIGHTS

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

4.9 INSPECTIONS AWAY FROM HOME BASE

Inspections away from home base shall be conducted in accordance with the Continuous Airworthiness Maintenance Program and the "Maritime Helicopters General Maintenance Manual," as revised.

4.10 OVERHAUL SCHEDULE

Overhauls are tracked on Maritime Helicopter's computer aircraft status CALM sheets.

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 or Fairbanks office, in accordance with the "Maritime Helicopters General Maintenance Manual," as revised.

5.2 DEFERRED DISCREPANCY LOG

See "Section B – Maintenance and Mechanical Discrepancies" of the "Maritime Helicopters General Maintenance 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' CAMP 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' CAMP.
   2. All work was performed in accordance with the requirements of Maritime Helicopters' Continuous Airworthiness Maintenance 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 CAMP 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" (CALM) 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 CAMP cycle of CAMP inspections for upcoming and completed inspections.

5.5 INSPECTION FORMS

Maritime Helicopters Continuous Airworthiness Maintenance Program 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 CAMP inspection until superseded by the next same inspection.

5.5.1 INSPECTION ITEMS

Upon satisfactory completion of each CAMP 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 CAMP 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 CAMP inspection form is current with the CAMP 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 CAMP has been revised. The request shall be accompanied by a copy of the manufacturer's recommendation.

5.6 REQUIRED INSPECTION ITEMS (RII)

5.6.1 REEQUIRED INSPECTION PERSONNEL

Required Inspection Personnel are designated by the Chief Inspector. The Chief Inspector has the overall responsibility of administrating the Required Inspection Item (RII) program.

For each model aircraft authorization sought, each designated RII Inspector must have:

- A minimum of three years of working experience on that model or,
- A verifiable record of completed formal training on that model or,
- Complete the RII and Part 135 initial training program for that model or,
- Have a thorough understanding of inspection methods and procedures, and
- Successfully completed the Maritime Helicopters Inc. RII initial training course and passed the written examination.

Maritime Helicopters utilizes A&P mechanics as RII. For A&P mechanics an RII qualification card will be issued by Maritime Helicopters Inc. RII cards will be issued by the Chief Inspector and are not valid until signed by the Chief Inspector or the Director of Maintenance.
Annual recurrent RII training is required for all Maritime Helicopters Inc. RII card holders. The Chief Inspector maintains the roster of RII personnel in the Maintenance Office. This roster includes name, certificate number, initial training date and latest recurrent training date.

5.6.2 REQUIRED INSPECTIONS

Maintenance performed, scheduled or unscheduled, to these components or systems require inspection by properly authorized RII inspectors.

- Flight Controls
- Tail Rotor
- Main Rotor
- Synchronized Elevators
- Drive Train Items
- Engine Installation
- Transmission Installation
- Engine Controls

Component and system possible inspection items are described in detail in this manual.

5.6.3 REQUIRED INSPECTION METHODS

The authorized inspector's signature or affixed stamp constitutes the approval for return to service. If the stamp is used it shall be affixed to both copies of the aircraft maintenance logbook sheets.

If an RII inspection is required, it will be entered in the aircraft logbook as a separate entry.

If a pilot operational check is required it shall also be entered in the aircraft logbook as being due, as a separate entry. The pilot's signature at the completion of the maintenance operational check returns the aircraft to service.

The technician performing the work shall have a company authorized inspector perform the inspection of the required inspection item. The technician performing the work may not perform the required inspection.

Required inspection items shall be inspected by designated inspection personnel using manufacturer's manuals. The method of performing these inspections constitutes a visual inspection at critical steps of the work in process and upon completion of the work. The technician performing the work has the responsibility to have his work inspected by an RII inspector at critical stages.

An RII Inspector must:

a. Verify all critical processes
b. Verify all rigging dimensions and adjustments
c. Verify all hidden torques and safeties
d. Ensure the use of:
   i. Proper parts
   ii. Proper materials
   iii. Proper procedures

In all cases, required inspection items will be inspected to ensure said items are in an airworthy and safe condition.

In the event that the inspector does not approve the item of work, he will not sign off the required inspection, and will advise the technician who accomplished the item of work of the discrepancies found. The technician will then remedy the discrepancies and the inspector will repeat his inspection function. This procedure will be referred to as the "Buy-Back" procedure, and will be repeated until the item of work has been satisfactorily accomplished.

Discrepancies found by the RII Inspector must be entered in the aircraft logbook, if that inspector cannot ensure he will see the "Buy-Back" procedure through to completion.

In the event that any required inspection is not completed as a result of work interruptions, the RII Inspector will make an entry on the appropriate form (logbook, etc.), stating the required inspection is incomplete, and a brief description of the reason why it is incomplete.

If any company authorized inspector finds an item which is questionable, the Chief Inspector or Director of Maintenance shall be consulted and shall have final authority to approve the aircraft for return to service or take other necessary action.

Questions concerning any decisions of any required inspection personnel will be made to the Chief Inspector. In the case that the Chief Inspector is not available, the decision of the required inspection personnel will stand until the Chief Inspector is available to make the final decision.

The Required Inspection Items are inspected by a designated RII Inspector at any time a component of one of the items is removed and a like item is installed, or when any part of one of the items is disconnected and reconnected for any reason.

It is the responsibility of the maintenance technician performing the work to have that work inspected prior to approving the aircraft for return to service.

5.6.4 REQUIRED INSPECTION ITEMS STANDARDS

Maritime Helicopters Inc. will utilize RII task cards whenever available to perform RII inspections. RII task cards can be found Appendix A.

RII task cards are specific to each individual maintenance procedure and clearly define all the critical steps that must be inspected during the particular maintenance action. Once completed the task card will be signed and returned to the records department with the applicable log page or work order, if done by an approved repair station.

Should an RII task card not be available for a particular task the maintenance department shall be notified in writing within 24 hrs. A task card will then be created for the particular task. The following minimum standard will be utilized until a task card is available.

Acceptance	Task & JASC 6200 Series Code:
	1. Verify the maintenance manual revision is up to date.
	2. Verify date of calibration of special tools utilized.
	3. Verify the maintenance manual procedure is followed for this installation.
	4. Verify the applicability of Alert Service Bulletins and Technical Bulletins to this installation.
	5. Visually inspect installation for attachment, security, proper installation, and system integrity.
	6. Verify all torques, final closures, and verify all safeties.
	7. Apply torque seal to all safeties.
	8. Review logbook and record entries for accuracy and completion.

5.6.5 RII ITEMS LIST

6200 Main Rotor System

For general reports of rotorcraft main rotor systems with insufficient information to file in a more specific JASC 6200 series code. Excessive use of this code should be avoided if possible.

A. 6210 Main Rotor Blades
B. 6220 Main Rotor Head
   1) Hub Assembly
   2) Any associated part
C. 6230 Main Rotor Mast/Swash plate
   1) Swash plate and Support
   2) Sleeve assembly
   3) Collective lever
   4) Control Links
   5) Mast
   6) Any associated part

6300 Main Rotor Drive System

For general reports of main rotor drive system with insufficient information to file in a more specific JASC sub-system code. Excessive use of this code should be avoided if possible.

A. 6310 Engine/Transmission Coupling
   1) Engine to Transmission Drive Shaft
   2) C-box coupling
   3) Transmission coupling
   4) Any associated part
B. 6320 Main Rotor Gearbox
   1) Main Transmission
   2) Rotor brake Quill
   3) Any associated part
C. 6330 Main Rotor Transmission Mount
   1) The suspension system for the transmission mounting in airframe. Typical parts are suspension bars, isolation mount, etc.
   2) Any associated part

6400 Tail Rotor System

For general reports of the rotorcraft tail rotor system reported with insufficient information to file in a more specific tail rotor system. Avoid excessive use of this code if possible.

A. 6410 Tail Rotor Blades
   1) Blade Assembly
B. 6420 Tail Rotor Head
   1) Pitch Change Control Tube
   2) Hub
   3) Crosshead Assembly
   4) Pitch Links
   5) Pitch Horns
   6) Any associated parts

6500 Tail Rotor Drive System

For general reports of the tail rotor drive system reported with insufficient information to file in a more specific tail rotor drive system. Avoid excessive use of this code if possible.

A. 6510 Tail Rotor Drive Shaft
   1) Tail Rotor Drive Shafts
   2) Tail rotor Hangers
   3) Any associated part
B. 6520 Tail Rotor Gearbox Installation
   1) 42° Gearbox Installation
   2) Couplings
   3) 90° Gearbox Installation
   4) Any associated part

6700 Rotorcraft Flight Control

For general reports of rotorcraft control systems with insufficient information to file in a more specific 6700 JASC series code; or for reports which affect both main and tail rotor control systems. Avoid excessive use of this code if possible.

A. 6710 Main Rotor Control
   1) Pitch Change Links
   2) Main Rotor Flight Controls, Bell cranks, Control Tubes, Rigging and Stops
   3) Synchronized Elevators, Bell cranks, Control Tubes, Rigging and Stops
   4) Any associated part
B. 6720 Tail Rotor Control System
   1) Control Tubes, Bell cranks, Rigging and Stops
   2) Any associated part
C. 6730 Rotorcraft Servo System
   1) Main Rotor Servos
   2) Tail Rotor Servo
   3) Any associated part

7200 Engine

For general reports of rotorcraft control systems with insufficient information to file in a more specific 7200 JASC series code; or for reports which affect both main and tail rotor control systems. Avoid excessive use of this code if possible.

A. 7210 Turbine Engine & Reduction Gearbox
   1) Power Section Installation
   2) Combining Gear Box Installation
   3) Twin Pack Installation
   4) Any associated part

7300 Engine Fuel and Control

For general reports of rotorcraft main rotor systems with insufficient information to file in a more specific JASC 7300 series code. Excessive use of this code should be avoided if possible.

A. 7321 Fuel Control/Turbine Engine
   1) AFCU
   2) MFCU
   3) Any associated part
B. 7323 Turbine Governor
   1) Turbine Governor
   2) Any associated part

7600 Engine Controls

For general reports of rotorcraft main rotor systems with insufficient information to file in a more specific JASC 7600 series code. Excessive use of this code should be avoided if possible.

A. 7601 Engine Synchronizing
   1) Torque Control Unit
   2) Any associated part
B. 7603 Power Levers
   1) N1 control system
   2) N2 control system
   3) Any associated part

RII Task Cards are found in Appendix A of this manual.

6 WEIGHT AND BALANCE CONTROL

6.1 INDIVIDUAL AIRCRAFT WEIGHT AND BALANCE CONTROL

The individual weight and balance of each aircraft will be re-established at the specified reweighing periods. It will also be re-established whenever the cumulative changes to the empty weight exceed plus or minus one-half of one percent of the maximum landing weight or the cumulative change in C/G position exceeds one-half of one percent of the C/G range. Weight and Balance shall be carried out I/A/W Bell Helicopter BHT-412-MM-2 Chapter - 8 WEIGHT & BALANCE.

6.2 RESPONSIBILITY

The Chief Inspector has the responsibility for current empty aircraft weight and balance. Prior to release of an aircraft which has undergone a repair or alteration effecting the weight and balance of the aircraft, the Chief Inspector will accomplish the following as applicable:

If the cumulative weight change is less than plus or minus one half of one percent of the C.G. range, the cumulative change in weight and balance will be recorded on the Aircraft Basic Weight and Balance Form.

When the cumulative weight changes to the empty weight, exceeds plus or minus one half of one percent of the maximum landing weight, re-compute the empty weight.

When the cumulative change in the C.G. position exceeds plus or minus one half of one percent of the C.G. Range, re-compute the empty weight C.G.

The re-computed aircraft empty weight and balance will be forwarded with a revision control sheet to the Director of Maintenance. The signed revision control sheet must be returned to the Chief Inspector's office prior to release of the aircraft.

Changes to the aircraft C.G., empty weight, or cumulative change to the aircraft weight and balance, their effect on the current loading schedule is the responsibility of the Director of Maintenance.

6.3 WEIGHT AND BALANCE FORMS

6.3.1 AIRCRAFT WEIGHT AND BALANCE RECORD

This form is intended to serve as a ready reference to show the current empty and/or weighed weight and index for each Maritime Helicopters, Inc. aircraft. The master copy of this form will be retained in the Aircraft Weight and Balance files. This report is completed by the company Chief Inspector each time a change is made to any aircraft weight. The information for this report will be gained from data supplied by the Assistant Chief Pilot-Fixed Wing and filed in each aircraft permanent Weight and Balance file. The permanent records will be checked at the end of each calendar month and the Aircraft Weight and Balance Status Report will be reviewed for accuracy. The Chief Inspector will compute the aircraft index and provide it to the Operations Department.

6.3.2 AIRCRAFT EQUIPMENT LIST

This form is used to record all permanent equipment installed in the aircraft at the time of weighing. The Chief Inspector is responsible for the accuracy and completeness of this form. It is attached to the actual Weight and Balance Form for retention in the aircraft records.

6.3.3 AIRCRAFT WEIGHT AND BALANCE MANIFEST

This form will be used for computation of operational index units and per cent C.G. and provides the data required by the flight crews to compute the weight and balance for each flight.

6.3.4 BASIC WEIGHT CHANGE RECORD

This form will be used between aircraft weighing to compute the change in C.G. cause by any removed or installed equipment, or major repairs which will affect the weight and balance of the aircraft. Weight changes totaled on this sheet may not exceed one-half of 1.0% of the maximum landing weight of the aircraft without recomputing the weight and balance. Any of the Accumulative Weight and Change Records sheet accumulated between weighing may be discarded at weighting.

NOTE: Any other forms that provide equivalent information may be used if this company’s name is placed on the form in a conspicuous place.

Specific Weight and Balance figures are from the Bell Helicopter BHT-412-MM-2 Chapter - 8 WEIGHT & BALANCE

6.4 WEIGHT AND BALANCE FORMS

6.4.1 EMPTY WEIGHT AND BALANCE RECORD

EMPTY WEIGHT AND BALANCE RECORD — Maritime Helicopters Inc. Chart C — 1 of 3

AC MODEL 412 REGISTRATION NO. N328MH SERIAL NO. 36061 — Configuration: Standard Configuration

			DESCRIPTION OF EQUIPMENT OR MODIFICATION**	WEIGHT OF EQUIPMENT OR MODIFICATION					CURRENT AIRCRAFT EMPTY WEIGHT					Inspector or Mechanic
				LONGITUDINAL			LATERAL***		LONGITUDINAL			LATERAL***		
				NOTE: USE .0001 for Sta. -0-										
DATE	IN	OUT		WEIGHT	ARM	MOMENT	ARM	MOMENT	WEIGHT	CG	MOMENT	CG	MOMENT	INITALS
			A/C E/W as Weighed	Use (-) when item is removed					7585.0	142.8	1082767.43	1.3	547.94	S Harper

* NOTE: Included in the Empty Weight are all Lubricants (except usable engine oil), Hydraulic Fluids, and Unuseable Fuel.
**NOTE: The Weight and Arm Columns Reflect Component Weight and Its Actual Location in the Aircraft.
***NOTE: All Bell and Eurocopter Helicopters Left is Minus (-) and Right is Plus (+). Sikorsky is the Opposite.

6.4.1 REQUIRED EQUIPMENT LIST

Maritime Helicopters Inc.
REQUIRED EQUIPMENT LIST (installed in A/C when weighed)
BELL 412HP

REGISTRATION NUMBER	SERIAL NUMBER	Date Weighed	Verified by
N328MH	36064	6/2/16	S Harper

ITEM		Weight	Horiz	Lat
ATTITUDE		7.5	21.0	17.0
AIRSPEED		1.1	23.0	12.5
VERTICAL SPEED		1.8	23.0	21.4
ALTIMETER		1.8	23.0	21.4
TRIPLE TACHOMETER		2.5	23.0	9.0
XMSN OIL PRESS AND TEMP		0.7	23.0	1.3
GEARBOX OIL PRESS AND TEMP		0.7	23.0	1.3
ENGINE OIL PRESS AND TEMP (2)		0.4	23.0	4.8
FUEL PRESSURE (2)		0.6	23.0	4.8
GAS PRODUCER TACHOMETER (2)		1.0	23.0	4.8
TURBINE INLET TEMPERATURE (2)		0.6	23.0	4.8
HYDRAULIC OIL PRESS AND TEMP (2)		0.4	23.0	4.8
DUAL TORQUE PRESSURE		3.0	23.0	12.5
FUEL QUANITY		0.6	23.0	1.3
HORIZONTAL SITUATION		6.9	21.0	17.0
STANDBY COMPASS		0.8	39.0	17.5
CLOCK		0.5	23.0	25.0
FREE AIR TEMPERATURE		0.2	34.0	3.0
DUAL AC AMMETER		1.0	25.0	1.3
DUAL AC/DC VOLTMETER (2)		1.0	25.0	4.8
LOW FUEL WRN (MASTER CAUTION PANE		5.0	24.0	-3.4
ENGINE NO 1		0.4	22.3	-1.7
ENGINE NO 2		0.4	22.3	4.7
BAGGAGE COMPARTMENT		0.3	22.0	-1.8
STARTER-GENERATOR L/H		30.0	159.0	-8.0
STARTER-GENERATOR R/H		30.0	159.0	18.0
NICAD BATTERY		85.0	-5.7	7.9
STARTER TOGGLE SWITCH		0.4	38.0	10.0
FUEL IGNITER SWITCH		0.2	33.0	3.0
ANTI-COLLISION LIGHT UPPER		2.0	218.0	0.0
ANTI-COLLISION LIGHT LOWER		2.0	65.4	0.0
LANDING LIGHT		8.1	83.0	-4.1
SEARCH LIGHT		5.4	9.0	0.0
POSITION LIGHTS-	FWD LOWER (2)	0.3	66.8	0.0
	FWD UPPER (2)	0.3	109.2	0.0
	AFT (2)	0.3	431.9	0.0
CIRCUIT BREAKER PANALS (2)		7.4	56.8	0.0
NON-ESSENTIAL BUS SWITCH		0.1	41.2	4.7
ESSENTIAL BUS	R/H CONTROL PANE	2.9	42.8	3.2
	L/H CONTROL PANE	2.4	41.4	-3.4
LOW FUEL WARN XMITER		0.1	143.0	0.0
TRANSCEIVER AND MOUNT		4.3	9.5	0.8
CONTROL		1.5	39.0	-3.0
ANTENNA		0.5	205.0	0.0
FIRE EXTINGUISHER, HAND, L/H		8.0	69.0	-42.0
FIRE EXTINGUISHER, HAND, R/H		8.0	53.0	34.0
WINDSHEILD WIPER	BLADE AND ARM (2)	1.6	34.0	0.0
	MOTOR (2)	4.2	41.0	0.0
SAFETY BELT & HARNESS - PILOT		2.7	47.0	22.0
FLIGHT MANUAL		1.7	-----	-----
AIRWORTHINESS CERTIFICATE		-----	-----	-----
REGISTRATION CERTIFICATE		-----	-----	-----

6.4.1 ADDITIONS/DELETIONS SINCE LAST WEIGHING

Empty Weight & Balance Record									Maritime Helicopters Inc. Chart C	1	of	6	
AC MODEL BH412HP			REGISTRATION NO. N330MH		SERIAL NO 36045				Configuration:	Additions/Deletions Since Last Weighing			
			DESCRIPTION OF EQUIPMENT OR MODIFICATION**	WEIGHT OF EQUIPMENT OR MODIFICATION					CURRENT AIRCRAFT EMPTY WEIGHT				Inspector or Mechanic
				LONGITUDINAL			LATERAL***		LONGITUDINAL			LATERAL***	
				NOTE: USE .0001 for Sta. -0-									
DATE	IN	OUT		WEIGHT	ARM	MOMENT	ARM	MOMENT	WEIGHT	CG	MOMENT	CG	MOMENT	INITALS
05/01/20			A/C E/W as Weighed	Use (-) when item is removed					7596.0	142.0	1078627.92	16.9	57180.00	Isaac M
06/18/20	X		TDFM-136	3.5	55.0	192.50	0.0	0.00	7599.5	142.0	1078820.42	7.5	57180.00	SH
									7599.5	142.0	1078820.42	7.5	57180.00	

* NOTE: Included in the Empty Weight are all Lubricants (except usable engine oil), Hydraulic Fluids, and Unuseable Fuel.
**NOTE: The Weight and Arm Columns Reflect Component Weight and Its Actual Location in the Aircraft.
***NOTE: All Bell and Eurocopter Helicopters Left is Minus (-) and Right is Plus (+). Sikorsky is the Opposite.

7 AIRCRAFT LOG PAGE

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

8 INSPECTIONS

The following inspections shall be performed in conjunction with Maritime Helicopters CAMP General Manual and applicable Bell 412 Maintenance Manuals as listed.

SECTION: **A 0025 – AIRFRAME INSPECTION PROGRAM**
TYPE: **25 HOUR / 30 DAY INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5, Pratt & Whitney PT6T MM

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0025.1	**GENERAL**		
5.2	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
5.3	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
5.4	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
5.5	Overhaul all components that have completed published operating limits.	Bell 412 MP	
5.6	Review Special Inspections and carry out applicable Inspections.		
5.7	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.		
5.8	Check oil level and replenish if required. If engine has been stationary for more than 12 hours, run affected power section for two minutes, shut down and check oil level.	Ref. 72-00-00, ENGINE - SERVICING	
A 0025.3	**PLACARDS AND MARKINGS**		
5.2	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	
A 0025.4	**CORROSION CONTROL**		
5.2	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0025.5	**FUSELAGE - NOSE SECTION**		
5.2	Pitot tubes and static ports for visible obstruction and damage.	Chp 95	
5.3	Nose doors for damage, corrosion, security of attachment, and for missing or damaged twist fasteners, seal for condition.	Chp 52	
5.4	Fuselage;	Chp 53	
5.6.1	Forward fuselage area structure and skin for damage, corrosion, cleanliness and damage to protective finish.		
5.6.2	Avionics and electrical compartment for water entrapment.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.5 Battery Installation;	Chp 96	
5.6.1 Battery and external connections for security, corrosion, and condition.		
5.6.2 Battery vent and drain tubes — unobstructed.		
5.6 Electrical equipment for condition, corrosion, and security.	Chp 96	
5.7 Avionics equipment for condition and security.	Chp 97	
5.8 All windows for damage and cleanliness.	Chp 52	
5.9 Windshield wiper arms and blades for serviceability and security	Chp 30	
5.10 Remote hydraulic filter bypass indicator-check for bypass indication.	Chp 29	
5.11 Antennas for condition and security.	Chp 97	
5.12 Crew doors (and surrounding structure) for damage, corrosion, and proper operation, emergency release pins for security	Chp 52	
A 0025.5 FUSELAGE - CABIN SECTION		
5.1 Fuselage structure and compartments for condition, corrosion, water entrapment, and damage to protective finish	Chp 53	
5.2 Fuselage underside for evidence of fuel and hydraulic fluid leakage.	Chp 53	
5.3 Visually inspect fuel samples for contamination.	Chp 28	
5.4 Landing Gear;	Chp 32	
5.4.1 Forward crosstube and cap fittings for condition, corrosion, and security of attachment.		
5.4.2 Aft crosstube, cap fittings, and wear strips for condition, corrosion, and security of attachment.		
5.4.3 Aft crosstube support beam for wear, cracks, damage, corrosion, and security of attachment		
5.4.4 Skid tubes and skid shoes for condition, corrosion, and security of attachment. Replace skid shoes that are worn into shoe surface. Repair weld beads as required.		
5.4.5 Fuselage supports for wear, damage, and security of attachment.		
5.4.6 If installed, landing gear forward crosstube crew step fittings for corrosion, damage, and security in area of attachment. If edge sealant is damaged or missing, remove crew step and inspect crosstube for corrosion or damage.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.4.7 Tail skid for deformation and security of attachment.		
5.4.8 Emergency float reservoir pressure indicator for proper charge indication (if installed).		
5.4.9 Floats for proper stowage and condition (if installed).		
5.4.10 Antennas for damage, cleanliness, and security.	Chp 97	
5.5 Passenger/cargo doors (and surrounding structure) for damage, corrosion, and proper operation. Window seals for condition.	Chp 52	
5.6 Crew seats;	Chp 25	
5.6.1 Seats for condition, security, and proper operation.		
5.6.2 Cushions and backs for cleanliness, excessive deterioration, and tears.		
5.6.3 Crew seat restraint assemblies for condition, security, and proper operation.		
5.6.4 Crew seat attenuator for compression; inspect witness line. If line is not visible, repair attenuator assembly.		
5.6.5 Crew seat attenuator for compression; inspect witness line. If line is not visible, repair attenuator assembly.		
5.7 Passenger seats;	Chp 25	
5.7.1 Seats for condition and security.		
5.7.2 Cushions and backs for cleanliness, excessive deterioration, and tears.		
5.7.3 Passenger seat restraint assemblies for condition, security, and proper operation.		
5.8 Instruments;	Chp 95	
5.8.1 Instrument panel for cleanliness.		
5.8.2 All instrument, placards, decals, and markings for appearance and legibility.		
5.8.3 Check magnetic compass for condition and security.		
5.8.4 All compass cards for validity.		
5.9 Avionics and electrical equipment;	Chp 96/97	
5.9.1 Pedestal mounted avionics/electrical equipment for condition, cleanliness, and security.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.9.2 Overhead console for condition, cleanliness, and security.		
5.9.3 All instrument lights, integrally lit panels, secondary lights, and map lights for serviceability.		
5.9.4 All caution and warning lights for proper operation by using master caution, fire test, and baggage compartment smoke detector press to test functions.		
5.9.5 Landing and search lights for condition and security.		
5.9.6 Navigation and anti-collision lights for condition and security.		
5.10 Two portable fire extinguishers for condition, mounting and valid inspection certificate.	Chp 26	
5.11 Cabin heating and ventilating system.	Chp 21	
5.11.1 Ventilating system components for condition and security.		
5.11.2 Heat/vent air ducts for condition and proper operation.		
5.11.3 Ventilation/defog components for condition and security.		
5.12 Miscellaneous furnishings for condition and security;	Chp 25	
5.12.1 Map and data case		
5.12.2 First aid kit		
5.12.3 Emergency equipment		
5.13 Main rotor transmission;	Chp 63	
5.13.1 Proper oil level.		
5.13.2 External oil filter for bypass indication.		
5.13.3 Cases for damage, corrosion, condition, and evidence of leakage.		
5.13.4 Accessories for condition, corrosion, damage, and security of attachment.		
5.13.5 External oil lines and hoses for condition, damage, chafing, and leaks, paying particular attention to lines running aft of the thermostatic relief valve.		
5.13.6 Transmission mount dust boots for condition.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT		
5.13.7 Transmission tail rotor output quill coupling (and surrounding area) for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black, indicates an overheat condition, and may require replacement of both outer and inner couplings (see 5.13.8).		
5.13.8 Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of overtemperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating.	Chp 29	
5.14 Hydraulic systems;		
5.14.1 System 1 and 2 filter bypass indicator buttons — not extended.		
5.14.2 Collective and cyclic servo actuators for leaks, corrosion, damage, and security.		
5.14.3 System 1 and 2 valve and filter modules for leaks, damage, and security.		
5.14.4 System 1 and 2 lines, hoses.		
5.15 Flight control tubes for condition, corrosion, and security.		
A 0025.6 FUSELAGE - AFT OF CABIN LEFT AND RIGHT SIDE		
6.1 Avionics/electrical and heater compartment doors for condition and security of attachment. Latches for proper operation.	Chp 52	
6.2 Fuselage structure;	Chp 53	
6.3.1 Avionics/electrical and heater compartments for evidence of water entrapment.		
6.3.2 Engine decks for condition and evidence of delamination.		
6.3 Avionics and electrical equipment for security and condition.	Chp 96/97	
6.4 Heater compartment for cleanliness, condition, and security of heating system components, wiring, ducts and supports. Structure for damage and corrosion (including connections and fasteners).	Chp 21	
6.5 Tail rotor hydraulic actuator and hoses for leakage, corrosion and security.	Chp 29	

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
6.6	Tail rotor control tubes for condition, corrosion and security.	Chp 67	
6.7	Transmission oil cooling system;	Chp 63	
6.3.1	Oil coolers for leakage, damage, and obstruction.		
6.3.2	Oil cooler hoses and tubes for leakage, damage, chafing, and fraying.		
6.3.3	Oil cooler blowers for damage, corrosion and obstruction.		
6.8	Engine oil system;	Chp 79	
6.3.1	Oil coolers for leakage, corrosion, damage and obstruction.		
6.3.2	Oil cooler hoses and tubes for leakage, damage, chafing and fraying.		
6.3.3	Reduction gearbox oil filter impending bypass indicator button — not extended.		
6.3.4	Power section 1 for proper oil level.		
6.3.5	Power section 2 for proper oil level.		
6.3.6	Reduction gearbox for proper oil level.		
6.9	Engine compartment fire extinguisher containers for proper charge, condition, and mounting.	Chp 26	
6.10	Engine and reduction gearbox mounts for loose bearings and security.	Chp 71	
6.11	No.1 (left) engine power section;	Chp 71	
6.3.1	Exhaust ejector and duct for damage and security.		
6.3.2	Gas generator case for cracks, buckled areas and hot spots.		
6.3.3	Oil and fuel hoses and tubes for chafing, leaking and security.		
6.3.4	Electrical wiring for fraying, chafing, and security.		
6.12	No.2 (right) engine power section;	Chp 71	
6.3.1	Exhaust ejector and duct for damage and security.		
6.3.2	Gas generator case for cracks, buckled areas and hot spots.		
6.3.3	Oil and fuel hoses and tubes for chafing, leaking and security.		
6.3.4	Electrical wiring for fraying, chafing, and security.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.13 Engine firewalls, air intake ducts, and plenum for cracks, distortion, missing rivets, broken spot welds, and deteriorating seals or gaskets.	Chp 71	
6.14 Engine cowling for missing fasteners and cracks. Latches for proper operation.	Chp 71	
A 0025.7 FUSELAGE AFT/TAILBOOM ATTACHMENT		
7.7 Inspect fuselage tailboom attachment points for security and evidence of fretting.	Chp 53	
A 0025.8 TAILBOOM		
8.7 Tailboom structure;	Chp 53	
8.7.1 Exterior structure for condition, damage, and corrosion.		
8.7.2 Baggage compartment interior for condition and cleanliness.		
8.8 Baggage compartment door for damage, proper operation, and security.	Chp 52	
8.9 Driveshaft and intermediate gearbox covers for damage and security.	Chp 52	
8.10 Elevators for damage and security. Elevator control tube for positive spring action and freedom of movement.	Chp 67	
8.11 Tailboom mounted avionics equipment for condition and security.	Chp 97	
8.12 Tail rotor driveshaft.	Chp 65	
WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT		
8.12.1 Hanger assemblies — bearings and surrounding areas for evidence of grease leakage, condition, damage, security, corrosion, and overheating. Discoloration of bearing (color change to blue or blue/black) or multi-color appearance of hanger that darkens adjacent to bearing is evidence of overheating. Brown color of bearing shield is normal and is not evidence of overheating		
8.12.2 Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, and damage to anodized finish, loose or missing weights.		
8.12.3 Driveshaft for missing balance strips		
8.12.4 Disc pack couplings for separation, deflection, distortion, cracks, or missing sections, and correct installation of bolts and washers.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
	NOTE: Do not mistake empty imprints in bonding material next to balance strip, as an indication of a missing balance strip. This spot results from removal of a test coupon to inspect for bonding voids. If a tail rotor driveshaft has more than a single empty bonding imprint, remove and return to overhaul facility.		
8.12.5	Coupling assembly at first hanger and adjacent to transmission and surrounding area for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step 8.13.5).		
8.12.6	Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy over coating.		
8.13	Intermediate gearbox.	Chp 65	
8.13.1	Gearbox assembly for security, condition, corrosion, damage, and oil leaking.		
	WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT		
8.13.2	Output quill outer couplings (and surrounding area) for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step 8.14.3).		
8.13.3	Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy over coating.		
8.13.4	Gearbox for proper oil level and oil for evidence of contamination.		
8.14	Tail rotor gearbox. **NOTE:** Steps 8.14.1 - 14.2 pertains to helicopters S/N 36020 and subsequent and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade).	Chp 65	
8.14.1	Gearbox assembly for security, condition, corrosion, damage, and oil leaking.		
8.14.2	Gearbox for proper oil level and oil for evidence of contamination.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
8.15	Tail rotor hub and blade assembly. **WARNING** NO CRACKS ARE PERMITTED ON ANY SURFACE OF THE TAIL ROTOR BLADES	Chp 64	
8.15.1	Tail rotor blades for condition of bond lines, cracks, corrosion, leading edge erosion, damage, security, and cleanliness. Clean blades are required to maintain enhanced visibility for safety		
8.15.2	Tail rotor hub for security, corrosion, and condition.		
8.15.3	Flapping bearings and pitch change bearings for excessive looseness and freedom of movement through full range of travel with anti-torque pedals positioned full right and then full left		
8.15.4	Tail rotor pitch change links, crosshead, pitch horns, counterweight arms, and links for security, corrosion, and condition.		
8.15.5	Pitch link bearing and counterweight link bearing looseness shall not exceed 0.015 inch axial. Check freedom of movement through full range of travel with anti-torque pedals positioned full right and then full left.		
8.15.6	Pitch change links for binding with tail rotor blade moved to both full flapping positions. Binding is not acceptable.		
8.15.7	Lubricate Tail Rotor Trunnion Bearings (two). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
A 0025.9	**CABIN ROOF**		
9.1	Cabin structure and cowlings/fairings for condition.	Chp 52/53	
9.2	Transmission and transmission oil lines for condition, corrosion, and leaks.	Chp 63	
9.3	Rotor brake quill, disc, and brake assembly (if installed);	Chp 63 BHT-412-SI-12	
9.3.1	Brake quill for condition, damage, and leakage.		
9.3.2	Brake disc for condition, damage, security, warpage, and evidence of overheat.		
9.3.3	Caliper switches and wiring for condition and security of attachment.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.4 Hydraulic systems;	Chp 29	
9.4.1 1 and 2 pumps for leakage, damage, and security.		
9.4.2 Lines for leaks, chafing, and kinking		
9.4.3 1 and 2 reservoirs for proper fluid levels, damage, corrosion, and security.		
9.4.4 1 and 2 filter bypass indicator buttons — not extended		
9.4.5 Collective and cyclic servo actuators for leaks, corrosion, damage, and security.		
9.4.6 1 and 2 valve and filter modules for leaks, damage, and security.		
9.4.7 1 and 2 lines, hoses, and fittings for leaks, damage, chafing, kinking, and security.		
9.5 Main Rotor Blades;	Chp 62	
9.5.1 Wash main rotor blades.		
9.5.2 Main rotor blades for condition, damage, and security.		
9.6 Main Rotor Hub;	Chp 62	
9.6.1 Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing.		
9.6.2 Inspect pitch horns for condition, security, and corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted.		
9.6.3 Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting.		
9.6.4 Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.6.5	Functionally check arm and bearing (pendulum) assemblies. Apply a minimum of 5 pounds (22.24 N) of axial force to each arm and bearing assembly. Cycle arm and bearing through full travel.		
9.6.6	Apply force away from center of yoke. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable.		
9.6.7	Functionally check droop restraint system. Check for engagement of restraint arms in lower detent of cam window. Relieve load on each blade and verify lower clevis moves freely through cam window envelope. Binding and roughness in inboard clevis is not acceptable		
9.7	Main Rotor Controls;	Chp 62	
9.7.1	Visually inspect swashplate and support assembly, and collective lever for condition and security.		
9.7.2	Visually inspect hub and sleeve assembly for condition and security, **NOTE:** Use swashplate link and drive link bearings — workaid (Chapter 62) to assist with determining condition of main rotor control bearings.		
9.7.3	Visually inspect drive hub and rephasing levers for bearing looseness and security of attachment.		
9.7.4	Visually inspect pitch links for condition, security, and bearing looseness.		
9.7.5	Lubricate drive link (two places per link). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.6	Lubricate rephasing lever bearing (four places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.7	Lubricate swashplate inner ring trunnion rod ends (two) and collective lever trunnion rod end (one) . Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.8	Lubricate collective hub and sleeve (two fittings). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.9	Lubricate swashplate bearings (two). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.10	Lubricate main rotor hub pendulum absorbers bearing assembly (eight places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.11	Lubricate droop restraint arm, inboard clevis race two fittings (four places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.8 Main Rotor Mast;	Chp 63	
9.8.1 Inspect mast assembly for security, corrosion, and mechanical damage.		
9.8.2 Inspect for evidence of oil leaks at mast bearing cap.		
9.9 Engine-to-transmission (main) driveshaft; **WARNING** CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT	Chp 63	
9.9.1 Main driveshaft for corrosion, condition, and security.		
9.9.2 Main driveshaft forward and aft couplings, boots, seals (and surrounding area), for grease leakage, damage corrosion and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of any yellow bordered TEMP-PLATE, from white/off-white to black, will indicate a possible overheat condition and /or component degradation (step 8.9.3). If one or more of the red bordered TEMP-PLATE dots change from white/off-white to black, an overheat condition is present and may require replacement of both outer and inner couplings		
9.9.3 Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of overtemperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating.		
A 0025.10 POST INSPECTION		
10.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
10.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
10.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
10.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
10.5 If required, confirm all required RII have been completed and signed off.		

SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
TYPE: 25 HOUR / 30 DAY INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0025 – 25 Hour / 30 Day 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: **A 0120 – AIRFRAME INSPECTION PROGRAM**
TYPE: **100 HOUR / 120 DAY INSPECTION**
NOTE:

Registration No.: N _____ Start
Aircraft S/N: _____ Date: _____

Aircraft Start Total Time: _____
Aircraft Start Total Cycles: _____

Reference: BHT 412 MM-2 Chapter 5-9

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0120.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
A 0120.2	**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	
A 0120.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0100.1	**CABIN HEATER**		
1.1	Operationally check cabin heater system.		
1.2	Check bleed air shutoff.		
1.3	Inspect line check valve.		
A 0120.4	**TAILBOOM**		
4.1	Inspect vertical fin caps for cracks and/or corrosion.	Chp 53	
4.2	Inspect interior structure (including joints, splices, longerons, attach fittings, and hardware) for condition, corrosion, damage, and cracks.		
4.3	Inspect upper and lower tail fairings for visible damage to the exterior skin and cracks at the attachment points. If paint is missing locally or has scratches, inspect the fairing for delamination and voids with a tap hammer. Inspect fairings for loose or missing attaching hardware.		

SECTION: A 0120 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.4 Inspect upper and lower strakes for visible damage, deformation, cracks at the attachment points, and loose or missing rivets.		
4.5 Inspect upper and lower strakes for visible damage, deformation, cracks at the attachment points, and loose or missing rivets.		
4.6 Check elevator attachment lugs at each end of elevator horn for cracks, corrosion, and security.		
4.7 Check elevator horn to elevator spar attaching bolts and surrounding joint for cracks, corrosion, and security.		
4.8 Check elevator control tube, support, attaching hardware, and surrounding structure, for corrosion, damage, and security.		
4.9 Torque check tail rotor gearbox mounting nuts by applying torque in tightening direction, do not exceed 200 inch-pounds (22.6 Nm). If any nut rotates under torque, inspect attachment hardware and tail rotor gearbox for serviceability. 4.10 Inspect the tail rotor counterweight bellcrank 212-011-705-001 retention nuts for cracks, corrosion, and security. Reapply corrosion preventive compound (C-101) if nuts are not completely covered.		
4.11 Torque check intermediate gearbox mounting bolts by applying torque in tightening direction, do not exceed 50 inch-pounds. If any bolt turns under torque, inspect attachment hardware and intermediate gearbox for serviceability.		
A 0120.5 MAIN ROTOR CONTROLS		
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear.		
5.1 Inspect:		
5.1.1 Swashplate and support assembly for condition and security with special attention to gimbal ring attachment lugs.		
NOTE: The presence of black oxide powder will require investigation to determine the cause.		
5.1.2 Gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed.		
5.1.3 Trunnion bearings and attaching hardware for excessive looseness and wear. Bearings shall not exceed 0.020 inch (0.508 mm) axial looseness.		
5.1.4 Drive hub and rephasing levers for wear and bearing looseness.		

SECTION: A 0120 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.5	Drive links' spherical bearings for axial looseness. They shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm).		
5.1.6	Swashplate link non-elastomeric bearing for looseness. It shall not exceed 0.015 inch (0.381 mm) axial.		
5.1.7	Collective lever trunnion bearing for axial looseness. It shall not exceed 0.020 inch (0.508 mm).		
5.1.8	Pitch link's non-elastomeric bearing for looseness. It shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial.		
A 0120.6	**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	If required, complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.4	If required, perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
6.5	If required, confirm all required RII have been completed and signed off.		
6.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0120 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0120 – 100 Hour / 120 Day 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: **A 0301 – AIRFRAME INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0301.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0301.2	**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	
A 0301.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0301.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0301.5	**FUSELAGE — CABIN**		
5.1	Forward fuselage;	Chp 53	
5.1.1	Cabin exterior structure for corrosion and damage.		
5.1.2	Cabin interior structure for corrosion and damage.		
5.1.3	Ensure all drain holes are open.		
5.1.4	All compartments for evidence of water entrapment and corrosion.		

SECTION: A 0301 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.2 Doors and windows;	Chp 52	
5.2.1 Crew doors structure for corrosion, damage, distortion, and positive locking mechanisms. Seals for tears and separations.		
5.2.2 Crew door emergency jettison mechanism for condition and security. Perform operational check.		
5.2.3 Passenger door structure for corrosion, damage, distortion, and positive locking mechanisms		
5.2.4 Nose, electrical, and equipment compartment access doors for corrosion, damage, distortion, and positive locking mechanisms.		
5.2.5 Passenger door window retainers and fillers for damage. Seals for adherence, tears, separations, and deterioration.		
5.2.6 If installed, inspect heated windshield for condition and proper installation.		
5.3 Landing gear assembly;	Chp 32	
5.3.1 Landing gear skid shoes for excessive wear, cracks, damage, corrosion, and security of attachment.		
5.3.2 Aft cross tube support beam for cracks, damage, corrosion, and security of attachment.		
5.3.3 Retighten cross tube to skid tube saddle bolts.		
5.3.4 Torque forward and aft cross tube support fittings U-bolts to 80 to 100 inch-pounds.		
5.3.5 Torque check ground handling wheel attachment eyebolts on skid tubes 40 to 58 foot-pounds.		
NOTE: Eyebolts that rotate prior to reaching 40 foot-pounds shall be removed and inspected for evidence of bending. No bending is permitted.		
5.3.6 If gross weight towing kit provisions are installed, inspect fitting assembly for condition and security. Torque check attachment bolts 160 to 190 inch-pounds If bolts are found loose, inspect for condition	BHT-412-SI-58	
5.4 Underside of fuselage;	Chp 53	
5.4.1 Fuselage structure for damage, corrosion, and working rivets.		
5.4.2 Exterior finish for condition and cleanliness.		
5.4.3 Evidence of excessive fluid leakage.		
5.4.4 Structure around landing gear for condition.		

SECTION: A 0301 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.5 Forward crosstube support structure for working fasteners, cracks, corrosion, and excessive wear.		
5.6 Aft crosstube support structure for working fasteners,cracks, corrosion, and excessive wear.		
A 0301.6 ENGINE FUEL AND POWER CONTROLS		
6.1 Engine control linkages for looseness, lost motion, chafing, damage, and security of attachment.	Chp 76	
6.2 Bellcranks, mounts, and jackshafts for looseness, damage, and security of attachment.	Chp 76	
6.3 Check controls for smooth movement throughout full range of travel.	Chp 76	
6.4 Engine fire detection systems for condition and security.	Chp 26	
A 0301.7 CABIN ROOF		
7.1 Cabin roof structure.	Chp 52/53	
7.1.1 Cabin roof structure, cowlings and fairings for damage, delamination, and general condition.		
7.1.2 Cabin roof and cowling/fairing mounted antennas for condition and security.		
7.2 Inspect the left side and right side engine air inlet cowlings for gaps between the lower surface of the cowling firewall and the mating horizontal engine firewall.	Chp 71 ASB 412-10-140	
7.3 Inspect all exposed fuel lines and attachments for leakage, damage, and security.	Chp 28 & 71	
A 0301.8 BAGGAGE COMPARTMENT		
8.1 Baggage compartment door for corrosion, damage, distortion, and positive locking mechanism.	Chp 52	
8.2 Baggage compartment smoke detector for condition and security.	Chp 26	
8.3 Inspect wire bundles and clamping for chafing, condition, and security.	Chp 96	
A 0301.9 LUBRICATION		
9.1 Lubricate tail rotor crosshead bearing. Do not intermix grease types. Two shots every 50 hours.	Table 12-3 Lubrication Chart	
9.2 Lubricate anti-torque flight control tube bearings. Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
NOTE: Fittings not present on all helicopters		

SECTION: A 0301 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.3	Lubricate tail rotor control lever (three places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
A 0301.10	**POST INSPECTION**		
10.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
10.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-2	
10.3	Perform an engine fuel control check.	BHT-412-FM-2	
10.4	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
10.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
10.6	Confirm all required RII have been completed and signed off.		

SECTION: A 0301 – 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' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0301 – 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 Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: **A 0302 – AIRFRAME INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0302.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0302.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0302.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0302.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0302.5	**FLIGHT CONTROLS**		
5.1	Collective flight control actuator;	Chp 67	
5.1.1	Universal bearings for looseness.		
5.1.2	Input lever bearings and bolts for wear and looseness.		
5.1.3	Fasteners attaching cylinder lower supports to structure for looseness		
5.1.4	Cylinder lower bearings for looseness		

SECTION: A 0302 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.5	Actuator assembly for damage and leakage.		
5.1.6	Cylinder extension tube for condition and security.		
5.1.7	Actuator linkage, balance spring, and bracket for wear and security.		
5.1.8	Clean exposed area of actuator piston with hydraulic fluid and a clean lint-free cloth.		
5.1.9	Check hydraulic cylinder piston rod for evidence of excessive wear and scoring. Wear of the piston rod indicates cylinder assembly is incorrectly aligned to lower support and requires adjustment.		
5.1.10	Remove bolts attaching actuator to lower supports. Check cylinder alignment to lower support. Rod end bearing side loads are not permitted. Install bolts.		
5.1.11	Torque check nuts attaching actuator cylinder to upper supports.		
5.1.12	Upper cylinder housing mounting bracket cavity for corrosion. Cavity drain hole for obstruction. Reapply corrosion preventive compound (C-104) as required. Dust boot for condition.	BHT-ALL-SPM	
5.2	Collective control tubes;	Chp 67	
5.2.1	Control tubes between collective jackshaft and collective control actuator pilot valve input lever for corrosion, wear, and damage.		
5.2.2	Control tube bellcrank, supports, and attaching hardware for corrosion, wear, and damage.		
5.3	Cyclic flight control actuators;	Chp 67	
5.3.1	Universal bearings for looseness.		
5.3.2	Input lever bearings and bolts for wear and looseness.		
5.3.3	Fasteners attaching cylinder lower supports to structure for looseness.		
5.3.4	Cylinder lower bearings for looseness.		
5.3.5	Actuator assembly for damage and leakage.		
5.3.6	Cylinder extension tube for condition and security.		
5.3.7	Actuator linkage for wear and security.		
5.3.8	Clean exposed area of actuator piston with hydraulic fluid and a clean lint-free cloth.		

SECTION: A 0302 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.3.9 Check hydraulic cylinder piston rod for evidence of excessive wear and scoring.		
NOTE: Wear of the piston rod indicates cylinder assembly is incorrectly aligned to lower support and requires adjustment.		
5.3.10 Remove bolts attaching actuator to lower supports. Check cylinder alignment to lower support. Rod end bearing side loads are not permitted. Install bolts.		
5.3.11 Torque check nuts attaching actuator cylinder to upper supports.		
5.3.12 Upper cylinder housing mounting bracket cavity for corrosion. Cavity drain hole for obstruction. Re-apply corrosion preventive compound (C-104) as required. Dust boot for condition.	BHT-ALL-SPM	
5.4 Cyclic control tubes;	Chp 67	
5.4.1 Control tubes between cyclic jackshaft and cyclic control actuator pilot valve input lever for corrosion, wear, and damage.		
5.4.2 Control tube bellcranks, mixing levers, supports, and attaching hardware for corrosion, wear, and damage.		
A 0302.6 LUBRICATION		
6.1 Lubricate tail rotor crosshead bearing. Do not intermix grease types. Two shots every 50 hours.	Table 12-3 Lubrication Chart	
6.2 Lubricate anti-torque flight control tube bearings. Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
NOTE: Fittings not present on all helicopters		
6.3 Lubricate tail rotor control lever (three places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
A 0302.7 POST INSPECTION		
7.1 Replace or close all applicable trim panels, fairing, covers, access and inspection doors/covers as necessary.		
7.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
7.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
7.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
7.5 Confirm all required RII have been completed and signed off.		

SECTION: A 0302 – 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' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0302 – 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 Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: **A 0303 – AIRFRAME INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0303.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5 Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6 Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0303.2 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	
A 0303.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0303.4 GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0303.5 TRANSMISSION		
5.1 Transmission;	Chp 63	
5.1.1 Check all transmission chip detectors for debris.		
5.1.2 Clean all transmission chip detectors.		
5.1.3 Test all transmission chip detector electrical circuits.		
5.1.4 Transmission internal oil filter or full flow oil debris monitor for debris.		

SECTION: A 0303 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.5	Clean transmission internal oil filter or full flow oil debris monitor.		
5.1.6	Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation.		
5.1.7	Mounts for damage and security.		
5.1.8	Lift link and attachments for corrosion, damage, and security. Bearings for looseness.		
5.1.9	Mast torque sensor (if installed) installation for condition and security.		
5.1.10	Torque check: top case to ring gear case nuts, ring gear case to main case nuts and main case to support case nuts 230 to 250 inch-pounds. Re-torque as required.	BHT-412-CR&O	
5.2	Reduction (combining) gearbox;	Chp 71	
5.2.1	Check and clean chip detector for debris.		
5.2.2	Test chip detector electrical circuits		
A 0303.6	**LUBRICATION**		
6.1	Lubricate tail rotor crosshead bearing. Do not intermix grease types. Two shots every 50 hours.	Table 12-3 Lubrication Chart	
6.2	Lubricate anti-torque flight control tube bearings. Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
	NOTE: Fittings not present on all helicopters		
6.3	Lubricate tail rotor control lever (three places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
A 0303.7	**POST INSPECTION**		
7.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
7.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
7.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
7.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
7.5	Confirm all required RII have been completed and signed off.		

SECTION: A 0303 – 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' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0303 – 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 Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: **A 0304 – AIRFRAME INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0304.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5 Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6 Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0304.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0304.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0304.4 GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0304.5 TAILBOOM		
5.1 Tailboom structure;	Chapter 53	
5.1.1 Tailboom exterior structure for corrosion and damage.		
5.1.2 Tailboom interior structure for corrosion and damage.		
5.1.3 Inspect tailboom joints, splices, longerons, attach fittings, and attaching hardware for corrosion, damage, and cracks		

SECTION: A 0304 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.4 Remove plug button at BS 99.00. **NOTE:** Paint fissures are common in the splice area, cracks will be evident by black powder emanating from cracked area, corrosion will leave evidence of white powder.	ASB 412-90-49	
5.1.5 Using a borescope or other suitable means, inspect inside of longeron paying particular attention to cracking and/or corrosion in area of splice.		
5.1.6 Report any cracks to Product Support Engineering.		
5.1.7 Install plug button with sealant (C-308).		
5.1.8 Ensure all drain holes are open.		
5.1.9 Vertical fin spar caps forward side and web from upper tailboom skin to approximately 4.0 inches (101.6 mm) below upper tailboom skin as follows: remove aft tailboom access door. Face aft and use bright light and small mirror to inspect area for cracks, especially near rivet holes. **NOTE:** If necessary, clean area with cloth dampened with MEK (C-309) or equivalent. Ventilate area to prevent breathing fumes.		
5.2 Anti-torque controls;	Chp 67	
5.2.1 Tail rotor control tubes between tail rotor pedals and tail rotor gearbox for corrosion, wear, and damage.		
5.2.2 Control tube bellcranks, supports, and attaching hardware for corrosion, security, wear, and damage.		
5.2.3 Tail rotor hydraulic actuator for leaks and security of attachment, damage, corrosion, and bearings and linkages for looseness.		
5.3 Aerodynamically actuated elevator;	Chp 67	
5.3.1 Elevator control tube between forward support bracket and elevator horn for corrosion, wear, and damage.		
5.3.2 Control tube support and attaching hardware for security, corrosion, wear, and damage.		
5.3.3 Elevators and support structure for loose or missing rivets and cracks in the skin.		
5.3.4 Trailing edge tabs and tip caps for condition and security.		

SECTION: A 0304 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.3.5 Functionally check operation of tube as follows; **CAUTION** DO NOT RELEASE ELEVATOR AND ALLOW THE SPRING TO DRIVE ELEVATOR BACK TO ORIGINAL POSITION		
5.3.5.1 Move elevator to extreme nose down position and while holding allow elevator to slowly return to original position. Failure to return to original position, binding and/or lock-up are not acceptable.		
5.3.5.2 If any of these conditions exist, replace tube.		
5.3.6 Remove elevator control tube and measure spring breakout force for 90 to 100 pounds. Install elevator control tube.		
5.3.7 Functionally check elevator rigging for proper setting and travel.		
5.3.8 Inspect and measure elevator trailing edge tab for 16° ±1/4° angle down from upper surface of elevator.		
A 0304.6 LUBRICATION		
6.1 Lubricate tail rotor crosshead bearing. Do not intermix grease types. Two shots every 50 hours.	Table 12-3 Lubrication Chart	
6.2 Lubricate anti-torque flight control tube bearings. Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
NOTE: Fittings not present on all helicopters		
6.3 Lubricate tail rotor control lever (three places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
A 0304.7 POST INSPECTION		
7.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
7.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
7.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
7.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
7.5 Confirm all required RII have been completed and signed off.		

SECTION: A 0304 – 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' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0304 – 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 Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: **A 0305 – AIRFRAME INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0305.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5 Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6 Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0305.2 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	
A 0305.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0305.4 GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0305.5 TAIL ROTOR DRIVE TRAIN		
5.1 Tail rotor driveshaft;	Chp 65	
5.1.1 Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment.		
5.1.2 Hanger supports for condition and security of attachment.		

SECTION: A 0305 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.3	Driveshaft sections and attaching hardware for condition and security.		
5.1.4	Disc pack couplings and attaching hardware for condition and security.		
5.1.5	Lubricate Tail rotor hangar bearings (four). Slowly pump grease into fitting until it may be seen around bearing seal.	Table 12-3 Lubrication Chart	
5.2	Intermediate gearbox;	Chp 65	
5.2.1	Chip detector for debris.		
5.2.2	Clean chip detector.		
5.2.3	Functionally test chip detector electrical circuit.		
5.2.4	Service gearbox as required.	Chp 12	
5.3	Tail rotor gearbox;	Chp 65	
5.3.1	Chip detector for debris.		
5.3.2	Clean chip detector.		
5.3.3	Functionally test chip detector electrical circuit.		
5.3.4	Service gearbox as required.	Chp 12	
5.4	Tail rotor hub and blade assembly;	Chp 64	
5.4.1	Dynamically balance tail rotor.	Chp 18	
5.4.2	Torque check nuts on tail rotor blade retention bolts.		
5.4.3	Torque check tail rotor retaining nut.		
5.4.4	Lubricate anti-torque flight control tube bearings. Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
	NOTE: Fittings not present on all helicopters		
5.4.5	Lubricate tail rotor control lever (three places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
5.4.6	Lubricate tail rotor crosshead bearing. Do not intermix grease types. Two shots every 50 hours.	Table 12-3 Lubrication Chart	

SECTION: A 0305 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0305.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5	Confirm all required RII have been completed and signed off.		

SECTION: A 0305 – 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' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0305 – 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 Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: **A 0306 – AIRFRAME INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

Registration No.: N _____ Start
Aircraft S/N: _____ Date: _____

Aircraft Start Total Time: _____
Aircraft Start Total Cycles: _____

Reference: BHT 412 MM-2 Chapter 5

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0306.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0306.2	**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	
A 0306.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0306.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0306.5	**MAIN ROTOR**		
5.1	Main rotor controls;	Chp 62	
5.1.1	Torque check swashplate outer ring through bolts to 165 to 175 inch-pounds.		

SECTION: A 0306 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.2 Torque check four hub and sleeve to rephasing lever attachment bolts to 24 to 34 foot-pounds for ½ inch bolts or to 160 to 200 inch-pounds for 3/8 inch bolts (if installed).		
5.1.3 Torque check four drive link to rephasing lever attachment bolts to 165 to 200 inch-pounds.		
5.1.4 Torque check swashplate support to mast plate bolts AN5H-6A to 130 to 140 inch-pounds.		
5.1.5 Purge lubricate Swashplate and collective lever trunnions and trunnion rod ends as follows: Rotate and simultaneously purge lubricate trunnions and trunnion rod ends to remove as much of the "old" lubricate as possible.	Fig 12-3 Note 9	
5.2 Main rotor hub and blade assembly;	Chp 62	
5.2.1 Main rotor blades upper and lower surfaces for condition of bond lines and doublers. Leading edge for erosion. Blade surfaces for corrosion, cracks, damage, and voids.		
5.2.2 Main rotor hub assembly for corrosion and damage.		
5.2.3 Blade retention bolts for condition and security.		
5.2.4 Torque check eight main rotor yoke assembly through bolt nuts to 70 to 80 foot-pounds.		
5.2.5 Ensure bolts EWB0420 are installed (16 places) for simple pendulum absorber bracket. Torque check bolts. Apply 29 to 33 foot-pounds in increasing torque direction.		
A 0306.6 MAIN ROTOR CONTROLS		
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear.		
6.1 Inspect:		
6.1.1 Swashplate and support assembly for condition and security with special attention to gimbal ring attachment lugs.		
NOTE: The presence of black oxide powder will require investigation to determine the cause.		
6.1.2 Gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed.		

SECTION: A 0306 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.1.3	Trunnion bearings and attaching hardware for excessive looseness and wear. Bearings shall not exceed 0.020-inch axial looseness		
6.1.4	Drive hub and rephasing levers for wear and bearing looseness		
6.1.5	Drive links' spherical bearings for axial looseness. They shall not exceed 0.007 inch radial or 0.015 inch.		
6.1.6	Swashplate link non-elastomeric bearing for looseness. It shall not exceed 0.015-inch axial.		
6.1.7	Collective lever trunnion bearing for axial looseness. It shall not exceed 0.020 inch.		
6.1.8	Pitch link's non-elastomeric bearing for looseness. It shall not exceed 0.007-inch radial or 0.015-inch axial.		
A 0306.7	**ELECTRICAL**		
7.1	Emergency bus interconnect circuit breaker and diodes;	Chp 96	
7.1.1	Inspect EMERG BUS INTC circuit breaker for wear. Operate circuit breaker manually and check by feel. Worn or loose circuit breaker is not acceptable. Close circuit breaker.		
7.1.2	Place all switches in OFF or NORM position and close all circuit breakers.		
7.1.3	Connect battery.		
7.1.4	Place BATTERY BUS 1 switch and BATTERY BUS 2 switch in the ON position. Position INV 1 and INV 2 switches in the ON position. Caution panel INVERTER 1 and INVERTER 2 segments should not be illuminated.		
7.1.5	Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handle warning lights illuminate.		
7.1.6	Position emergency bus switch to EMERG LOAD position. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handles illuminate. Verify INVERTER 1 and INVERTER 2 segments are illuminated on the caution panel.		
	NOTE: S/N 33108 and subsequent — Check INVERTER 1 light segment on the caution panel is not illuminated and INVERTER 2 segment is illuminated.		
7.1.7	Position BATTERY BUS 1 and BATTERY BUS 2 switches off. Check emergency bus power by pressing FIRE EXT PRESS TO TEST button momentarily. Observe FIRE PULL handles illuminate.		

SECTION: A 0306 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
7.1.8	Position INVERTER 1 and INVERTER 2 switches OFF. Position emergency bus switch to NORMAL. Disconnect battery.		
7.1.9	Install screw, spacer, and washer in the emergency load switch guard if removed.		
7.2	Perform functional check of power diodes.	Chp 96	
A 0306.8	**LUBRICATION**		
8.1	Lubricate tail rotor crosshead bearing. Do not intermix grease types. Two shots every 50 hours.	Table 12-3 Lubrication Chart	
8.2	Lubricate anti-torque flight control tube bearings. Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
	NOTE: Fittings not present on all helicopters		
8.3	Lubricate tail rotor control lever (three places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
A 0306.9	**POST INSPECTION**		
9.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
9.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
9.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
9.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
9.5	Confirm all required RII have been completed and signed off.		

SECTION: A 0306 – 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' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0306 – 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 Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

SECTION: **A 0601 – AIRFRAME INSPECTION PROGRAM**
TYPE: **600 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0601.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5 Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6 Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0601.2 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	
A 0601.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0601.4 GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0601.5 FUSELAGE		
5.1 Emergency and safety equipment;	Chp 25	
5.1.1 Emergency and safety equipment for inspection due dates.		
5.1.2 Contents of first aid kit for missing or over age items.		
5.2 Perform weight check of cockpit and cabin portable fire extinguishers.	Chp 26	
5.3 Perform operational check of crew doors emergency release mechanisms.	Chp 52	

SECTION: A 0601 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.4 Bleed air heating and ventilation/defog system components;	Chp 21 & 96	
5.4.1 Perform functional check of bleed air heating system and components.		
5.4.2 Perform functional check of defog blower.		
5.5 Fuselage cabin structure;	Chp 53	
5.5.1 Fuselage structure for corrosion and damage to finish and sealant. Pay particular attention to edges of joints and seams and around fastener heads.		
5.5.2 Ensure all drain holes are open.		
5.5.3 Engine compartment floor and service deck, FS 155.06 to 241.22, for damage, delamination, and corrosion.		
5.5.4 Fuselage bonded panels for damage and delamination.		
5.5.5 Remove four access doors, located just forward of the aft crosstube, from the underside of the fuselage. Inspect fuel lines for evidence of leakage, damage, and security.	Chp 28	
5.5.6 Inspect fuel & oil system filler cap for proper functioning and sealing. Make sure the sealing O-rings within the filler cap are in good condition. Repair or replace the filler cap or replace sealing O-rings as required.		
5.5.7 Pylon wall for damage, working fasteners, cracks, delamination, and corrosion.		
NOTE: To adequately inspect, it will be necessary to remove the auxiliary fuel tanks, if installed.		
A 0601.6 POST INSPECTION		
6.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5 Confirm all required RII have been completed and signed off.		

SECTION: A 0601 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0601 – 600 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **A 0602 – AIRFRAME INSPECTION PROGRAM**
TYPE: **600 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0602.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0602.2	**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	
A 0602.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0602.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0602.5	**FLIGHT CONTROLS**		
5.1	Collective flights controls;	Chp 67	
5.1.1	Inspect flight control systems bellcrank and control tubes for damage, chafing, corrosion, and security of attachment.		
5.1.2	Inspect friction shoes and liners for condition.		
5.1.3	Check collective lever friction adjuster for operation.		
5.1.4	Check for proper collective minimum friction.		
5.1.5	Check collective flight controls for smooth movement throughout full range of travel.		

SECTION: A 0602 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.2 Cyclic flight controls;	Chp 67	
5.2.1 Inspect flight control systems bellcrank and control tubes for damage, chafing, corrosion, and security of attachment.		
5.2.2 Check cyclic stick friction adjuster for proper operation.		
5.2.3 Check for proper cyclic minimum friction.		
5.2.4 Check cyclic flight controls for smooth movement throughout full range of travel.		
5.3 Anti-torque flight controls;	Chp 67	
5.3.1 Flight control systems bellcrank and control tubes for damage, chafing, corrosion, and security of attachment.		
5.3.2 Check anti-torque friction adjuster for proper friction.		
5.3.3 Check anti-torque flight controls for smooth movement throughout full range of travel.		
5.4 Engine controls;		
5.4.1 Check collective lever throttle friction adjusters for proper operation.		
A 0602.6 POST INSPECTION		
6.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5 Confirm all required RII have been completed and signed off.		

SECTION: A 0602 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0602 – 600 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **A 0603 – AIRFRAME INSPECTION PROGRAM**
TYPE: **600 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0603.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5 Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6 Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0603.2 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	
A 0603.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0603.4 GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0603.5 HYDRAULIC		
5.1 Hydraulic system; **NOTE:** Hydraulic filter elements 205-076-034-003 are non-cleanable. It is recommended they be replaced every 600 hours or 12 months. Filter elements 205-076-034-007 are cleanable. The -003 and -007 elements are interchangeable; intermixing of different element types is not permitted.	Chp 29	
5.1.1 Remove and inspect hydraulic filter elements.		
5.1.2 Discard or clean filter elements as applicable.		

SECTION: A 0603 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.3	Install hydraulic filter elements.		
5.1.4	Install 0 to 500 PSI (0 to 3447 kPa) gauge in quick disconnect at rotor brake caliper. Slowly pull rotor brake handle through travel. Cylinder should generate 240 to 260 PSI at any handle velocity and shall maintain 150 PSI minimum in over center position for 3 minutes. Adjust as necessary.	Chp 63	
5.1.5	Inspect hydraulic system filler caps for proper functioning and sealing. Make sure the sealing O-rings within the filler caps are in good condition. Repair or replace the filler caps or replace sealing O-rings as required.		
5.1.6	Inspect brake linings for wear (minimum thickness 0.150 inch (3.81 mm)).		
A 0603.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5	Confirm all required RII have been completed and signed off.		

SECTION: A 0603 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0603 – 600 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **A 0604 – AIRFRAME INSPECTION PROGRAM**
TYPE: **600 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0604.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0604.2	**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	
A 0604.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0604.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0604.5	**TAILBOOM**		
5.1	Tailboom structure for corrosion and damage to finish and sealant. Pay particular attention to edges of joints and seams and around fastener heads.	Chp 53	
5.2	Functionally check baggage compartment smoke detector.	Chp 26	

SECTION: A 0604 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.3 Aerodynamically actuated elevator;	Chp 67	
5.3.1 Remove left elevator.		
5.3.2 Remove right elevator.		
5.3.3 Clean elevator spars and inspect for corrosion.		
5.3.4 Clean internal bore of elevator horn and inspect for corrosion.		
5.3.5 With elevator control removed, attach a spring scale to hole in arm of horn where control tube is normally installed. Pull scale at right angle to arm, verify friction is 26 to 32 pounds. If friction is not within limits, adjust shim thickness.		
5.3.6 Reinstall left elevator.		
5.3.7 Reinstall right elevator.		
A 0604.6 POST INSPECTION		
6.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5 Confirm all required RII have been completed and signed off.		

SECTION: A 0604 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0604 – 600 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: A 0605 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0605.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0605.2	**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	
A 0605.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0605.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0605.5	**UPPER PYLON**		
5.1	Swashplate and support assembly — hub and sleeve assembly;	Chp 62	
5.1.1	Disconnect drive and swashplate links from swashplate outer ring.		
5.1.2	Disconnect pitch links from main rotor hub pitch horns.		
5.1.3	Disconnect the collective pitch drive plate set.		

SECTION: A 0605 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.4 Check swashplate duplex bearing and collective sleeve hub bearing set for roughness and ease of rotation.		
5.1.5 Reconnect the collective pitch drive plate set.		
NOTE: It is not necessary to check the shim thickness if the original collective pitch drive plate set is being reinstalled.		
5.1.6 Purge lubricate bearings.		
5.1.7 Reconnect drive and swashplate links and tubes.		
A 0605.6 POST INSPECTION		
6.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5 Confirm all required RII have been completed and signed off.		

SECTION: A 0605 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0605 – 600 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **A 0606 – AIRFRAME INSPECTION PROGRAM**
TYPE: **600 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0606.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0606.2	**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	
A 0606.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0606.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0606.5	**ELECTRICAL**		
5.1	Check inverters for security of mounting and connections.	Chp 96	
5.2	Check generator control units for damage and security of mounting and terminals.	Chp 96	
5.3	Inspect all exposed wire bundles, bundle supports, and connectors for damage, corrosion, and security. Pay particular attention to engine deck connectors and harnesses.	Chp 96	

SECTION: A 0606 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
5.4	Inspect relays and main bus area for security of mounting and connections.	Chp 96	
5.5	Inspect bus insulation for damage and condition.	Chp 96	
5.6	Fire extinguishing system;	Chp 4 & 26 & 96	
5.6.1	Functionally check voltage of engine fire extinguishing circuits.		
5.6.2	Replace engine fire extinguisher container firing cartridges in accordance with specified service life.		
A 0606.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5	Confirm all required RII have been completed and signed off.		

SECTION: A 0606 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 0606 – 600 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **A 5005 – AIRFRAME INSPECTION PROGRAM**
TYPE: **5000 HOUR / 60 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-2 Chapter 5, BHT-412-CR&O

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0301.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5 Review Special Inspections and carry out applicable Inspections.	Chp 5	
NOTE **This inspection is meant to be a full visual inspection of the airframe primarily for environmental damage and corrosion.**		
A 0301.2 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	
A 0301.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0301.4 GENERAL		
4.1 Each listed inspection item or maintenance function is to be performed in accordance with the BHT-412-MM chapter specified or the BHT-412-CR&O.		
A 0301.5 PRELIMINARY REQUIREMENTS		
5.1 All work accomplished during this inspection shall be recorded in the helicopter maintenance records.		
5.2 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		

SECTION: A 5005 – AIRFRAME INSPECTION PROGRAM
TYPE: 5000 HOUR / 60 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.3 Remove the following items:		
5.3.1 Main battery.		
5.3.2 Electrical and avionics equipment from the nose area, as required, to allow a full visual inspection of the nose area to be performed.		
5.3.3 Main rotor transmission.		
5.3.4 Intermediate gearbox.		
5.3.5 Tail rotor gearbox.		
5.3.6 Tail rotor driveshaft assemblies and tail rotor hanger assemblies.		
5.3.7 Tailboom (to allow a full inspection of the aft fuselage bulkhead and forward tailboom bulkhead).		
5.3.8 Landing gear assembly (to allow a complete inspection of the landing gear attachment points and support structure).		
5.4 In addition to the 5000 Hour/5 Year Inspection — Part B items, do the following:		
5.4.1 Complete 25 Hour/30 Day Inspection — Part B.(A 0025)		
5.4.2 Complete 300 Hour/12 Month Inspection — Part B. (A 0100 THRU A 0306)		
5.4.3 Complete 600 Hour/12 Month Inspection — Part B. (A 0601 THRU A 0606)		
A 0301.6 AFTER COMPLETION OF INSPECTION		
6.1 Install the following items:		
6.1.1 Main battery.		
6.1.2 Electrical and avionics equipment from the nose area.		
6.1.3 Main rotor transmission.		
6.1.4 Intermediate gearbox.		
6.1.5 Tail rotor gearbox.		
6.1.6 Tail rotor driveshaft assemblies and tail rotor hanger assemblies.		
6.1.7 Tailboom.		
6.1.8 Landing gear assembly.		

SECTION: A 5005 – AIRFRAME INSPECTION PROGRAM
TYPE: 5000 HOUR / 60 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.2	Install all panels, interior coverings, fairings, and cowlings removed during inspection.		
A 0301.7	**FORWARD FUSELAGE**		
7.1.1	Inspect the following;	Chp 53	
7.1.2	Nose panels in area of pitot tube attachment, areas inside and outside for disbonding and cracking.		
7.1.3	Pitot tubes attachment for looseness.		
7.1.4	Nose shelves for damage, corrosion, and disbonding.		
7.1.5	Nose shelf attachment locations for damage, corrosion, and cracking.		
7.1.6	Instrument panel attachment structure for damage, corrosion, and cracking, primarily in the door frame attachment area.		
7.1.7	Instrument panel glareshield for chafing and cracking.		
7.1.8	Outboard cabin post (1, Figure 5-2A), cabin roof longeron (2), and windshield frame (5) upper corner area for damage and cracks.		

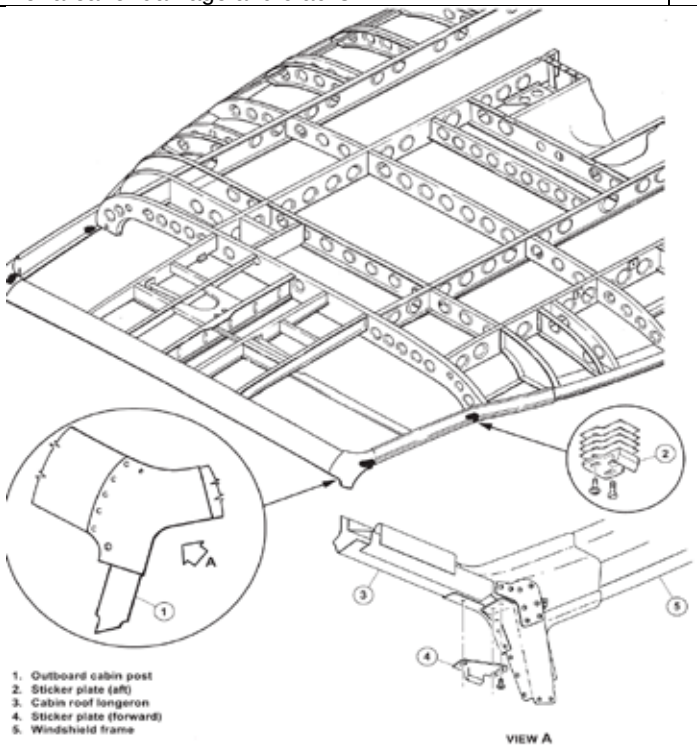


Figure 5-2A. Cabin Frame Inspection — Part B

SECTION: A 5005 – AIRFRAME INSPECTION PROGRAM
TYPE: 5000 HOUR / 60 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
7.1.9	Crew door hinge attachment structure for damage and cracks.		
7.1.10	Striker plates (3 and 4) attachment areas for damage and cracks.		
7.1.11	Striker plates (3 and 4) for excessive wear, damage, and corrosion.		
7.1.12	Cabin floor area under crew doors for chafing and damage.		
7.1.13	Crew door hinges for wear, damage, corrosion, and security of attachment.		
7.1.14	Crew doors for proper fit and operation.		
7.1.15	Crew seat rails for excessive wear and damage.		
7.1.16	Center and outboard bulkhead, below WL 22.00 at FS 23.00, for cracks, deformation, and corrosion along structure joints.		
7.1.17	Collective and cyclic control jackshafts support intercostals for cracks and corrosion.		
7.1.18	Cyclic support for corrosion and cracks.		
7.1.19	Collective, cyclic, and anti-torque control system bellcranks, levers, and support brackets for corrosion, cracks, and indication of wear at attaching points.		
7.1.20	Crew seat support beams, at BL 14.00 and 30.00 between FS 23.00 and 74.30, for cracks and corrosion.		
7.1.21	Forward crosstube attachment points and support structure at FS 63.33 and 74.30 for damage, corrosion, and cracks.		
7.1.22	Aft crosstube attachment points and support structure at FS 155.06 and 166.00 for damage, corrosion, and cracks.		
7.1.23	Crew and passenger cabin floor, FS 23.00 to 155.06, for corrosion and damage. Floor bonded panels for voids. Seat fasteners and cargo tie-down rings for condition. Area around pilot and copilot ICS foot switches for cracks.		
7.1.24	All structure under floor panels and in forward fuel cell cavities including caps, angles, transverse bulkheads and bonded panels between FS 74.30 and 155.06 for damage, corrosion, cracks and voids.		
7.1.25	All structure under floor panels and in aft fuel cell cavities including caps, angles, and panels between FS 155.06 and 200.00 for damage, corrosion, cracks, and voids.		
7.1.26	Bottom skin, FS 23.00 to 243.937, for damage. Joints for corrosion. Access panels and covers for condition and attachment.		

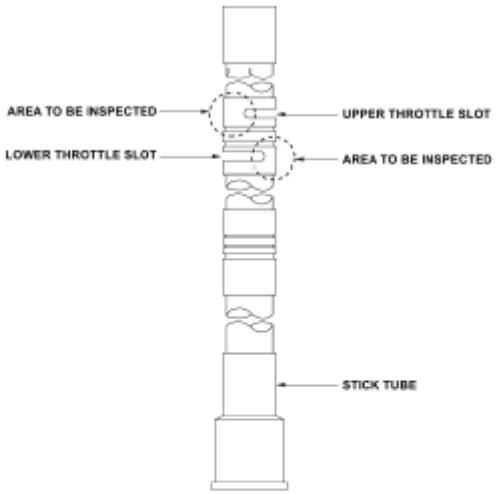
SECTION: A 5005 – AIRFRAME INSPECTION PROGRAM
TYPE: 5000 HOUR / 60 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
7.1.27	Main transmission compartment interior, FS 129.00 to 166.00 and WL 7.44 to 76.00, for corrosion. Bulkheads and main beam panels for damage and corrosion. Attaching supports and brackets for condition and security.		
7.1.28	Fluid lines in transmission compartment for evidence of leaks, condition, wear, and chafing. Clamps for condition (fluid contamination and swelling), and security of attachment.		
7.1.29	Lift beam fitting for condition and working rivets, lift link attachment bolt hole bores for excessive wear, and bushings for looseness.		
7.1.30	Pylon (transmission) support structure for wear and cracks. Pay particular attention to right and left horizontal supports, forward vertical supports, and aft vertical webs.		
7.1.31	Aft cabin bulkheads, FS 166.00, for damage, upper aft flange for cracks, and bulkhead panel for damage and disbonding.		
7.1.32	Electrical/avionics compartment, FS 166.00 to 243.937, doors for condition and security. Door frames for cracks and corrosion. Compartment interior for condition and joints for corrosion. Skin for damage and cracks.		
7.1.33	Oil cooler compartment, FS 166.00 to 243.937, doors for condition and security. Main beam panels and bulkheads for condition and corrosion.		
7.1.34	Engine deck below the reduction gearbox, FS 211.00 to 238.00 for damage, cracks, and corrosion.		
7.1.35	Firewalls, FS 155.06 to 241.22, for damage, cracks, security of attachment, seals for condition, and seal attachment angles for cracks.		
7.1.36	Cabin roof, FS 35.00 to 166.00 above WL 68.00, BL 50.00 left and right side, for damaged skin and joints for corrosion, bonded panels for disbonding and corrosion. Structure above overhead console (circuit breaker panels) for cracks and corrosion.		
7.1.37	Cargo door tracks for wear, cracks, and corrosion.		
7.1.38	Engine and transmission cowlings and fairings for evidence of chafing, cracks, corrosion, and seals for condition.		
7.1.39	Bulkhead, FS 241.22, for damage, corrosion, and cracks. Tailboom attachment fittings for damage, cracks, and loose fasteners. Tailboom attachment bolt holes for damage and corrosion.		
7.1.40	Tailboom attachment bolts for damage, wear, and corrosion.		

SECTION: A 5005 – AIRFRAME INSPECTION PROGRAM
TYPE: 5000 HOUR / 60 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0301.8 TAILBOOM		
8.1 Inspect the following;	Chp 53	
8.1.1 Bulkhead, BS 17.42, for corrosion and cracks. Fuselage attachment bolt holes for damage and corrosion.		
8.1.2 Tailboom and fin driveshaft covers for condition and attachment.		
8.1.3 Tailboom and fin external skin for damage, corrosion, and cracks.		
8.1.4 Tailboom access panels and covers for condition and attachment. Tail rotor driveshaft cover hinges for wear.		
8.1.5 Tailboom baggage compartment door for condition, attachment, and door handle operation.		
8.1.6 Tailboom baggage compartment interior for damage, panels for disbonding, and corrosion. Longerons above roof panel for corrosion and cracks. Longerons below floor panel for corrosion and cracks.		
8.1.7 Tailboom interior bulkheads and stringers for cracks and corrosion.		
8.1.8 Intermediate gearbox mount pad for damage, cracks, fretting, and corrosion.		
8.1.9 Tail rotor gearbox support fitting assembly for damage, cracks, fretting, and corrosion. Pay particular attention to mounting holes and lugs.		
8.1.10 Tailboom exterior bonded panels adjacent to baggage compartment for damage, delamination, and corrosion.		
8.1.11 With a borescope or equivalent, inspect interior structure of vertical fin for cracks, corrosion, fretting, and damage.		
8.1.12 Control tube fairleads (grommets and guides) for wear and security of attachment.		
A 0301.9 FUEL SYSTEM		
9.1 Inspect fuel cells for condition and serviceability. Repairs to be accomplished at an authorized facility.	Chp 28	

SECTION: A 5005 – AIRFRAME INSPECTION PROGRAM
TYPE: 5000 HOUR / 60 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0301.10 FLIGHT CONTROLS		
10.1 Inspect the following;	Chp 67 BHT-412-CR&O BHT-412-SI-44 TB 412-87-60	
10.1.1 Disassemble pilot and copilot (if installed) collective stick(s) to the extent necessary to remove throttle twist grips		
10.1.2 Referring to Figure 5-2, visually inspect stick tube for cracks using a 3X magnifying glass and a bright light. Pay particular attention to the base of the throttle slots that form the twist grip stops.		
NOTE: If a crack is found, replace stick tube.  Figure 5-2. Collective Stick Tube — Part B		
10.1.3 Reassemble pilot and copilot (if applicable) collective stick(s).		
10.1.4 Check throttle controls for proper operation.		
10.1.5 Check collective controls for proper operation.		

SECTION: A 5005 – AIRFRAME INSPECTION PROGRAM
TYPE: 5000 HOUR / 60 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0301.11	**POST INSPECTION**		
11.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
11.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
11.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
11.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
11.5	Confirm all required RII have been completed and signed off.		

SECTION: A 5005 – AIRFRAME INSPECTION PROGRAM
TYPE: 5000 HOUR / 60 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – A 5005 – 5000 Hour / 60 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: **B 0100 – ENGINE INSPECTION PROGRAM**
TYPE: **100 HOUR INSPECTION**
NOTE:

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

Reference: BHT 412 MM-9, Pratt & Whitney PT6T MM

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0100.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Pratt & Whitney PT6T MM	
1.4	Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6T MM	
B 0100.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter0	BHT 412 MM Chapter 11	
B 0100.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
B 0100.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
B 0100.5	**P3 FILTER**		
5.1	Inspect and flush the P3 (Pneumatic) system for possible contamination as follows:	Fig 607	
	EFFECTIVITY: Post-SB5309 Post-SB5359 and Pre-SB5367		
5.1.1	Remove the P3 air filter housing cover and filter element.	73-10-07	
5.1.2	Using a high intensity light, inspect for debris at the inner area of the filter housing assembly. Check center tube for security.		
	NOTE: Replace filter housing assembly if center tube is loose.		
5.1.3	Remove the filter element (6) from the cover (9) and inspect inside cover for debris. Clean if required.		
5.1.4	Place suitable container under the P3 filter housing assembly (3) to contain fluid during flushing procedure.		

SECTION: B 0100 – ENGINE INSPECTION PROGRAM
TYPE: 100 HOUR INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.5 Disconnect the P3 tube assemblies (1 and 2) at the AFCU.		
NOTE: Clamps and associated parts (10 thru 17) may be loosened or removed as required to gain access to the fitting and prevent damage to the P3 line.		
5.1.6 Using a high intensity light and a mirror if required, inspect the P3 air inlet ports on the AFCU. Replace AFCU if internal debris is evident.	Fig. 608	
5.1.7 Inject flushing fluid through the P3 tube(s), allowing the fluid to flow freely through the P3 filter housing. Tube assembly (2) may have to be removed to be flushed adequately. Inspect contained fluid for presence of debris (particles). Repeat flushing process until fluid is clean.		
NOTE: The compressor wash cart and solutions may be used to flush the P3 tube(s) Ensure that the outlet pressure is regulated to 10 psi. As an alternate method, manual injection (pouring) of petroleum solvent (PWC11-027) in the tube(s) is acceptable.	Ref. 72-00-00, ENGINE - CLEANING	
NOTE: Replace AFCU if debris was found during flushing.		
5.1.8 Dry the interior of the P3 tubes using clean dry shop air or equivalent.		
5.1.9 Install P3 tube assemblies to the AFCU. Torque tube fittings 90 to 100 lb.in. and lockwire.		
5.2 If clamps securing tube assembly (1) have been removed or loosened, proceed as follows:		
5.2.1 Install grommets (15) and loop clamp (14) and secure tube assemblies with bolt (12), bracket (13) and nut (10).		
5.2.2 Install spacer (17) between bracket (13) and loop clamps (11) and secure with bolt (12) and nut (10).		
5.2.3 Secure loop clamps (11) to bracket (16) with bolt (12) and nut (10).		
5.2.4 Torque nuts (10) 32 to 36 lb. in.		
5.2.5 Install P3 filter element and cover assembly.	Ref. 73-10-07 P3 AIR FILTER	
5.3 Clean (electrosonic) and visually inspect filter element.	Ref. 73-10-07	
NOTE: Cleaning and visual inspection applies to both AFCU P3 filter and optional clutch carbon seal P3 filters	Ref. SB5174	
5.4 Clean and Inspect P3 Air Filter Drain Valve.	Ref. 73-10-07	
EFFECTIVITY: Post-SB5309 Post-SB5359 and/or Pre-SB5367		

SECTION: **B 0100 – ENGINE INSPECTION PROGRAM**
TYPE: **100 HOUR INSPECTION**
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0100.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5	Confirm all required RII have been completed and signed off.		

SECTION: B 0100 – ENGINE INSPECTION PROGRAM
TYPE: 100 HOUR INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – B 0100 – 100 Hour Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **B 0150 – ENGINE INSPECTION PROGRAM**
TYPE: **150 HOUR INSPECTION**
NOTE:

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

Reference: BHT 412 MM-9, Pratt & Whitney PT6T MM

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 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.	Pratt & Whitney PT6T MM	
1.4 Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6T MM	
B 0150.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	BHT 412 MM Chapter 11	
B 0150.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
B 0150.4 GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
B 0150.5 COMPONENTS		
5.1 Fuel Surge Accumulator **EFFECTIVITY:** Post-SB5398		
5.1.1 Visually inspect. Replace accumulator if pop-out indicator is extended.	73-10-03	
5.2 Fireseals		
5.2.1 Cracks and security of brackets.		
5.3 Bleed Air Case Assembly **EFFECTIVITY:** Post-SB5445		
5.3.1 Check the orientation of the bleed air case assembly.	72-20-00	

SECTION: B 0150 – ENGINE INSPECTION PROGRAM
TYPE: 150 HOUR INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.4 Inlet Screen		
5.4.1 Cleanliness and condition of mesh.		
5.4.2 Perform visual inspection of the compressor air inlet screen for broken and or missing wire mesh segments and signs of brittleness.		
5.4.3 Check integrity of the mesh by manipulating and flexing the screen. Any deviation is a cause for replacement.		
5.4.4 If the inlet screen is removed, do an inspection of first-stage compressor blades.	72-00-00 Para 9.B ENGINE INSP/CHECK	
5.4.5 Do a general visual inspection (GVI) of wash-ring assembly and safety wire for security and obvious damage. If any deviation is found during GVI, do an inspection of first-stage compressor blades per Para. 9.B.	72-00-00 ENGINE INSP/CHECK	
5.5 Oil Filter Element (10 micron)		
5.5.1 Remove, clean, inspect 3 oil filters on the C-Box.	79-20-02	
5.5.2 Reinstall filter elements.		
5.6 Chip Detectors		
5.6.1 Accessory Gearbox - 2 detectors;		
5.6.1.1 Clean with lint-free cloth.		
5.6.1.2 Measure the minimum weight lift capacity.		
5.6.1.3 Use a suitable ohmmeter to check the continuity of the electrical circuit when the two poles are shorted together.		
NOTE: Reject the component if there is no continuity. Loose pins and broken potting compound are also causes for rejection.		
5.6.2 Reduction Gearbox - 3 detectors;		
5.6.2.1 Clean with lint-free cloth.		
5.6.2.2 Measure the minimum weight lift capacity.		
5.6.2.3 Use a suitable ohmmeter to check the continuity of the electrical circuit when the two poles are shorted together.		
NOTE: Reject the component if there is no continuity. Loose pins and broken potting compound are also causes for rejection.		

SECTION: B 0150 – ENGINE INSPECTION PROGRAM
TYPE: 150 HOUR INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0150.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5	Confirm all required RII have been completed and signed off.		

SECTION: B 0150 – ENGINE INSPECTION PROGRAM
TYPE: 150 HOUR INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – B 0150 – 150 Hour Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **B 0156 – ENGINE INSPECTION PROGRAM**
TYPE: **150 HOUR / 6 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-9, Pratt & Whitney PT6T MM

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0156.1	**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.	Pratt & Whitney PT6T MM	
1.4	Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6T MM	
B 0156.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	BHT 412 MM Chapter 11	
B 0156.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
B 0156.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
B 0156.5	**COMPONENTS**		
5.1	Exhaust Duct		
5.1.1	Check for cracks or distortion.		
5.2	Wiring		
5.2.1	Check for security of all accessible connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.		
5.3	Gas Generator Case		
5.3.1	Check for cracks, distortion, corrosion and evidence of overheating.		

SECTION: B 0156 – ENGINE INSPECTION PROGRAM
TYPE: 150 HOUR / 6 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.4 Output Shaft Seal		
5.4.1 Check for oil leaks.		
5.5 Tubing		
5.5.1 Check resistance of lead and heating element of heated pneumatic tubes.	73-10-08	
5.5.2 Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks.		
5.5.3 Examine insulation on pneumatic tubes for cuts in outer rubber sheaths.		
NOTE: Surface cuts up to three inches long on Pre-SB5409 P3 heated tubes and Post-SB5409 Pg/P3 heated tubes insulation, can be repaired. If surface damage exceeds specified limits above, but depth is superficial, sheathing may be repaired by replacement of damaged portion. Examine the metal braid and electrical lead on heated tubes for cuts. Up to three broken wires per plate, or six broken wires per linear foot, are acceptable. Replace the tube assemblies where metal braid is chafed or worn through to the lead conductors.	Refer to Overhaul Manual, 72-00-00, ENGINE - REPAIR for tubing repair instructions.	
B 0156.6 POST INSPECTION		
6.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5 Confirm all required RII have been completed and signed off.		

SECTION: B 0156 – ENGINE INSPECTION PROGRAM
TYPE: 150 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' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – B 0156 – 150 Hour / 6 Month Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **B 0312 – ENGINE INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-9, Pratt & Whitney PT6T MM

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0312.1	**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.	Pratt & Whitney PT6T MM	
1.4	Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6T MM	
B 0312.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	BHT 412 MM Chapter 11	
B 0312.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
B 0312.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
B 0312.5	**COMPONENTS**		
5.1	Ignition System Units		
5.1.1	Check for corrosion, chafing and security.		
5.2	Spark Igniters		
5.2.1	Check for cleanliness and condition.	74-00-00	
5.2.2	Function check igniters		

SECTION: B 0312 – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.3 Compressor Inlet Area		
5.3.1 At the required frequency and whenever condition of inlet screen warrants its removal, check compressor inlet area for corrosion, dirt deposits and erosion and *check first-stage blades*.	As detailed in 72-00-00 Para 9 ENGINE INSP/CHECK	
5.4 P3 Air Tube Metering Tees		
5.4.1 Inspect for contaminants and clean. (Located on R.G.B. Output Housing)		
5.5 MFCU Throttle Shaft		
5.5.1 With power sections shut down and fuel boost pump ON, check both sides of throttle shaft for fuel leakage. If leakage is evident, replace manual fuel control unit.	73-20-01	
5.6 AFCU		
5.6.1 Check AFCU for bearing washout indicated by blue dye (grease and fuel mixed) at AFCU vent hole.		
5.7 Fuel Pump		
5.7.1 Check for security and fuel leaks.		
5.7.2 Remove fuel pump and inspect the drive coupling and cover accessory gearbox side for signs of reddish-brown (iron oxide) stains. If stains are observed, return the fuel pump to an approved overhaul facility.	73-10-02, FUEL PUMP - MAINTENANCE PRACTICES	
NOTE: As of January 2010, the fuel pump gear-set and drive coupling replacement is required at every pump overhaul.		
5.8 Fuel Pump Filter		
NOTE: Operators with helicopters equipped with fuel filter impending bypass indicating device may elect to waive this inspection and to perform the fuel pump filter replacement at 600 hours.		
5.8.1 Inspect filter for contamination and damage. Replace as necessary.	73-10-02	
5.8.2 With power sections shut down and fuel boost pump ON, check for leaks.		
5.9 Oil to Fuel Heater		
5.9.1 Immediately after shutdown: Check temperature of heater at heater fuel outlet or fuel pump filter housing. If greater than 140° F (60°C) replace oil to fuel heater.		

SECTION: B 0312 – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.9.2 Alternatively, perform either of the following methods:		
5.9.2.1 Perform touch test at heater fuel outlet or fuel pump filter housing. If too hot to touch, replace oil to fuel heater.		
NOTE: Temperatures less than 140°F (60°C) may be considered to be comfortable to touch.		
5.9.2.2 Immediately after shutdown apply a temperature recorder to the fuel pump filter housing and replace oil to fuel heater if the center of the recorder turns to black.		
NOTE: Temperatures less than 140°F (60°C) may be considered to be comfortable to touch.	PWC05-329	
5.10 No. 1 (left) engine power section;	Chp 71	
5.10.1 Check chip detectors for debris.		
5.10.2 Clean chip detectors.		
5.10.3 Test chip detector electrical circuits.		
5.11 No. 2 (right) engine power section;	Chp 71	
5.11.1 Check chip detectors for debris		
5.11.2 Clean chip detectors.		
5.11.3 Test chip detector electrical circuits.		
B 0312.6 POST INSPECTION		
6.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5 Confirm all required RII have been completed and signed off.		

SECTION: B 0312 – ENGINE 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' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – B 0312 – 300 Hour / 12 Month Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **B 0600 – ENGINE INSPECTION PROGRAM**
TYPE: **600 HOUR INSPECTION**
NOTE:

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

Reference: BHT 412 MM-9, Pratt & Whitney PT6T MM

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.	Pratt & Whitney PT6T MM	
1.4 Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6T MM	
B 0600.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	BHT 412 MM Chapter 11	
B 0600.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
B 0600.4 GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
B 0600.5 FUEL		
5.1 Fuel Pump		
5.1.1 Check fuel pump coupling insitu for fretting and corrosion.	73-10-02, FUEL PUMP - MAINTENANCE PRACTICES	
5.2 Fuel Pump Filter		
5.2.1 Install new fuel pump filter.	73-10-02	

SECTION: B 0600 – ENGINE INSPECTION PROGRAM
TYPE: 600 HOUR INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.3 Fuel Nozzle Assemblies		
5.3.1 Functional Check **NOTE:** See removal/installation procedures.	73-10-05 73-10-05	
5.3.2 For improved hot-section durability, inspect and clean fuel nozzle assemblies.		
5.3.3 At any fuel nozzle assembly removal, inspect gas generator case for cracks at boss welds.	72-00-00, 10.C. ENGIINE-INSPECTION/ CHECK	
NOTE: If in-situ cleaning is used the fuel nozzles shall be removed for inspection and functional check to coincide with 1200-hour airframe maintenance schedule.		
B 0600.6 POST INSPECTION		
6.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5 Confirm all required RII have been completed and signed off.		

SECTION: B 0600 – ENGINE INSPECTION PROGRAM
TYPE: 600 HOUR INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – B 0600 – 600 Hour Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **B 0912 – ENGINE INSPECTION PROGRAM**
TYPE: **900 HOUR / 12 MONTH INSPECTION**
NOTE:

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

Reference: BHT 412 MM-9, Pratt & Whitney PT6T MM

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0912.1 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.	Pratt & Whitney PT6T MM	
1.4 Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6T MM	
B 0912.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	BHT 412 MM Chapter 11	
B 0912.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
B 0912.4 GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
B 0912.5 ENGINE		
5.1 Flanges and Joint Faces		
5.1.1 All external joint faces shall be sealed with silicone grease (PWC09-003) or Corrosion-X corrosion inhibiter (PWC15-011) at major inspections.	72-00-00 ENGINE-CLEANING	
NOTE: Particular attention should be paid to accessory gearbox mount flanges.		
5.1.2 All external bolts, studs and flanges are also treated with a film of silicone grease or corrosion-X corrosion inhibiter.		

SECTION: B 0912 – ENGINE INSPECTION PROGRAM
TYPE: 900 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0912.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5	Confirm all required RII have been completed and signed off.		

SECTION: B 0912 – ENGINE INSPECTION PROGRAM
TYPE: 900 HOUR / 12 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – B 0912 – 900 Hour / 12 Month Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: B 0924 – ENGINE INSPECTION PROGRAM
TYPE: 900 HOUR / 24 MONTH INSPECTION
NOTE:

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

Reference: BHT 412 MM-9, Pratt & Whitney PT6T MM

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0924.1 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.	Pratt & Whitney PT6T MM	
1.4 Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6T MM	
B 0924.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	BHT 412 MM Chapter 11	
B 0924.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
B 0924.4 GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
B 0924.5 OIL		
5.1 Oil Filter Element		
5.1.1 Clean (Ultrasonic Method) and inspect filter elements at an overhaul facility, using the approved equipment (Ref. Engine Overhaul Manual), prior to further use.		
NOTE: Following this cleaning at overhaul level, the filter may be utilized for a further 900-hour or 24-month period maintaining the same inspection and cleaning schedule.		
5.2 Oil Scavenge and Pressure Tubes		
5.2.1 Remove retaining plate at rear fire seal and inspect tubes for fretting wear.	79-20-06	

SECTION: B 0924 – ENGINE INSPECTION PROGRAM
TYPE: 900 HOUR / 24 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0924.6	**P3**		
6.1	P3 Air Filter		
6.1.1	Clean (ultrasonic) and visually inspect filter element.	73-10-07	
6.1.2	Perform a pressure drop check of elements.	73-10-07 ADJUSTMENT/ TEST	
B 0924.7	**POST INSPECTION**		
7.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
7.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
7.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
7.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
7.5	Confirm all required RII have been completed and signed off.		

SECTION: B 0924 – ENGINE INSPECTION PROGRAM
TYPE: 900 HOUR / 24 MONTH INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – B 0924 – 900 Hour / 24 Month Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **B 1200RT – ENGINE INSPECTION PROGRAM**
TYPE: **1200 HOUR INSPECTION**
NOTE: **This inspection is restricted to 100 hours**

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

Reference: BHT 412 MM, Pratt & Whitney PT6T MM

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 1200.1RT 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.	Pratt & Whitney PT6T MM	
1.4 Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6T MM	
B 1200.2RT PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	BHT 412 MM Chapter 11	
B 1200.3RT CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
B 1200.4RT GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
B 1200.5RT COMPONENTS		
5.1 T5 System		
5.1.1 Carry out functional check.	72-00-00 Para 9.C.	

SECTION: **B 1200RT – ENGINE INSPECTION PROGRAM**
TYPE: **1200 HOUR INSPECTION**
NOTE: **This inspection is restricted to 100 hours**

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.2 Fuel Nozzle Assemblies		
5.2.1 Remove, inspect and function check.	72-00-00 ENGINE CLEANING	
EFFECTIVITY: Only if in-situ cleaning is currently performed. If not, and complied with at the 600-hour B0600 inspection, 5.3.1 may be N/A'd.		
B 1200.6RT POST INSPECTION		
6.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5 Confirm all required RII have been completed and signed off.		

SECTION: **B 1200RT – ENGINE INSPECTION PROGRAM**
TYPE: **1200 HOUR INSPECTION**
NOTE: **This inspection is restricted to 100 hours**

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – B 1200RT – 1200 Hour Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **B 2000RT – ENGINE INSPECTION PROGRAM**
TYPE: **2000 HOUR INSPECTION**
NOTE: **This inspection is restricted to 100 hours**

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

Aircraft Start Total Time: _____
Engine Start Total Time: _____
Engine Start Total Cycles: _____

Reference: BHT 412 MM-9, Pratt & Whitney PT6T MM

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 2000.1RT 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.	Pratt & Whitney PT6T MM	
1.4 Overhaul all components that have completed published operating limits.	Pratt & Whitney PT6T MM	
B 2000.2RT PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings in engine area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	BHT 412 MM Chapter 11	
B 2000.3RT CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
B 2000.4RT GENERAL		
4.1 Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
B 2000.5RT FUEL		
5.1 Fuel Pump		
5.1.1 Remove fuel pump.		
5.1.2 Inspect the drive coupling and cover accessory gearbox side for signs of reddish-brown (iron oxide) stains.	73-10-02 FUEL PUMP	
NOTE: If stains are observed, return the fuel pump to an approved overhaul facility	MAINTENANCE PRACTICES	
5.1.3 Install fuel pump.		

SECTION: **B 2000RT – ENGINE INSPECTION PROGRAM**
TYPE: **2000 HOUR INSPECTION**
NOTE: **This inspection is restricted to 100 hours**

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 2000.6RT	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5	Confirm all required RII have been completed and signed off.		

SECTION: **B 2000RT – ENGINE INSPECTION PROGRAM**
TYPE: **2000 HOUR INSPECTION**
NOTE: **This inspection is restricted to 100 hours**

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – B 2000RT – 2000 Hour Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: C 0180 – ICA OF INSTALLED EQUIPMENT
TYPE: 180 DAY EMERGENCY FLOAT SYSTEM INSPECTION
NOTE:

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

Reference: BHT 412-SI-2, BHT 412 MM

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0180.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
C 0180.2	**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, BHT 412-SI-2	
C 0180.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
C 0180.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
C 0180.5	**EMERGENCY FLOAT SYSTEM**		
5.1	Perform Bell Emergency Float System inspection.	BHT 412-SI-2	

SECTION: C 0180 – ICA OF INSTALLED EQUIPMENT
TYPE: 180 DAY EMERGENCY FLOAT SYSTEM INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0180.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5	Confirm all required RII have been completed and signed off.		

SECTION: C 0180 – ICA OF INSTALLED EQUIPMENT
TYPE: 180 DAY EMERGENCY FLOAT SYSTEM INSPECTION
NOTE:

Upon satisfactory completion of each inspection item, the mechanic shall initial the pertinent space as provided. All mechanics shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form, an A&P mechanic shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form. The same individual is also responsible for making the logbook entry shown at the conclusion of this inspection.

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – C 0180 – 180 Day Emergency Float System 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 0350 – ICA OF INSTALLED EQUIPMENT**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

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

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0350.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
C 0350.2	**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	
C 0350.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
C 0350.4	**GENERAL**		
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
C 0350.5	**DART DUAL MIRROR AND LED PULSE LIGHT INSTALLATION - ICA-D212-580**		
5.1	Inspect the mirror brackets and the LED Pulse Light mounts for damage or wear and suitability for continued service. Parts that are damaged beyond limits should be replaced immediately per Chapter 25 of these instructions. Damage limits are listed in Table 5-1.		
5.2	Inspect all hardware for suitability for continued service and re-torque as required as shown in Table 5-2.		

SECTION: C 0350 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.3	Check the mirror face for cracks. If cracked, replace immediately per Chapter 25 of these instructions. Ensure that there is still a good seal on the mirror itself by checking for deterioration or gaps in the seal. Fill gaps with PRC / RTV / Proseal 890 / Sikaflex-241 / Sikaflex-291 / MIL-C-8802 Class 'B2' sealant as required.		
5.4	Inspect all areas of the mirror installation for suitability of the paint finish. Apply one coat of MILP-85582 or MIL-P-23377 primer and 2-3 coats of MIL-C-85285 polyurethane paint when refinishing.		
5.5	Check the EWLA1000DBDS0W LED Light for cracks or breaks in the lens or for condensation. If cracked or broken, replace immediately per Chapter 25 of these instructions. If condensation is found, clean per Section 25.10		
5.6	Inspect all wiring shown on D212-580-901 (See Chapter 98) for suitability of continued service in accordance with Table 5-1 and replace as required.	Chp 98	
5.7	Conduct a functional test of the D212-580-043 LED Pulse Light Kit for proper functionality per Section 25.9.		
5.8	Ensure all labels and placards that are installed on the instrument panel, center pedestal and circuit breaker panel are legible. Replace as required.	Chp 11	
5.9	Replace excessively damaged or worn parts per Chapter 25 of the ICA.		
C 0350.6	**DART COPILOTS EMERGENCY CARGO RELEASE KIT - ICA-D412-704**		
6.1	Inspect all parts of the 0412-704-041/-141 Pedal Assembly for mechanical damage (scratches, nicks, cracking, cracked welds, hole elongation, bending, yielding) and corrosion damage (deposits, pitting, blistering or flaking of protective coatings) in accordance with Table 5-1. Parts that are damaged beyond limits should be replaced per item 6.7.		
6.2	Inspect all hardware associated with the installation for tightness and suitability for continued service.		
6.3	Check operation of 0205-704-043 or 0412-704-045 Cable Assembly to ensure LH pedal provides full travel of RH pedal and that there is no binding of the linkage.		
6.4	Ensure 03214-1 Placard is properly installed per Figure 25-9.		
6.5	Inspect the condition of all protective coatings. Touch up with chemical film (Alodine 1200/1201) per MIL-C-5541, one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-85285 polyurethane coat to match original finish.		
6.6	Report all damage in excess of the above limits to Dart Aerospace Ltd. for evaluation and disposition.		
6.7	Replace damaged or worn parts per Chapter 25.		

SECTION: C 0350 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0350.7	**DART LEFT HAND PILOT IN COMMAND - ICA-D212-803**		
7.1	All visible areas of the installation should be checked for mechanical damage (scratches, nicks, wear) and corrosion according to Table 5-1. Replace parts that have been damaged beyond limits per 7.8.		
7.2	Inspect the 04410-041/-043/-045 Co-Pilot Collective Head Assembly or the 05046-041/- 043/-045/-047 Co-Pilot Collective Head Assembly or the 05155-041/-043/-045/-047 Co-Pilot Collective Head Assembly for security of attachment to the co-pilot collective stick assembly. If the 04410-041 or 05046-041 or 05155-041 assembly is loose, remove pin and install the next largest diameter pin. Ream hole in 04410-041 or 05046-041 or 05155-041 to a maximum of 00.188". If the 04410-043/-045 or 05046-043/-045 or 05155-043/-045 assembly is loose, it is not acceptable to ream the hole to a larger diameter. In this case, the 04410-043/-045 or 05046-043/-045 or 05155-043/-045 Co-Pilot Collective Head Assembly must be replaced.		
7.3	Ensure the wires, connectors and switches are installed according to 0205-803-901 (-011/- 013/-111/-113/-121/-123/-211/-213/-221/-223 kits), 0212-803-903 (-015/-017/-115/-117/- 215/-217 kits on 212), 0412-803-905 (-015/-017/-115/-117/-215/-217 kits on 412), or D212- 725-2/-2G2 (-019/-119/-219 kits).		
7.4	Perform a functional test of the switches on the co-pilot's collective stick.		
7.5	Verify that the placards shown in Chapter 11 are installed and legible. Replace as required per 7.8.		
7.6	Inspect the condition of hardware for suitability for continued service. Check torques on all hardware per Table 5-2. Replace damaged hardware in accordance per 7.8		
7.7	Report all damage in excess of indicated limits to Dart Aerospace Ltd. for evaluation and disposition.		
7.8	Replace damaged or worn parts per Chapter 67 of the ICA.		
C 0350.8	**DART HELI-ACCESS-STEPS - ICA-D412-630**		
8.1	If cracked, remove from service and repair I/A/W ICA.		
8.2	If corrosion is found within limits on the Step Weldments, Brackets, Strut/Step Assy, or Legs, then it can be repaired as follows: **NOTE: The following are N/A if no corrosion is found…**		
8.2.1	It is permissible to clean off the surface corrosion by lightly buffing the affected areas.		

SECTION: C 0350 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
8.2.2	The parts should then be acid etched, alodined, and primed in accordance with 8.3.		
8.2.3	On 03562-041/-042 Step Assemblies, the step arm weldments should then be reassembled onto the step extrusion using Proseal 890 as a bonding agent and MS20600A04W rivets which should be installed wet with Proseal 890.		
8.2.4	The joints between the step weldment arm plates and the step extrusion on 03562-041/-042 should also be sealed using Proseal 890 or Sikaflex-241 /-291 prior to or after painting.		
8.2.5	Painting should be carried out in accordance with 8.3.		
8.3	Inspect all areas of the step for suitability of the paint finish and the anti-skid surface. Touch up affected areas with chemical film material (Alodine 1200 or 1201) per MIL-C-5541 (aluminum only), one coat of MIL-P-85582 or MIL-P-23377 primer, and 2-3 coats of MIL-C-85285 polyurethane paint to match original finish. Clean off flaking anti-skid and touch up with Black Anti-Skid paint per MIL-W-5044 Type 2.		
8.4	Inspect all hardware for wear, corrosion, cracks, or stripped threads. Replace as required per item 8.11.		
8.5	Inspect operation of 02807-041 gas spring assembly (-011/-012/-013/-014/-023/-024/-033/-034 steps). The spring should be pressurized and have a smooth movement. It should hold the step down in the deployed position and it should take 15-20 Ibs to lift the step up. The force required to lift the step up should not exceed 20 Ibs. Replace as required per item 8.11. Reinstall the 02807-041 gas spring assembly as shown in figures 25-3/-5/-6/-7/-8/-10/-11/-13/-14 with the arrow pointing towards the step and away from the aircraft.		
8.6	If the 0412-630-031/-032 Steps are installed, ensure that the force required to push the 03463-041/-042 Step Assembly into the retracted position is between 11 Ibs (5.0 kg) & 18 Ibs (8.2 kg). If adjustment is required, remove lockwire on AN4CH3 bolts and loosen or tighten AN4CH3 bolts so that the load to lift the step is in the proper range. Once the proper setting is found, lockwire bolt heads together per AC43-13-1 B Chapter 7 Section 7 using MS20995C41 lockwire (see Figure 25-23).		
8.7	In corrosive environments it is recommended to apply LPS Laboratories "LPS-3" corrosion inhibitors to all faying surfaces and "LPS Procyon" to exposed hardware as required.		
8.8	Replace damaged or excessively worn parts per Chapter 25 of the ICA.		
8.9	Reinstall step per section 25.2 or 25.4 of ICA as applicable if it has been removed for inspection.		

SECTION: C 0350 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0350.9 AA-01136 CROSSTUBES - ICA AA-01136		
9.1 Inspect the Crosstubes for condition.		
9.2 Inspect Crosstube Supports for condition and security of attachment (evidence of debonding and/or movement). **NOTE**: If any evidence of debonding and/or movement of the Upper and Lower Supports are found, complete the Support removal and rebonding procedures, Section 5.		
9.3 Visually inspect Crosstube inspection windows, as applicable, for evidence of cracking.		
9.4 Inspect forward and aft caps holding Crosstubes to helicopter for security, and the rubber pads for looseness and/or deterioration.		
9.5 Visually inspect Crosstubes for damage as follows: **NOTE**: Particular care should be taken to inspect in the areas of the Supports at the aircraft attach points.		
9.5.1 Inspect the Crosstube for scratches, nicks, dents, and corrosion and note the depth of the damage. (Refer to the zones and limits shown in Figure 3.) The minimal longitudinal distance between repairs is 3.0 inches. Crosstubes exceeding the damage limits shown In Table 1 must be replaced. **NOTE**: The limits of the damage are also restricted axially and radially as shown in Figure 3.		
9.5.2 Visually inspect the Supports for nicks, dents, and corrosion. Support damage and repair limits: .020 in. depth for a maximum area of 1.0 square inch. No more than two repairs per support are allowed. Replace Support if damaged beyond limits.		
9.6 Check the torque 80 -100 in-lbs on the U-bolts that attach the Supports. Re-torque if necessary.		
C 0350.10 POST INSPECTION		
10.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
10.2 If needed, complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
10.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
10.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
10.5 Confirm all required RII have been completed and signed off.		

SECTION: C 0350 – ICA OF INSTALLED EQUIPMENT
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' Bell 412 Continuous Airworthiness Maintenance Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I have reviewed this inspection form to verify that all items have been completed and have made an entry in the Aircraft Log Book.

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 *C*AMP – C 0350 – 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 Ending Total Cycles: _____

Signature: _____ Certificate Type & No: _____

Maritime Helicopters

MARITIME HELICOPTERS

3520 FAA ROAD
HOMER, AK 99603

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

ATTACHMENT A

RII TASK CARDS

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. **ã 2014 MARITIME HELICOPTERS**

RII TASK CARD LISTING

RII Task Card	DESCRIPTION
R29-10-03	TAIL ROTOR SERVO INSTALLATION
R53-10-10	AERODYNAMICALLY ACTUATED ELEVATOR
R62-00-00	MAIN ROTOR HUB INSTALLATION
R62-00-03	MAIN ROTOR SPINDLES INSTALLATION
R62-00-06	EXPANDABLE BLADE PIN ADJUSTMENT
R62-10-00	SWASHPLATE ASSEMBLY INSTALLATION
R62-10-02	COLLECTIVE FRICTION INSPECTION
R62-10-10	LOWER SERVO BOLT ALIGNMENT
R62-11-01	CYCLIC FRICTION ADJUSTMENT
R62-55-01	UNFOLDING MAIN ROTOR BLADES
R62-55-02	MAIN ROTOR BLADE INSTALLS
R63-00-15	TAIL ROTOR PITCH CHANGE LINK BEARING INSPECTION
R63-15-10	MAST ASSEMBLY INSTALLATION
R63-20-00	TRANSMISSION INSTALLATION
R63-20-11	ROTOR BRAKE QUILL INSTALLATION
R63-30-10	MAIN DRIVE SHAFT INSTALLATION
R64-10-00	TAIL ROTOR HUB ASSEMBLY INSTALLATION
R64-10-01	TAIL ROTOR RIGGING CHECK
R64-11-01	ANTI-TORQUE FRICTION ADJUSTMENT
R65-10-11	TAIL ROTOR DRIVE SHAFT INSTALL
R65-10-14	TAIL ROTOR HANGER BEARING REPLACEMENT
R65-11-01	TAIL ROTOR COUPLING INSPECTION AND REPACK
R65-15-10	42° GEARBOX INSTALL
R65-30-10	90° GEARBOX INSTALL
R67-10-17	MAIN ROTOR PITCH CHANGE LINKS INSTALLATION
R72-00-00	ENGINE INSTALL (TWIN PACK)
R72-20-30	TCU TORQUE LIMITING
R72-20-31	GOVERNOR INSTALLATION
R72-30-10	N1 RIGGING
R72-50-11	N2 RIGGING
R73-10-02	MAXIMUM NG TOPPING CHECK
R73-20-10	AFCU INSTALLATION
R73-20-11	MFCU INSTALLATION

SECTION: R29-10-03
TYPE: RII TASK CARD
TASK: Tail Rotor Servo Installation

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R29-10-03.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R29-10-03.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	If cylinder is a replacement, ensure that clevis installed in top of piston is adjusted so that the correct distance between bolt hole centerline and top of piston is obtained.		
R29-10-03.3	**INPROCESS INSPECTIONS**		
3.1	Ensure Trunnion Plates are installed/oriented properly.		
3.2	Verify torque of adjustable clevis locking nut.		
3.3	Verify Spacer is placed over bolt securing lower portion of servo to bellcrank.		

SECTION: R29-10-03
TYPE: RII TASK CARD
TASK: Tail Rotor Servo Installation

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R29-10-03.4 POST TASK INSEPCTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Torque of nuts		
4.2.2 Safety/cotter keys on nuts.		
4.2.3 All hydraulic lines on Tail Rotor Servo have been installed and torqued properly.		
4.2.4 Torque stripe have been applied to all lines and nuts after ensuring that they are properly torqued		
4.2.5 Hydraulic System has been re-serviced.		

SECTION: R29-10-03
TYPE: RII TASK CARD
TASK: Tail Rotor Servo Installation

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R53-10-10**
TYPE: **RII TASK CARD**
TASK: **Aerodynamically Actuated Elevator**

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

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R53-10-10.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R53-10-10.2 PRIOR TO STARTING TASK		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
2.7 Ensure a POC required for adjustment or installation of elevator is entered in the aircraft Log Book.		
R53-10-10.3 INPROCESS INSPECTIONS		
3.1 Prior to installation of access panel;		
3.1.1 Confirm bolts have been installed and safety.		
3.1.2 Apply torque strip after bolts have been checked for torque. (this is not required on hardware that contains safety's)		

ATA: **R53-10-10**
TYPE: **RII TASK CARD**
TASK: **Aerodynamically Actuated Elevator**

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R53-10-10.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Check that elevator moves freely with no binding of spring. Check for excessive play in elevator horn shimming.	Bell MM Chapter 67	
4.3	Check access panel bolts for attachment and security.		

ATA: **R53-10-10**
TYPE: **RII TASK CARD**
TASK: **Aerodynamically Actuated Elevator**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: R62-00-00
TYPE: RII TASK CARD
TASK: Main Rotor Hub Installation

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R62-00-00.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R62-00-00.2	**PRIOR TO STARTING TASK**		
	NOTE: It is assumed the MR Head assembly is being installed as a complete assembly with the droop stops installed.		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify POC is entered in logbook.		
2.8	Refer to P/C link RII task card.		
R62-00-00.3	**INPROCESS INSPECTIONS**		
3.1	Ensure proper bolt torqueing sequence is followed for lower cone seat and cap assembly.	Refer to MM	

ATA: **R62-00-00**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Hub Installation**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R62-00-00.4 POST TASK INSEPCTIONS		
4.1 Verify;		
4.1.1 Main rotor rigging of droop restraints are within limits.		
4.1.2 Main rotor droop restraint disengagement during first run up.		
4.1.3 Safety wire and cotter pins are installed.		
4.1.4 CPC is applied.		
4.1.5 Correct hardware is used.		
4.1.6 Sealant is applied.		
4.1.7 Lower cone seat vent is not covered with sealant.		
4.1.8 Torque checks are entered in log book.		
4.2 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

ATA: **R62-00-00**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Hub Installation**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R62-00-03**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Spindles Installation**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R62-00-03.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R62-00-03.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Ensure a POC required is entered in log book for the replacement of MR spindles.		
2.8	Refer to Main Rotor Head task card if MR Head is removed.		
2.9	Refer to MR PC link task card.		
2.10	Refer to MR blade task card.		
2.11	Mark damper bridge locations for reinstallation prior to removal.		
2.12	Mark pendulum dampers position for reinstallation. (if removed)		
2.13	Mark droop restraints position for reinstallation prior to removal.		

ATA: R62-00-03
TYPE: RII TASK CARD
TASK: Main Rotor Spindles Installation

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R62-00-03.3 INPROCESS INSPECTIONS		
3.1 Verify;		
3.1.1 Pins in pivot bearings are properly seated in spindle.		
3.1.2 Pivot bearings are installed using wet primer.		
3.1.3 Pins are installed in the pitch horn to spindle.		
3.1.4 Pins in pivot bearings are properly seated in fitting.		
3.1.5 Damper sets SN's are matched.		
3.1.6 Shims are correct thickness.	TB 412-90-92	
3.1.7 Dampers are bonded in bridge.		
R62-00-03.4 POST TASK INSEPCTIONS		
4.1 Verify;		
4.1.1 Spindles are installed with blade bolt lock pin in the up position.		
4.1.2 The correct torque was used on;		
4.1.2.1 Hardware connecting pitch horn to spindle.		
4.1.2.2 Spindle to pivot bearings.		
4.1.2.3 Pivot bearings to yoke.		
4.1.2.4 Bridge damper to yoke.		
4.1.2.5 Damper to damper bearing.		
4.1.2.6 Pendulum damper to yoke.		
4.1.3 Droop stops are installed in correct location.		
4.1.4 Torque and safeties on droop stop dampers.		
4.1.5 Safeties are installed.		
4.1.6 Damper bridge is installed in correct locations as marked when removed.		
4.1.7 Pendulum dampers are installed in correct locations as marked when removed. (if removed)		

ATA: **R62-00-03**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Spindles Installation**

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
4.2	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

ATA: **R62-00-03**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Spindles Installation**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: R62-00-06
TYPE: RII TASK CARD
TASK: Expandable Blade Pin Adjustment

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R62-00-06.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R62-00-06.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Refer to ASB for procedures to this task.		
2.8	Verify part of ASB (25 hr torque check) is in log book.		
R62-00-06.3	**INPROCESS INSPECTIONS**		
3.1	Verify expandable bolt segments are installed in correct order.		
3.2	Verify bolt tension is adjusted correctly.		

ATA: **R62-00-06**
TYPE: **RII TASK CARD**
TASK: **Expandable Blade Pin Adjustment**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R62-00-06.4 POST TASK INSEPCTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Bolt is fully seated in Main Rotor head		
4.2.2 Bolt and handle is installed in correct position in Main Rotor head.		
4.2.3 Safety is installed in Main Rotor blade bolt handle.		

ATA: **R62-00-06**
TYPE: **RII TASK CARD**
TASK: **Expandable Blade Pin Adjustment**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R62-10-00**
TYPE: **RII TASK CARD**
TASK: **Swashplate Assembly Installation**

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

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R62-10-00.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R62-10-00.2 PRIOR TO STARTING TASK		
NOTE: This task card assumes the swashplate, hub/sleeve assembly, and collective lever are installed as a single unit.		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
2.7 Ensure a POC is entered in the aircraft Log Book.		
2.8 Refer to M/R P/C link RII task card		
R62-10-00.3 INPROCESS INSPECTIONS		
3.1 None.		

ATA: **R62-10-00**
TYPE: **RII TASK CARD**
TASK: **Swashplate Assembly Installation**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R62-10-00.4 POST TASK INSEPCTIONS		
4.1 Verify;		
4.1.1 Bolts on swashplate support and boosted tubes from servos are properly torqued, safetied and installed in the correct positions.		
4.1.2 Proper hardware was used.		
4.1.3 Boots on boosted tubes are installed at the correct dimensions.		
4.1.4 Hub and sleeve boot is secure with space installed.		
4.2 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

ATA: **R62-10-00**
TYPE: **RII TASK CARD**
TASK: **Swashplate Assembly Installation**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R62-10-02**
TYPE: **RII TASK CARD**
TASK: **Collective Friction Adjustment**

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R62-10-02.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R62-10-02.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Check for POC entry in the discrepancy section of the log book for the maintenance task.		
2.8	Confirm the correct section of the MM is being used for the serial number of the AC.		
R62-10-02.3	**INPROCESS INSPECTIONS**		
3.1	Ensure all collective control bolts are installed and cotter pins and lockwire are installed, where applicable.		
R62-10-02.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Check all access panels for installation and security.		

ATA: **R62-10-02**
TYPE: **RII TASK CARD**
TASK: **Collective Friction Adjustment**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: R62-10-10
TYPE: RII TASK CARD
TASK: Lower Servo Bolt Alignment

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R62-10-10.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R62-10-10.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
R62-10-10.3	**INPROCESS INSPECTIONS**		
3.1	With lower servo piston rod bolt removed, verify that there are no side loads present on lower piston rod where it aligns with bolt hole. Piston rod must be able to travel freely, up and down without any pressure, forcing, binding, or bending of piston rod in for, aft, left or right direction. If alignment adjustments are made to servo comply with steps 2-4 of this section.		
3.2	Verify:		
3.2.1	Torque Bearing Nut has been torqued 900-1100 inch-pounds		
3.2.2	Torque Jam Nut has been torqued 900-1100 inch-pounds.		
3.2.3	Both Torque Nuts have been properly secured with lockwire to the keyed washer.		

ATA: **R62-10-10**
TYPE: **RII TASK CARD**
TASK: **Lower Servo Bolt Alignment**

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R62-10-10.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Ensure lower servo bolt has been installed and torqued 95-100 in-lbs.		
4.3	Verify cotter key is installed in lower servo bolt.		

ATA: **R62-10-10**
TYPE: **RII TASK CARD**
TASK: **Lower Servo Bolt Alignment**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R62-11-01**
TYPE: **RII TASK CARD**
TASK: **Cyclic Friction Adjustment**

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

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R62-11-01.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R62-11-01.2 PRIOR TO STARTING TASK		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
2.7 Verify;		
2.7.1 Cyclic Friction Nut on cyclic stick is loosened completely, (Rotated counter-clockwise fully) before friction force measurement is observed.		
2.7.2 Force Trim is turned off.		
R62-11-01.3 INPROCESS INSPECTIONS		
3.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

ATA: **R62-11-01**
TYPE: **RII TASK CARD**
TASK: **Cyclic Friction Adjustment**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
3.2 Verify;		
3.2.1 Cyclic fore/aft breakout force measurement of .50-1.0 lbs.		
3.2.2 Cyclic lateral cyclic breakout force measurement of .50-1.0 lbs.		
R62-11-01.4 POST TASK INSEPCTIONS		
4.1 Verify;		
4.1.1 Friction clamp halves on cyclic stick are equally spaced		
4.1.2 With Force Trim on observe cyclic fore/aft breakout force of 2.25-2.75lbs.		
4.1.3 Force Trim on observe cyclic lateral breakout force of .50-2.00 lbs.		

ATA: **R62-11-01**
TYPE: **RII TASK CARD**
TASK: **Cyclic Friction Adjustment**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R62-55-01**
TYPE: **RII TASK CARD**
TASK: **Unfolding Main Rotor Blades**

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R62-55-01.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R62-55-01.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
R62-55-01.3	**INPROCESS INSPECTIONS**		
3.1	None.		
R62-55-01.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Blade bolts are color coded to the Main Rotor blades they are installed in.		
4.2.2	Spring clip is seated over the tension adjustment nut and secured with the safety pin.		

ATA: **R62-55-01**
TYPE: **RII TASK CARD**
TASK: **Unfolding Main Rotor Blades**

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
4.2.3	Blade racks are removed. (if used)		
4.2.4	Droop restraint tube, locking pins, spindle pins, and blade locks are removed from top of helicopter. (if used)		
4.3	If droop restraint tube is used confirm Main Rotor Pitch Change links are reinstalled. Verify torque and safety.		

ATA: **R62-55-01**
TYPE: **RII TASK CARD**
TASK: **Unfolding Main Rotor Blades**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R62-55-01**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Blade Installs**

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R62-55-01.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R62-55-01.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Ensure POC required for the installation of Main Rotor Blades in aircraft Log Book.		
2.8	Mark Main Rotor blade locations for reinstallation prior to removal.		
2.9	Mark Main Rotor blade bolts position for reinstallation. (if removed)		
R62-55-01.3	**INPROCESS INSPECTIONS**		
3.1	None		
R62-55-01.4	**POST TASK INSEPCTIONS**		
4.1	Verify:		
4.1.1	Blades are installed in correct location.		
4.1.2	Blade bolts are installed in correct locations		

ATA: **R62-55-01**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Blade Installs**

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
4.1.3	The correct torque was used on MR blade bolts		
4.1.4	Lock is installed, nut torqued, and safety installed on non-expandable blade bolt.		
4.1.5	Lock is installed on expandable blade bolt and handle engages nut.		

ATA: **R62-55-01**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Blade Installs**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R63-00-15**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Pitch Change Bearing Inspection**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R63-00-15.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R63-00-15.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Check for POC entry in the discrepancy section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description stating what POC procedure is due. Aircraft TT. Date. Signature. A&P number.		
R63-00-15.3	**INPROCESS INSPECTIONS**		
3.1	Inspect pitch change bearing nut for safety prior to reinstallation of the bearing retainer IAW MM.		
R63-00-15.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Confirm retainer is torque, the retainer lock is installed and lock screws are safety IAW MM.		

ATA: **R63-00-15**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Pitch Change Bearing Inspection**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R63-15-10**
TYPE: **RII TASK CARD**
TASK: **Mast Assembly Installation**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R63-15-10.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R63-15-10.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Check POC entered in logbook.		
2.8	Verify dimensional check of transmission to prevent damage to upper planetary assy.		
2.9	Refer to swashplate, M/R hub, P/C rod RII task cards for further reference.		
R63-15-10.3	**INPROCESS INSPECTIONS**		
3.1	Verify cotter pins are installed correctly on the lower mast nut.	Refer to MM	
3.2	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

ATA: **R63-15-10**
TYPE: **RII TASK CARD**
TASK: **Mast Assembly Installation**

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R63-15-10.4	**POST TASK INSEPCTIONS**		
4.1	Ensure leak check entered in logbook.		
4.2	If applicable install monopole sensor assy.		
4.3	Rotate transmission input quill to ensure of no binding or unusual noise.		
4.4	Ensure oil jet hose is connected.		

ATA: **R63-15-10**
TYPE: **RII TASK CARD**
TASK: **Mast Assembly Installation**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R63-20-00**
TYPE: **RII TASK CARD**
TASK: **Transmission Install**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R63-20-00.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R63-20-00.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Ensure a POC in entered in Log Book for installation of transmission.		
2.8	Verify:		
2.8.1	Condition of isolation mounts and/or dampers have been checked.		
2.8.2	Transmission run-in procedures are entered in logbook. (if required)		
2.8.3	Leak check is entered in log book.		
2.9	Refer to:		
2.9.1	Tail Rotor Drive Shaft RII task card for installation of TRDS.		
2.9.2	Main Driveshaft RII task card for installation of main driveshaft.		

ATA: **R63-20-00**
TYPE: **RII TASK CARD**
TASK: **Transmission Install**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
2.9.3 Main Rotor Hub RII task card for installation of main rotor		
2.9.4 Swashplate RII task card for installation of Swashplate.		
2.9.5 Mast Assembly RII task card for installation of mast Assembly		
2.9.6 Rotor brake quill RII task cars for installation of rotor brake quill.		
R63-20-00.3 INPROCESS INSPECTIONS		
3.1 Verify lift link is installed with proper hardware, properly torqued and cotter pined. Check that bevel washers are installed in the correct position.		
R63-20-00.4 POST TASK INSEPCTIONS		
4.1 Verify;		
4.1.1 Preservative oil is drained. (If required) and transmission is properly serviced with oil.		
4.1.2 Electrical harness is properly installed.		
4.1.3 Mount “candle sticks” are properly torqued. (with correct hardware)		
4.1.4 Hoses and lines are properly installed.		
4.1.5 Oil lines and coolers have been cleaned if there has been metal contamination in transmission oil system		
4.1.6 1 and #2 hydraulic pumps, their hoses and connecters are properly installed.		
4.1.7 BHVM sensors are installed.		
4.1.8 Tanis heater pads are installed.		
4.2 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

ATA: **R63-20-00**
TYPE: **RII TASK CARD**
TASK: **Transmission Install**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R63-20-11**
TYPE: **RII TASK CARD**
TASK: **Rotor Brake Quill Installation**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R63-20-11.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R63-20-11.2	**PRIOR TO STARTING TASK**		
	NOTE: This task card assumes the quill is being installed with the rotor disc attached and safetied.		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Ensure a POC entered in logbook.		
2.8	Ensure a leak check entered in logbook.		
R63-20-11.3	**INPROCESS INSPECTIONS**		
3.1	Verify;		
3.1.1	Packing is installed on quill prior to installation in transmission.		
3.1.2	Correct pinion is installed in Quill.	Refer to "caution" in MM	
3.1.3	Bolts holding disc on are torqued. (if disc was removed)		

ATA: **R63-20-11**
TYPE: **RII TASK CARD**
TASK: **Rotor Brake Quill Installation**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R63-20-11.4 POST TASK INSEPCTIONS		
4.1 Verify;		
4.1.1 Leak check is accomplished. (on quill and rotor brake calipers)		
4.1.2 Rotor brake assembly and disk are properly installed, lock wired and sealed.		
4.1.3 Freedom of rotation and backlash.		
4.1.4 Four bolts holding disk on are safetied. (if disk was removed)		
4.1.5 A Torque check has been entered in the aircraft Log Book.		
4.2 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

ATA: **R63-20-11**
TYPE: **RII TASK CARD**
TASK: **Rotor Brake Quill Installation**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R63-30-10**
TYPE: **RII TASK CARD**
TASK: **Main Drive Shaft Installation**

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R63-30-10.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R63-30-10.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	POC is required for installation of main drive shaft. Verify entry in log book.		
2.8	Leak check is required for installation of main driveshaft. Verify entry in log book.		
2.9	Verify couplings are lubricated. Refer to paperwork.		
2.10	Verify grease is within expiration date. Refer to paperwork.		
R63-30-10.3	**INPROCESS INSPECTIONS**		
3.1	Verify;		
3.1.1	Correct torque sequence is used.		
3.1.2	Correct torque is used.		

ATA: **R63-30-10**
TYPE: **RII TASK CARD**
TASK: **Main Drive Shaft Installation**

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R63-30-10.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify the temp indicators have no indications after POC.		

ATA: **R63-30-10**
TYPE: **RII TASK CARD**
TASK: **Main Drive Shaft Installation**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R64-10-00**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Hub Assembly Installation**

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R64-10-00.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R64-10-00.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	POC is required for the installation of the TR and Hub assembly.		
2.8	Verify post installation torque check has been entered into aircraft Log Book.		
R64-10-00.3	**INPROCESS INSPECTIONS**		
3.1	Verify;		
3.1.1	Cone seat is installed correctly.		
3.1.2	TR retention nut is torque correctly and safety.		
3.1.3	Special washer is installed in correct direction in crosshead.		
3.1.4	TR crosshead bearing was greased prior to install.		
3.1.5	TR crosshead bearing nut is torque and safety.		

ATA: **R64-10-00**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Hub Assembly Installation**

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
3.1.6	Retainer is torqued.		
3.1.7	Crosshead bearing was not over greased.		
R64-10-00.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Retainer lock is installed safety and deformed in the correct locations.		
4.2.2	Pitch horn bolts are torqued.		
4.2.3	Pitch horn bolt washers are installed correctly.		
4.2.4	Blade bolts are torqued.		
4.2.5	Pitch link bolts are safety.		
4.2.6	Counterweight nuts are used only once. Verify torque and safety.		
4.2.7	Counterweight links are properly torque and safety.		
4.2.8	Rigging check was performed.		

ATA: **R64-10-00**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Hub Assembly Installation**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R64-10-01**
TYPE: **RII TASK CARD**
TASK: **TR rigging check**

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R64-10-01.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R64-10-01.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify;		
2.7.1	This RII card is not for use on 412EP helicopters		
2.7.2	A POC is required if any adjustment is made to the TR rigging and that it is entered into the aircraft Log Book.		
2.7.3	This card is written assuming you do not have access to hydraulic power cart. Refer to MM if hydraulic cart is used.		
2.7.4	Verify stops on bell crank below Tail Rotor servo are retracted completely prior to start.		
2.7.5	Verify the length of series actuator when centered prior to rigging procedure.		
2.7.6	Refer to Tail Rotor fiction RII task card		

ATA: R64-10-01
TYPE: RII TASK CARD
TASK: TR rigging check

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R64-10-01.3 INPROCESS INSPECTIONS		
3.1 Verify;		
3.1.1 The rod end thread exposure is within limits on any control rod adjusted.		
3.1.2 Rod end jam nuts are properly torqued on any control rod adjusted.		
3.1.3 Control rods are free to rotate several degrees about the longitudinal axis on any control rod adjusted.		
3.1.4 Control rod between pilot and copilot pedal adjuster is the correct length.		
3.1.5 Clearance between link and bell crank below TRGB.		
3.1.6 Control tube below engine CBOX is adjusted correctly.		
3.1.7 Stops on bell crank below servo are adjusted correctly.		
3.1.8 Clearance between TR blade and flap stop.		
3.1.9 Anti torque magnetic brake arm is installed correctly.		
3.1.10 Force gradient to pilot pedal adjuster is adjusted correctly.		
3.1.11 Clearance of force gradient while moving the pedals stop to stop.		
3.1.12 CMT transducers are adjusted to the correct length.		
R64-10-01.4 POST TASK INSPECTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Force gradient and transducer at the pilots pedal adjuster		
4.2.2 Control tube at copilots pedal adjuster		
4.2.3 Control tube at bell crank below the CBOX		
4.2.4 Link at TRGB		
4.2.5 PC link		

ATA: **R64-10-01**
TYPE: **RII TASK CARD**
TASK: **TR rigging check**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O.

INITIALS	**SIGNATURE**	**RII INSPECTOR CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R64-11-01**
TYPE: **RII TASK CARD**
TASK: **Anti-Torque Friction Adjustment**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R64-11-01.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R64-11-01.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify that the Anti-Torque Force Gradient has been disconnected at the pilot side TR pedal assembly.		
R64-11-01.3	**INPROCESS INSPECTIONS**		
3.1	Verify friction force of 4.25 to 4.75 pounds, measured at TR pedals, when pedals are moved through the neutral position.		
3.2	Ensure full travel of TR Pedals can be achieved without binding or interference after any adjustments.		

ATA: **R64-11-01**
TYPE: **RII TASK CARD**
TASK: **Anti-Torque Friction Adjustment**

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R64-11-01.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Ensure Force Gradient has been re-installed, torqued and safetied.		
4.3	Ensure lower access panel on bottom of aircraft is properly re-installed.		
4.4	A POC Log Book entry is required if an adjustment is made to the Tail Rotor friction.		

ATA: **R64-11-01**
TYPE: **RII TASK CARD**
TASK: **Anti-Torque Friction Adjustment**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R65-10-11**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Drive Shaft Install**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R65-10-11.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R65-10-11.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	POC is required for installation of Tail Rotor Drive Shaft.		
R65-10-11.3	**INPROCESS INSPECTIONS**		
3.1	Verify clamp halves are a matched set by serial number or weight.	Refer to MM	
3.2	Verify correct torque sequence is used on clamp bolts.	Refer to MM	
R65-10-11.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

ATA: **R65-10-11**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Drive Shaft Install**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
4.2 Verify;		
4.2.1 Bolt heads are installed in direction of rotation.		
4.2.2 Clamp set is indexed properly.	Refer to MM	
4.2.3 Clamp gap.	Refer to MM	

ATA: **R65-10-11**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Drive Shaft Install**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: R65-10-14
TYPE: RII TASK CARD
TASK: Tail Rotor Hanger Bearing Replacement

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

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R65-10-14.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R65-10-14.2 PRIOR TO STARTING TASK		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
2.7 Verify;		
2.7.1 Bearing and couplings are lubricated. Refer to paperwork.		
2.7.2 Grease is not expired. Refer to paperwork.		
2.7.3 Leak check is entered in log book		
R65-10-14.3 INPROCESS INSPECTIONS		
3.1 Verify;		
3.1.1 Correct washers are installed between brace and support. (number 1 hanger only)		
3.1.2 Length of bolts.	Refer to MM	
3.1.3 Correct washer stack up under bolt head.	Refer to MM	
3.1.4 Proper torque was used for bolts.		

ATA: R65-10-14
TYPE: RII TASK CARD
TASK: Tail Rotor Hanger Bearing Replacement

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R65-10-14.4 POST TASK INSEPCTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Flexible coupling is forward.		
4.2.2 Correct ground run in procedure was complied with.		
4.2.3 Temp indicators for bearing and coupling have no indications after ground run.		
4.3 Refer to RII task card for TR DS install.		

ATA: **R65-10-14**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Hanger Bearing Replacement**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: R65-11-01
TYPE: RII TASK CARD
TASK: Tail Rotor Coupling Inspection and Repack

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R65-11-01.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R65-11-01.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Leak check is required for repack of TRDS couplings. Verify entry in log book.		
2.8	Verify grease is within expiration date.		
2.9	This task card assumes couplings were greased without removal of gearbox quills.		
R65-11-01.3	**INPROCESS INSPECTIONS**		
3.1	If seal was removed verify new seal is fully seated in groove.		
3.2	If inner coupling was removed verify correct length coupling was installed for the position the coupling is installed in TRDS system.		

ATA: R65-11-01
TYPE: RII TASK CARD
TASK: Tail Rotor Coupling Inspection and Repack

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
3.3	Verify;		
3.3.1	Correct amount of grease is used in each coupling.		
3.3.2	Bolt or nut is installed correctly. (if removed)		
3.3.3	Bolt or nut has correct torque. (if removed)		
3.3.4	Bolt or nut has safety. (if removed)		
3.3.5	Correct spring is used for the position the coupling is installed in TRDS system.		
3.3.6	Snap ring is fully seated in groove.		
R65-11-01.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify the temp indicators have no indications after leak check.		
4.3	Refer to Tail Rotor Drive Shaft installation RII task card for installation of the tail rotor driveshafts.		
4.4	Refer to Tail Rotor Drive Shaft hanger RII card for installation of hanger assemblies. (if removed)		

ATA: **R65-11-01**
TYPE: **RII TASK CARD**
TASK: **Tail Rotor Coupling Inspection and Repack**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R65-15-10**
TYPE: **RII TASK CARD**
TASK: **42° Gearbox Install**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R65-15-10.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R65-15-10.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify;		
2.7.1	A POC has been entered in aircraft Log Book for installation of 42° gearbox.		
2.7.2	A post installation torque check has been entered in aircraft Log Book.		
2.7.3	A leak check has been entered in aircraft Log Book.		
2.7.4	Flex couplings are lubricated.		
2.7.5	Grease is not expired.		
2.7.6	Backlash and absence of binding of input and output quill.	Refer to MM	
2.7.7	Oil was flushed if GB was preserved.		

ATA: **R65-15-10**
TYPE: **RII TASK CARD**
TASK: **42° Gearbox Install**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
2.7.8 Shims are bonded to tailboom structure.		
2.8 Refer to Tail Rotor Drive Shaft RII task card for installation of Tail Rotor Drive Shaft.		
R65-15-10.3 INPROCESS INSPECTIONS		
3.1 Verify;		
3.1.1 GB mounting flange gaps.	Refer to MM	
3.1.2 Bolt length is correct		
3.1.3 Bolt grip bottom test is CW.	Refer to MM	
3.1.4 Washer stack up is correct.	Refer to MM	
3.1.5 Proper torque of bolts.		
R65-15-10.4 POST TASK INSEPCTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Gear box is properly serviced.		
4.2.2 Correct run in procedure was done during the POC.		
4.2.3 Temp indicators have no indications after POC.		

ATA: **R65-15-10**
TYPE: **RII TASK CARD**
TASK: **42° Gearbox Install**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R65-30-10**
TYPE: **RII TASK CARD**
TASK: **90° Gearbox Install**

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R65-30-10.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R65-30-10.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify;		
2.7.1	POC required for installation of 90° gearbox is entered in aircraft Log Book.		
2.7.2	Post installation torque check is in logbook.		
2.7.3	Leak check is entered in log book.		
2.7.4	Flex couplings are lubricated. (Refer to Paperwork)		
2.7.5	Grease is not expired. (Refer to Paperwork)		
2.7.6	Backlash and absence of binding of input quill.	Refer to MM.	
2.7.7	Oil was flushed if GB was preserved.		

ATA: R65-30-10
TYPE: RII TASK CARD
TASK: 90° Gearbox Install

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
2.8 Refer to RII task card for installation of Tail Rotor Drive Shaft.		
R65-30-10.3 INPROCESS INSPECTIONS		
3.1 Verify;		
3.1.1 Mounting flange is free of sealant.		
3.1.2 Correct torque procedure is used.		
3.1.3 Proper torque of bolts.		
3.1.4 Correct thread length of stud through nut.		
3.1.5 Gap between shim and input quill is correct.		
3.1.6 TR pitch change mechanism washer stack up is correct.		
3.1.7 TR pitch change mechanism torque is correct.		
3.1.8 TR pitch change mechanism hardware is safety.		
R65-30-10.4 POST TASK INSEPCTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Gear box is properly serviced.		
4.2.2 Correct run in procedure was done during the POC.		
4.2.3 Temp indicators have no indications after POC.		

ATA: **R65-30-10**
TYPE: **RII TASK CARD**
TASK: **90° Gearbox Install**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R67-10-17**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Pitch Change Links Installation**

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R67-10-17.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R67-10-17.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
R67-10-17.3	**INPROCESS INSPECTIONS**		
3.1	None		
R67-10-17.4	**POST TASK INSEPCTIONS**		
4.1	Verify;		
4.1.1	PC links are installed in correct location.		
4.1.2	PC link rod ends thread minimum engagement is correct.		
4.1.3	Bolt heads are installed in the direction of rotation.		
4.1.4	Correct toque on hardware.		

ATA: **R67-10-17**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Pitch Change Links Installation**

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
4.1.5	Bushings are installed in correct locations.		
4.1.6	Rod end anti rotation pin is engaged to bracket.		
4.1.7	Upper rod end is centered in PC link.		
4.1.8	All safeties.		

ATA: **R67-10-17**
TYPE: **RII TASK CARD**
TASK: **Main Rotor Pitch Change Links Installation**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

ATA: **R72-00-00**
TYPE: **RII TASK CARD**
TASK: **Engine Installation (Twin Pack)**

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

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R72-00-00.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R72-00-00.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify POC is entered in Log Book.		
2.8	Refer to AFCU, MFCU, governor, main driveshaft, N1 rigging, N2 rigging, NG topping, TCU limiting task cards.		
R72-00-00.3	**INPROCESS INSPECTIONS**		
3.1	Inspect inside air box for loose hardware and FOD.		
3.2	Verify;		
3.2.1	Proper torque was used on forward engine mounts and check for safeties.		
3.2.2	All tubing, hoses, electrical, and clamping is secured and safeties on front of accessory gearbox.		
3.2.3	Fire detector "cigarettes" are installed in fire detector harness connectors.		

ATA: **R72-00-00**
TYPE: **RII TASK CARD**
TASK: **Engine Installation (Twin Pack)**

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
3.2.4	Oil filters are installed.		
3.2.5	Filters are installed.		
3.2.6	P3 filters are installed. Qty 2 (alternate Qty 2)		
R72-00-00.4	**POST TASK INSEPCTIONS**		
4.1	Verify;		
4.1.1	Oil cooler blower boots are installed correctly.		
4.1.2	All tubing, hoses, electrical, and clamping is secured and safeties on reduction gearbox. Pay particular attention to electrical connectors above the driveshaft.		
4.1.3	Proper torque and safeties on rear engine mounts.		
4.1.4	N2 control rod hardware is torqued and safeties.		
4.1.5	All tubing, hoses, electrical, and clamping is secured and safeties on power sections.		
4.1.6	Calibration of the torque transmitter system is complied with.		
4.1.7	Internal thermocouple resistance check was complied with.		
4.1.8	Igniters have been tested for operation.		
4.1.9	Firewalls and firewall seals are properly aligned.		
4.1.10	All firewalls for loose or missing hardware.		
4.1.11	Engine and reduction gearbox is properly serviced.		
4.1.12	Bonding straps are properly installed.		
4.1.13	Starter generator cables and v bands for proper torque and safeties.		
4.1.14	N1 control rod hardware is torqued and safeties.		
4.1.15	The N1 control tube boot is secure.		
4.1.16	Control tube has clearance throughout the entire range of operation.		
4.1.17	Tannis heater pads are installed. Pay particular attention to the FCU vent holes to ensure they were not covered by the pad.		

ATA: **R72-00-00**
TYPE: **RII TASK CARD**
TASK: **Engine Installation (Twin Pack)**

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
4.1.18	Lock wire and cotter pins are properly installed.		
4.1.19	HUMMS sensors are installed.		
4.1.20	Ejectors and cowlings are properly installed.		
4.1.21	All checks in Pratt and Whitney “Checks after component repair or replacement” table have been complied with on all components that have been removed including power section.		
4.1.22	Leak check is complied with.		
4.1.23	SCC’s are complied with for all related components.		
4.2	Check inlets for FOD.		
4.3	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

ATA: **R72-00-00**
TYPE: **RII TASK CARD**
TASK: **Engine Installation (Twin Pack)**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

SECTION: **R72-20-30**
TYPE: **RII TASK CARD**
TASK: **TCU Torque Limiting**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R72-20-30.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R72-20-30.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Discuss with the technician to determine if the TCU check will be done on the ground or in flight.		
2.8	If TCU check is to be done in flight confirm TCU setting screw is adjusted to the test setting.		
2.9	Confirm the correct section of the MM is being used for the serial number of the aircraft.		
2.10	Confirm the correct section of the MM is being used for the type of TCU installed.		
2.11	Check for POC entry in the discrepancy section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description stating what POC procedure is due. Aircraft TT. Date. Signature. A&P number.		
2.12	Refer to checks after component replacement table in PW MM.		

SECTION: **R72-20-30**
TYPE: **RII TASK CARD**
TASK: **TCU Torque Limiting**

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
R72-20-30.3	**INPROCESS INSPECTIONS**		
3.1	Confirm proper table is being used for pressure gauges.		
R72-20-30.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the check. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Check that all lines removed during the check are reconnected and re safety.		
4.3	Apply torque stripe to all lines after the torque has been checked (not required if safety wired).		
4.4	If applicable re safety the adjustment dome. (only certain models of TCU)		
4.5	If TCU was checked in flight confirm the final adjustment was made to TCU setting screw. (after flight)		

SECTION: R72-20-30
TYPE: RII TASK CARD
TASK: TCU Torque Limiting

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

SECTION: **R R72-20-31**
TYPE: **RII TASK CARD**
TASK: **Governor Installation**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R R72-20-31.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R R72-20-31.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	A POC is required for replacement of the governor. Refer to checks after component replacement table in PW MM.		
R R72-20-31.3	**INPROCESS INSPECTIONS**		
3.1	Verify coupling installation in Combining Gearbox.		
R R72-20-31.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

SECTION: **R R72-20-31**
TYPE: **RII TASK CARD**
TASK: **Governor Installation**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
4.2 Verify:		
4.2.1 Nuts are torqued.		
4.2.2 Safeties on all air lines.		
4.2.3 Min and Max stops are set correctly.		
4.3 Refer to N2 rigging Task card.		

SECTION: R R72-20-31
TYPE: RII TASK CARD
TASK: Governor Installation

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log book.

INITIALS	**SIGNATURE**	**CERTIFICATE TYPE & NUMBER**

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

SECTION: **R 16 – BELL 412 CAMP**
TYPE: **RII TASK CARD**
TASK: **N1 Rigging**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R 16.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 16.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	An POC is required for adjustment of the throttles.		
R 16.3	**INPROCESS INSPECTIONS**		
3.1	Verify;		
3.1.1	Control tube rod ends have not exceeded the maximum exposed thread lengths.		
3.1.2	Safeties are installed in all locations.		
3.1.3	Correct torque was used on control tube jam nuts.		
3.1.4	Control tube rod ends are adjusted so both ends are centered on bellcranks allowing the maximum rotation of the control tube.		
3.1.5	Collective flex shaft to gear selector has proper engagement (pilot and copilot. Number one and two throttles).		

SECTION: **R 16 – BELL 412 CAMP**
TYPE: **RII TASK CARD**
TASK: **N1 Rigging**

MAINTENANCE ACTION		REFERENCE	RII INSPECTORS INITIALS
3.1.6	Pilot and co pilot throttles hit the collective lever stops at the same time.		
3.1.7	Number 1 and 2 FCU levers are positioned correctly on the shaft.		
3.1.8	Correct torque on nut of FCU lever if adjusted.		
3.1.9	Correct gap of fuel control interconnect.		
R 16.4	**POST TASK INSEPCTIONS**		
4.1	Verify;		
4.1.1	Smooth operation of the throttles through the entire range.		
4.1.2	Idle speeds are correct.		
4.1.3	Tube clearance in the area of the FCU tubing.		
4.1.4	Throttle cushions are the correct amount.		
4.1.5	Both throttles rotate approx the same degrees from stop to stop.		
4.1.6	FCU stops hit prior to collective lever stops.		
4.1.7	Cushions are equal on full open and full closed positions.		
4.2	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		

SECTION: R 16 – BELL 412 CAMP
TYPE: RII TASK CARD
TASK: N1 Rigging

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

SECTION: **R 17 – BELL 412 CAMP**
TYPE: **RII TASK CARD**
TASK: **N2 Rigging**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R 17.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 17.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	An POC is required for adjustment of the N2 system.		
R 17.3	**INPROCESS INSPECTIONS**		
3.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
3.2	Verify;		
3.2.1	Linier actuator wires are connected to proper terminals on engine 1 and engine 2.		
3.2.2	Governor control arms are installed in correct position on engine 1.		
3.2.3	Engine 2 ITT actuator (TB412-93-118) is installed with terminal block facing down.		

SECTION: **R 17 – BELL 412 CAMP**
TYPE: **RII TASK CARD**
TASK: **N2 Rigging**

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
3.3	Prior to ground run verify AFCU and MFCU stops make contact. Refer to N1 rigging task card if adjustment is necessary.		
R 17.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Jam nuts on rod ends are torqued.		
4.2.2	Safeties in bolts and nuts.		
4.2.3	Jam nut on actuator is torqued.		
4.2.4	Rod ends maximum visible threads are within tolerance.		
4.2.5	Control rods are free to rotate several degrees about longitudinal axis.		
4.2.6	Firewall and engine deck boot is secure.		
4.2.7	Hardware securing all bell cranks, governors, and cam box are torqued.		

SECTION: R 17 – BELL 412 CAMP
TYPE: RII TASK CARD
TASK: N2 Rigging

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

SECTION: R 18 – BELL 412 CAMP
TYPE: RII TASK CARD
TASK: Maximum N_g Topping Check

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R 18.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 18.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Discuss with the technician to determine if the topping check will be done on the ground or in flight. Determine if part power or slave stops will be installed for the check.		
2.8	Confirm the correct section of the MM is being used for the serial number of the AC.		
2.9	Check for POC entry in the discrepancy section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description stating what POC procedure is due. Aircraft TT. Date. Signature. A&P number.		
R 18.3	**INPROCESS INSPECTIONS**		
3.1	If part power stops or slave stops are installed check that they have been properly secured in the use position.		
3.2	If during the check an adjustment is made to the topping adjustment screw check the interconnect linkage for proper AUTO/MAN gap and proper throttle cushions. Check for engagement of the interconnect linkage nut in the lock. Check for freedom of throttle movement.		

SECTION: **R 18 – BELL 412 CAMP**
TYPE: **RII TASK CARD**
TASK: **Maximum N_g Topping Check**

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R 18.4	**POST TASK INSEPCTIONS**		
4.1	Check for entry in the corrective action section of the log book for the check. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify the interconnect linkage for proper AUTO/MAN gap and proper throttle cushions. Check for engagement of the interconnect linkage nut in the lock. Check topping screw for proper safety. Check for freedom of throttle movement. Check for clearance of throttle control tubes throughout full travel.		

SECTION: **R 18 – BELL 412 CAMP**
TYPE: **RII TASK CARD**
TASK: **Maximum N_g Topping Check**

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O./Log Book.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

SECTION: **R 05 – BELL 412 CAMP**
TYPE: **RII TASK CARD**
TASK: **AFCU Installaion**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R 05.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 05.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify;		
2.7.1	POC required for installation of the AFCU is entered in the aircraft Log Book.		
2.7.2	Refer to N1 rigging task card.		
2.7.3	Refer to Fuel pump task card (if removed).		
2.7.4	Refer to MFCU task card (if removed)		
2.7.5	Checks in "After Component Replacement Table" of P&W MM are entered in the log book.		
2.7.6	Leak check is written up in aircraft Log Book.		

SECTION: R 05 – BELL 412 CAMP
TYPE: RII TASK CARD
TASK: AFCU Installaion

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
NOTE: The AFCU may be changed independently or as a complete AFCU, MFCU, fuel pump assembly.		
2.7.7 Verify if AFCU will require “reconditioning after storage”.		
R 05.3 INPROCESS INSPECTIONS		
3.1 Verify;		
3.1.1 All previously installed components of the AFCU are safetied.		
3.1.2 Jam nuts are torqued.		
3.1.3 Tubes are aligned with fittings.		
3.1.4 Screen is installed in AFCU		
3.1.5 Coupling shaft is installed between AFCU and fuel pump.		
R 05.4 POST TASK INSEPCTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Retention nuts on AFCU are torque.		
4.2.2 Torque on all B nuts.		

SECTION: R 05 – BELL 412 CAMP
TYPE: RII TASK CARD
TASK: AFCU Installaion

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

SECTION: **R 14 – BELL 412 CAMP**
TYPE: **RII TASK CARD**
TASK: **MFCU Installation**

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

	MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
R 14.1	**GENERAL**		
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 14.2	**PRIOR TO STARTING TASK**		
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Prior to Installation verify integrity of lock wiring and locking seals on unit.		
R 14.3	**INPROCESS INSPECTIONS**		
3.1	For PT6T-3B Engines verify MFCU seal drain port is installed.		
3.2	Verify that strainer (34) and seat (33) have been installed prior to installing fuel inter-connect tube into AFCU port.		
3.3	Ensure retaining plate(28) has been installed, torqued, and safetied.		
3.4	Ensure proper packings are placed in fuel ports at MFCU/Fuel Pump mating surfaces. (If there are still old packings in these recesses they must be discarded and replaced)		
3.5	On all Post-SB5041 and PT6T-3B/-3BE engines ensure Pressure Regulating Valve has been properly installed.		

SECTION: **R 14 – BELL 412 CAMP**
TYPE: **RII TASK CARD**
TASK: **MFCU Installation**

MAINTENANCE ACTION	REFERENCE	RII INSPECTORS INITIALS
3.6 Before MFCU/AFCU linkage is installed ensure that a fits and clearances check has been performed IAW P&W PT6T-3B MM.		
R 14.4 POST TASK INSEPCTIONS		
4.1 Verify;		
4.1.1 MFCU/AFCU interconnect linkage is attached.		
4.1.2 Ensure Bolts securing MFCU to Fuel Pump have been properly torqued and torque striped.		
4.1.3 Ensure all attached fuel lines have been secured and torqued properly.		
4.1.4 All lines with holes drilled in the B-Nut have been safetied wired properly.		
4.1.5 That following engine checks are written up in the logbook;		
4.1.5.1 Dry Motoring Run		
4.1.5.2 Wet Motoring Run		
4.1.5.3 Max Ng. and Manual/Automatic Interconnect Linkage Adjustment		
4.1.5.4 Power Turbine Governor Check		
4.1.5.5 Power Check		
4.1.5.6 Acceleration Check		
4.1.5.7 Deceleration Check		

SECTION: R 14 – BELL 412 CAMP
TYPE: RII TASK CARD
TASK: MFCU Installation

Upon satisfactory completion of each inspection item, the RII Inspector shall initial the pertinent space as provided. All RII Inspectors shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Inspector 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.

This form shall be attached to the aircraft W.O/Log Book.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Inspectors Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

Maritime Helicopters

MARITIME HELICOPTERS

3520 FAA ROAD
HOMER, AK 99603

Telephone: (907) 235-7771

CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

ATTACHMENT B

Excluded Inspections Guideline

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. **ã 2015 MARITIME HELICOPTERS**

1 MAINTENANCE EXCLUDED FROM CAMP

Since the CAMP 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., BHT-412MM-CH05

C. ATC Transponder Test and Inspections per 14 CFR 91.413., BHT-412MM-CH05

D. Inspect Pitot-Static System per 14 CFR 91.411/413, BHT-412MM-CH05

E. 36 Month Hydrostatic Retest of Emergency Floatation Gas Cylinder per AA-ICA407-11

F. 300 Hour / 12 Month Starter Generator Inspection per BHT-412MM-CH05

G. 600 Hour Engine Maximum Ng Topping Check per BHT-412MM-CH05

H. 600 Hour / 12 Month Lubrications per BHT-MM-2 Table 12-3 Lubrication Chart

I. 300 Hour / 12 Month Fuel Pump Inspection per SB5003

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

ATTACHMENT C

Airworthiness Limitations

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. **ã 2015 MARITIME HELICOPTERS**

1 AIRWORTHINESS LIMITATIONS SCHEDULE

NOMENCLATURE	PART NUMBER (1)	AIRWORTHINESS LIFE
MAIN ROTOR HUB		
Yoke Assembly	412-010-101-109	700 hours
Yoke Assembly	412-010-101-123	(5) (7) (38) 5000 hours
Yoke Assembly	412-010-101-137	(5) (33) 4500 hours
Yoke Assembly	412-010-101-139	(5) (7) 3000 hours
Spindle Assembly	412-010-156-105	(22) 5000 hours
Spindle and Damper Bearing Assembly	412-010-190-101	5000 hours
Spindle and Damper Bearing Assembly	412-010-190-103	10,000 hours
Spindle and Shear Bearing Assembly	412-310-102-101	10,000 hours
Pitch Horn Assembly	412-010-149-105	5000 hours
Pitch Horn Assembly	412-010-149-111	15,000 hours
Retention Bolt	412-010-124-105	(27) 5000 hours
Retention Bolt (Expandable)	412-010-137-103	5000 hours
Damper Bridge	412-010-104-101	5000 hours
Damper Bridge	412-010-183-101	10,000 hours
Damper Bridge	412-010-183-109	15,000 hours
Damper Bridge	412-010-185-101	10,000 hours
Damper Bridge	412-010-185-109	15,000 hours
Damper Bridge	412-018-068-101	(2) 10,000 hours or 180 months
Damper Bridge	412-010-170-101	(2) 10,000 hours or 180 months
Pivot Bearing	412-010-106-101	(4) On condition
Fitting	412-010-111-101	5000 hours
Damper Yoke Set	412-010-145-101	(4) On condition
Damper Yoke Set	412-310-146-103	(4) On condition
MAIN ROTOR DROOP RESTRAINT		
Bolt (8)	MS-21250-H05-006	(2) 120 months
MAIN ROTOR SIMPLE PENDULUM ABSORBERS		
Bolt, Bracket (16)	EWB0420D-7-36	15,000 hours
MAIN ROTOR CONTROLS		
Rephasing Lever Assembly	412-010-403-109	1250 hours
Rephasing Lever Assembly	412-010-403-113	5000 hours
Drive Link Assembly	412-010-405-101	5000 hours
Swashplate Outer Ring	412-010-407-105	(32) 2500 hours

NOMENCLATURE	PART NUMBER (1)	AIRWORTHINESS LIFE
MAIN ROTOR CONTROLS (CONT)		
Swashplate Outer Ring	412-010-407-117	10,000 hours
Pitch Link Rod End Bearing	412-010-412-101	5000 hours
Pitch Link Rod End Bearing	412-010-438-101	5000 hours
Swashplate Link Rod End Bearing	412-010-412-101	5000 hours
Swashplate Link Rod End Bearing	412-010-448-101	5000 hours
Swashplate Link Rod End Bearing	412-310-400-103	(24) 5000 hours
Swashplate Support Assembly	412-010-409-105	(16) 5000 hours
Swashplate Support Assembly	412-010-443-101	(33) 5000 hours
Swashplate Support Assembly	412-010-453-101	(17) 5000 hours
Swashplate Support Assembly	412-010-453-105	15,000 hours
Gimbal Ring Assembly	204-010-404-001	9000 hours
Gimbal Ring Assembly	212-010-416-101	9000 hours
Collective Sleeve	204-011-408-003	9000 hours
Collective Sleeve	212-011-412-101	9000 hours
Collective Lever Assembly	412-010-408-101	(39) 10,000 hours
Collective Lever Assembly	412-010-408-105	(40) 2500 hours
Collective Lever Assembly	412-010-464-101	20,000 hours
Collective Lever Pin	412-010-465-101	20,000 hours
MAIN ROTOR CONTROL SYSTEM BOLTS		
Pitch Horn to Pitch Link (4)	20-057-5-25D	(18) (28) (29) 2500 hours
Pitch Horn to Pitch Link (4)	20-057-5-28D	(30) 2500 hours
Pitch Link-to-Rephasing Lever (4)	20-057-6-36D	(28) (29) (30) 2500 hours
Pitch Link-to-Rephasing Lever (4)	20-057-6-52D	(29) (30) 2500 hours
Drive Link-to-Rephasing Lever (4)	20-057-6-36D	(28) (29) (30) 2500 hours
Swashplate Link-to-Rephasing Lever (3)	20-057-6-38D	(28) (29) (30) 2500 hours
Swashplate Link-to-Rephasing Lever (2)	20-057-6-52D	(29) (30) 2500 hours
Swashplate Link-to-Rotating Ring (2)	20-057-6-36D	(28) (29) (30) 2500 hours
Gimbal Ring-to-Swashplate Support (2)	204-011-463-105	(28) (29) (30) 2500 hours
Gimbal Ring-to-Swashplate Inner Ring (2)	204-011-463-001	(23) (28) (29) 1000 hours
Gimbal Ring-to-Swashplate Inner Ring (2)	204-011-463-109	(30) 2500 hours
Collective Lever-to-Swashplate Support (1)	20-057-8-92D	(28) (29) (30) 2500 hours
Boost Tube-to-Universal (3)	20-057-5-24D	(28) (29) (30) 2500 hours
Universal-to-Boost Cylinder (3)	20-057-5-24D	(28) (29) (30) 2500 hours
Boost Cylinder-to-Lower Support (3)	212-001-323-001	(28) (29) (30) 2500 hours
Rephasing Lever-to-Hub (4)	20-057-6-82D	(29) (30) 1250 hours
Rephasing Lever-to-Hub (4)	20-057-8-84D	(28) (29) (30) 2500 hours

NOMENCLATURE	PART NUMBER (1)	AIRWORTHINESS LIFE
MAIN ROTOR SUPPLEMENTAL CONTROL SYSTEM BOLTS (21)		
Swashplate Inner Ring-to-R.H. Cyclic Boost (1)	20-057-5-24D	2500 hours
Swashplate Inner Ring-to-L.H. Cyclic Boost (1)	20-057-5-24D	2500 hours
Collective Lever-to-Collective Boost (1)	20-057-5-24D	2500 hours
PROPULSION AND DRIVE SYSTEM		
Planetary Spider	204-040-785-003	(6) On condition
Planetary Spider	412-040-785-101	2500 hours
Planetary Spider	412-040-785-103	(45) On condition
Main Rotor Mast Assembly	412-040-101-105	(7) (8) (9) 10,000 hours or 80,000 RIN
Main Rotor Mast Assembly (used on helicopters with Mast Torque Systems)	412-040-101-121	(7) (8) (10) 10,000 hours or 60,000 RIN
Main Rotor Mast Assembly	412-040-101-127	(7) (8) (9) 10,000 hours or 80,000 RIN
Main Rotor Mast Assembly (used on helicopters with Mast Torque Systems)	412-040-101-129	(7) (8) (10) 10,000 hours or 60,000 RIN
Main Rotor Mast Assembly (used on helicopters with Mast Torque Systems and with BHT-412-SI-62, Slope Landing Kit)	412-040-101-135	(7) (8) (14) 5000 hours or 60,000 RIN
Main Rotor Mast Assembly	412-040-114-101	(7) (8) (46) 2,500 hours or 25,000 RIN
Main Rotor Mast Assembly (used on helicopters with Mast Torque Systems and with BHT-412-SI-62, Slope Landing Kit)	412-704-012-105	(7) (8) (14) 5000 hours or 60,000 RIN
Cap Retention	412-010-161-101	10,000 hours
Cap Retention	412-010-171-101	10,000 hours
Cap Retention	412-010-171-103	(47) 10,000 hours
Mast Cap	412-010-171-105	5,000 hours
Cone	412-010-165-101	(47) 10,000 hours
Cone	412-010-165-103	5,000 hours
Drive Pin	412-010-166-101	(47) 10,000 hours
Drive Pin	412-010-166-103	5,000 hours
Upper Cone Seat	412-010-164-101	10,000 hours
Upper Cone Seat	412-010-174-101	10,000 hours
Upper Cone Seat	412-010-186-101	10,000 hours
Upper Cone Seat	412-010-186-107	5,000 hours
Upper Cone Seat	412-010-286-101	2,500 hours
Splined Plate Assembly	412-010-177-101	(8) (11) (12) Life limited (see notes)
Splined Plate Assembly	412-010-177-105	(8) (10) 10,000 hours or 60,000 RIN

NOMENCLATURE	PART NUMBER (1)	AIRWORTHINESS LIFE
PROPULSION AND DRIVE SYSTEM (CONT)		
Splined Plate Assembly	412-010-177-109	(8) (9) 10,000 hours or 80,000 RIN
Splined Plate Assembly	412-010-177-121	(8) (14) 5,000 hours or 60,000 RIN
Splined Plate Assembly	412-010-177-113	(8) (10) 10,000 hours or 60,000 RIN
Splined Plate Assembly	412-010-277-101	(8) (46) 2,500 hours or 25,000 RIN
Splined Plate Assembly	412-010-167-105	(8) (11) (12) Life limited (see notes)
Cone	412-010-169-103	10,000 hours
Cone	412-010-179-101	10,000 hours
Cone	412-010-179-105	(47) 10,000 hours
Cone	412-010-179-107	5,000 hours
Lower Cone Seat	412-010-168-105	(7) 10,000 hours
Lower Cone Seat	412-010-178-101	(7) 10,000 hours
Lower Cone Seat	412-010-056-101	(7) 2,500 hours
Lower Cone Seat	412-018-056-103	(7) 10,000 hours
Lower Cone Seat	412-018-056-109	(7) 5,000 hours
ELEVATOR AND CONTROLS		
Horn Assembly	205-001-914-103	(3) On condition
AIRFRAME		
Upper Aft Beam Cap	212-030-191-001	(41) On condition
TAIL ROTOR INSTALLATION		
Blade Assembly	212-010-750-009	5000 hours
Blade Assembly	412-016-100-111	5000 hours
Yoke Assembly	212-011-702-001	(17) 5000 hours
LANDING GEAR		
High Aft Crosstube Assembly	412-050-011-101	(15) (34) (42) 10,000 events
High Aft Crosstube Assembly	412-050-045-107	(15) (34) (42) 20,000 events
High Aft Crosstube Assembly	412-321-104	(18) (34) (42) 20,000 events
High Aft Crosstube Assembly	412-321-901	(34) (42) (43) (44) 12,000 events
FIRE EXTINGUISHER CARTRIDGES		
HTL Industries P/N 13083-5	209-062-908-015	(2) (20) 6 years service life/ 9 years total life
HTL Industries P/N 30900400	209-062-908-019	(2) (20) 6 years service life/ 9 years total life
W. Kidde and Co. P/N 804943	209-062-908-013	(20) 6 years total life
W. Kidde and Co. P/N 804944	209-062-908-017	(20) 6 years total life
W. Kidde and Co. P/N 895408-1	209-062-908-113	(20) 10 years total life
W. Kidde and Co. P/N 895409-1	209-062-908-115	(20) 10 years total life

NOTES

(1) The airworthiness life or inspection interval for any part number contained in this schedule applies to all the successive dash numbers for that component unless it is otherwise specified.

(2) In-service life begins the day the component is entered into service. In-service life only remains in effect while the component is installed on the helicopter.

(3) Fail safe, refer to Chapter 5 for detailed 100-hour inspection.

(4) On-condition subject to daily or 25-hour visual inspection interval (as applicable) per scheduled inspections (Chapter 5).

(5) The bushing 412-010-222 is installed on the main rotor yoke assemblies 412-010-101-127/-129/-133 -135/-137/-139. The bushing is assigned an unlimited airworthiness life. If removed, it is not reusable.

(6) An on-condition retirement is assigned to spider 204-040-785-003 subject to passing a magnetic particle inspection every 3100 hours per ASB 412-91-52A.

(7) An additional 4 hours must be logged for each hoist operation performed within penalty CG region (Figure 4-1). Refer to Chapter 5 and BHT-412-FM.

(8) RIN (Retirement Index Number) is the retirement life based on fatigue damage from normal helicopter lifts and takeoffs. New components will begin with an accumulated RIN of zero that will be increased as lifts and takeoffs are performed. Operators must record the number of lifts and takeoffs and increase the accumulated RIN accordingly. When the maximum RIN or retirement flight hours is/are reached, whichever occurs first, the component will be removed from service. Refer to Information Letter GEN-94-54/Information Letter GEN-03-94.

(9) Retire when the part has 10,000 flight hours or when the accumulated RIN = 80,000, whichever occurs first. For manual tracking, increase the RIN count by 1 for each takeoff/lift recorded. If logging, increase RIN count by 2 for each lift recorded.

(10) Retire when the part has 10,000 flight hours or when the accumulated RIN = 60,000, whichever occurs first. For manual tracking, increase the RIN count by 1 for each takeoff/lift recorded. If logging, increase RIN count by 2 for each lift recorded.

(11) This splined plate assembly can be used on all 412 models. When used on 412 HP/EP, it will be vibroetched "412 HP" and will be retired when part has 10,000 flight hours or when the accumulated RIN = 60,000, whichever occurs first. For manual tracking, increase the RIN count by 1 for each takeoff/lift recorded. If logging, increase RIN count by 2 for each lift recorded (see Note 12).

(12) This splined plate assembly can be used on all 412 models. When used on 412/412SP, it will not be vibroetched "412 HP". Retire when part has 10,000 flight hours or when the accumulated RIN = 80,000, whichever occurs first. For manual tracking, increase the RIN count by 1 for each takeoff/lift recorded. If logging, increase RIN count by 2 for each lift recorded (see Note 11).

(13) Deleted.

(14) Retire when the part has 5000 flight hours or when the accumulated RIN = 60,000, whichever occurs first. For manual tracking, increase the RIN count by 1 for each takeoff/lift recorded. If logging, increase RIN count by 2 for each lift recorded.

(15) Per ASB 412-99-97.

(16) Contained in inflation valve 30905. 30908 includes squib 94455 and o-ring 568-905.

(17) Per ASB 412-96-89, the tail rotor flapping stop/yield indicator 212-011-713-103 must be used with the tail rotor yoke. The stop/yield indicator 212-011-713-103 must be inspected every 25 hours and at each incident involving a hard landing, sudden stoppage, or any other incident involving excessive tail rotor flapping. Refer to Chapter 5.

(18) Manufactured by Aeronautical Accessories, Inc. Refer to AAI Report No. ICA AA-01136 Rev. C, or subsequent, Inspection and Maintenance Instructions. Recurring visual inspection per AAI Bulletin AA-07109 and ASB 412-08-129.

(19) As per ASB 412-98-92, bolt 20-057-5-25D is replaced by 20-057-5-28D.

(20) Total life begins from the date of component manufacture and cannot be interrupted.

(21) Calendar life begins the day the component is entered into service and cannot be interrupted.

NOTES (Cont)

(27) Not applicable to subsequent dash numbers.

(28) Deleted.

(29) Replacement bearing cartridges 412-310-400-107 are on-condition. Refer to IL 412-IL-03-49.

(30) As per ASB 412-02-110, bolt 204-011-463-001 is replaced by 204-011-463-109.

(31) 29022968 contained in valve assembly 20022988 Rev. E and refurbishment kit 29022971.

(32) As per ASB 412-93-73, bolt 412-010-124-105 is replaced by 412-010-124-109.

(33) Included in bolt kit 412-704-112-101. Bolt kit 412-704-112-101 is replaced by bolt kit 412-704-112-105.

(34) Included in bolt kit 412-704-112-103. Bolt kit 412-704-112-103 is replaced by bolt kit 412-704-112-105.

(35) Included in bolt kit 412-704-112-105.

(36) Not included in bolt kits 412-704-112-101/-103/-105.

(37) Life reduction to 2500 hours per ASB 412-08-131; remove from service by 1 June 2009.

(38) Refer to ASB 412-08-128.

(39) Use aft crosstube retention strap kit per BHT-412-SI-58 when towing helicopters with a gross weight of 8900 pounds or greater.

(40) Swashplate support assembly 412-010-443-101 was removed from service by ASB 412-93-71. All subsequent dash numbers remain in service.

(41) Swashplate support assembly 412-010-409-105 was removed from service by ASB 412-93-71.

(42) Swashplate support assembly 412-010-453-101 was removed from service by ASB 412-92-61. All subsequent dash numbers remain in service.

(43) 500-hour penalty to be applied in accordance with AD 99-23-23 and ASB 412-98-93.

(44) AD 2012-22-11 imposes on collective lever 412-010-408-101 a visual inspection at intervals not to exceed 100 hours Time-In-Service (TIS) (ASB 412-11-148 Rev. A).

(45) Visual inspection at intervals not to exceed 100 hours Time-In-Service (TIS). Inspection requirements same as listed in ASB 412-11-148 Rev. A.

(46) AD 2000-18-09 imposes on the upper aft beam cap 212-030-191-001 a recurring visual inspection at intervals not to exceed 100 hours Time-In-Service (TIS) (ASB 412-00-100). All aircraft with serial numbers 38001–38999 and 39101–39999 require a visual inspection in intervals not to exceed 9 hours Time-In-Service (TIS), in accordance with AD 2000-18-09 procedures.

(47) For manual tracking, increase the event count by 1 for each takeoff recorded.

(48) Part manufactured and part number assigned by AAI of Bristol, Tennessee. Retire part when event = 12,000 (event life).

(49) 1000-event penalty to be applied against accumulated events of high aft crosstube assembly if used with increased gross weight kit 412-706-140 (BHT-412-FMS-74.5). 1000 event penalty to be applied on high aft crosstube assembly 412-321-901 on all aircraft serial numbers 38001–38999 and 39101–39999.

(50) On Condition indicates that there is no retirement life (i.e., unlimited). Any required inspections will be addressed by additional specific notes.

(51) Retire when the part has 2,500 flight hours or when the accumulated RIN is 25,000, whichever occurs first. For manual tracking, increase the RIN count by 1 for each takeoff/lift recorded. If logging, increase RIN count by 2 for each lift recorded.

(52) Apply a one time 7,500 hours penalty for all aircraft with serial numbers 38001–38999 and 39101–39999 on retention cap, cones, and drive pins.

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

ATTACHMENT D

Lubrication Schedule

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. **ã 2015 MARITIME HELICOPTERS**

1 Lubrication Schedule

INTERVAL	NOMENCLATURE	LUBRICANT	REMARKS
25 hours, more frequent if required by environmental conditions	Tail rotor trunnion bearings (two)	Grease MIL-G-81322	Do not intermix grease types. Purge until same grease appears.
50 hours and on assembly	Tail rotor crosshead bearing	Grease MIL-G-81322	Two shots every 50 hours. Do not intermix grease types.
25 hours, more frequent if required by environmental conditions	Drive link (two places per link)	Grease MIL-G-81322	Do not intermix grease types. Purge until same grease appears.
25 hours, more frequent if required by environmental conditions	Rephasing lever bearings (four places)	Grease MIL-G-81322	Do not intermix grease types. Purge until same grease appears.
25 hours, more frequent if required by environmental conditions	Swashplate inner ring trunnion rod ends (two) and collective lever trunnion rod end (one)	Grease MIL-G-81322	Do not intermix grease types. Purge until same grease appears. Comply with Figure 12-3, note 9.
50 hours, more frequent if required by environmental conditions	Anti-torque flight control tube bearings	Grease MIL-G-81322	Fittings not present on all helicopters. Do not intermix grease types. Purge until same grease appears.
25 hours, more frequent if required by environmental conditions	Collective hub and sleeve (two fittings)	Grease MIL-G-81322	Do not intermix grease types. Purge until same grease appears.
25 hours, more frequent if required by environmental conditions	Swashplate bearings (two)	Grease MIL-G-81322	Do not intermix grease types. Purge until same grease appears.
100 hours	Cargo hook link assembly, clevis assembly, load bolt assembly		Refer to Service Instruction BHT-212-SI-5 and BHT-412-SI-17 (P/N 212-706-103-XXX).
300 hours	Tail rotor hanger bearings (four)	Grease – MOBIL 28 no substitution	Slowly pump grease into fitting until it may be seen around bearing seal.
600 hours/12 months (refer to Chapter 5 Special Inspections)	Tail rotor driveshaft flex couplings	Grease 204-040-755-005	Comply with Figure 12-3, notes 6, 7, and 8 as applicable.
600 hours/12 months (refer to Chapter 5 Special Inspections)	Intermediate gearbox flex couplings	Grease 204-040-755-005	Comply with Figure 12-3, notes 6, 7, and 8 as applicable.

INTERVAL	NOMENCLATURE	LUBRICANT	REMARKS
600 hours/ 12 months ⚠1 (refer to Chapter 5 Special Inspections)	Tail rotor gearbox flex coupling (one)	Grease 204-040-755-005	Comply with Figure 12-3, notes 6 and 7.
600 hours/12 months (refer to Chapter 5 Special Inspections)	Transmission tail rotor drive quill flex coupling (one)	Grease 204-040-755-005	Comply with Figure 12-3, notes 6, 7, and 8 as applicable.
600 hours/12 months (refer to Chapter 5 Special Inspections)	Main driveshaft couplings (two)	Grease 204-040-755-005	Comply with Figure 12-3, note 6.
On assembly	Main rotor blade bolts	Grease (C-561) or grease (C-172)	After final torque, overcoat non-expanding blade bolt head, nut, washer, and exposed threads with corrosion preventive compound (C-101) MIL-PRF-16173, Grade 1.
On assembly	Main rotor hub to mast	Grease (C-561) or grease (C-172)	Apply thin coat of grease (C-561) or grease (C-172) to mating surfaces of mast splines, upper and lower cones, and cap assembly taking care that grease is not allowed on Teflon of cone or mating surfaces with Teflon.
On assembly	Mast and splined plate splines	Grease (C-561) or grease (C-172)	Apply grease (C-561) or grease (C-172) to mast and splined plate splines.
On assembly	Tail rotor control tube	Lubricating oil MIL-PRF-7808 MIL-PRF-23699	Coat tube in area of bearing.
On assembly	Tail rotor control race	Grease (C-001) MIL-PRF-81322	Hand pack. Do not intermix grease types.
On assembly	Tail rotor gearbox output shaft splines to tail rotor hub trunnion splines	Grease (C-561) or grease (C-172)	Apply a thin coat of grease (C-561) or grease (C-172) to mating surface of tail rotor gearbox output shaft splines and tail rotor hub trunnion splines.
On assembly	Tail rotor crosshead splines	Grease (C-001) MIL-PRF-81322	Apply a thin film of grease at assembly. Do not intermix grease types.
50 hours, more frequent if required by environmental conditions	Tail rotor control level (three places)	Grease (C-001) MIL-PRF-81322	Do not intermix grease types. Purge until same grease appears.

INTERVAL	NOMENCLATURE	LUBRICANT	REMARKS
On assembly	Ground handling wheel bearings	Grease (C-001) MIL-PRF-81322	Do not intermix grease types. Purge until same grease appears.
On assembly and each 6 months	Ground handling wheel axle pivot bearing, trunnions, and pins	Grease (C-001) MIL-PRF-81322	Do not intermix grease types. Purge until same grease appears.
On assembly and after each 25 hours of operation	Droop restraint arm, inboard clevis race two fittings (four places)	Grease (C-001) MIL-PRF-81322	Do not intermix grease types. Purge until same grease appears.
Every 25 hours of operation	Bearing assembly, Pendulum absorbers main rotor hub (eight places)	Grease (C-001) MIL-PRD-81322	Do not intermix grease types. Purse unitl same grase appears.

NOTES:

△1 Applicable to helicopters S/N 33001 through 33213, and S/N 36001 through 36019 not modified by 412-570-001-103 or Pre BHT-412-SI-74 (412SP to 412HP Upgrade).

△2 Deleted

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

ATTACHMENT E

After Maintenance Checks

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1 After Maintenance Torque Checks and Inspections

TASK	REFERENCE
Between 1 and 5 flight hours after main rotor hub installation	BHT-412-MM-2 5-18
Between 1 and 25 flight hours after expandable blade bolt installation	BHT-412-MM-2 5-19
Between 5 and 10 flight hours after tail rotor hub and blade installation	BHT-412-MM-2 5-20
Between 5 and 10 flight hours after tail rotor gear box installation	BHT-412-MM-2 5-20
Between 5 and 10 flight hours after intermediate gearbox installation	BHT-412-MM-2 5-20
Each 25 flight hours, for 100 hours, inspect tail rotor hanger bearing witness marks	BHT-412-MM-2 5-21
Each 25 flight hours of tail rotor operations inspection of tail rotor static stop	BHT-412-MM-2 5-22
50 hours after installation of tailboom, torque check anti-torque bellcrank support attachment nuts.	BHT-415-22-MM-5-23
50 hours after installation of rotor brake, torque check caliper and disk attachments bolts	BHT-415-22-MM-5-23
100 hours after installation of tailboom, torque check attachment bolts.	BHT-415-22-MM-5-24
Recalibrate compass after removal/ installation or new unit	IAW AC43-13.1b Chp 12, Section 3

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CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

ATTACHMENT F

Airworthiness Check

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AIRWORTHINESS CHECK

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0001.1	**GENERAL**		
1.1	Review aircraft computer status run, Deferred/MEL list and logbook ladder for maintenance and/or inspection requirements.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
A 0001.2	**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	
A 0001.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0001.4	**TAIL BOOM L/H SIDE**		
4.1	Tail boom structure for general condition, damage and corrosion.	Chp 53	
4.2	Tail rotor drive shafts for condition, flex couplings and bearings for overheating, and grease leakage. Check overheat indicator stripe on bearing hanger for discoloration. When temp-plate indicators are installed, check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-MM, Chapter 63 for Inspection Criteria **Before Next Flight.**	Chp 65/67 BHT-412-MM, Chapter 63	
4.3	Clamp sets for proper installation and alignment.		
4.4	Tail rotor driveshaft covers for condition and security.		
4.5	Elevators for general condition and security.		
4.6	Smooth operation of elevator spring.		
4.7	Tail boom stinger for looseness and security.		
4.8	Vertical fin for general condition.		
4.9	Tail rotor gearbox for security, oil leaks, obvious damage and proper oil level.		
4.10	Tail rotor pitch change mechanism for general condition and excessive wear.		

AIRWORTHINESS CHECK

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0001.5	**TAIL BOOM R/H SIDE**		
5.1	Tail rotor blades for obvious damage, security, and cleanliness. Check for compliance of daily AD 2008-10-03	Chp 64	
5.2	Inspect P/N 212-011-713-103 flapping stop for yielding.		
5.3	Tail rotor crosshead and pitch change links for general condition and security.		
5.4	Binding of PC links with tail rotor to both full flapping positions. Binding is not acceptable.		
5.5	Inspect counterweights and counterweigh links for wear and excessive play.		
5.6	Inspect tail rotor blade to yoke bearings for excessive play.		
5.7	Inspect tail rotor trunnion bearings for excessive play.		
5.8	Lubricate Tail Rotor Trunnion Bearings (two). Do not intermix grease types. Purge until same grease appears	Table 12-3 Lubrication Chart	
5.9	Tail rotor hub for condition and security.		
5.10	Tail rotor drive shafts for condition, flex couplings and bearings for overheating, and grease leakage. When temp-plate indicators are installed, check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-CR&O, Chapter 63 for Inspection Criteria **Before Next Flight.**	BHT-412-CR&O, Chapter 63	
5.11	T/R driveshaft Thomas couplings for condition and security.		
5.12	Tail rotor driveshaft covers for condition and security.		
5.13	Vertical fin for general condition.		
5.14	42 degree gearbox for security, oil leaks, obvious damage and proper oil level.	Chp 65	
5.15	Elevators for general condition and security, control tube for positive spring action and freedom of movement.	Chpt 67	
5.16	Tail boom for general condition, avionics equipment for condition and security.	Chp 53/97	
5.17	Baggage compartment door for proper operation. Check compartment for condition and cleanliness.	Chp 53	
A 0001.6	**FUSELAGE R/H SIDE AND NOSE**		
6.1	Fuselage exterior for obvious damage, evidence of fuel and oil leaks, damage to protective finish and pitot static ports for obstructions.		
6.2	Oil coolers for damage, corrosion and obstruction, hoses and tubes for leakage, damage and fraying.	Chp 79	
6.3	Tail rotor servo compartment for cleanliness, corrosion, and leaks.	Chp 29/67	

AIRWORTHINESS CHECK

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.4	Tail rotor hydraulic actuator for leaks and security, control tubes for condition.	Chp 29/67	
6.5	Visible flight controls for attachment and security.		
6.6	Tail boom attachment points for cracks, security and evidence of fretting.	Chp 53	
6.7	Heater compartment for general condition, security and cleanliness. Structure for damage and corrosion (including connections and fasteners).	Chp 21	
6.8	Avionics and Electrical compartment for general condition, water entrapment.		
6.9	Combining gearbox for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.		
6.10	Combining gearbox for proper oil level.		
6.11	Engine and reduction gearbox mounts for loose bearings, condition and security.	Chp 71	
6.12	Oil cooler blowers for damage, corrosion and obstruction.		
6.13	Engine fire extinguisher bottles, proper charge, and security.	Chp 26	
6.14	Engine mounts for condition and security.		
6.15	Exhaust ejector for condition and security.		
6.16	Engine cowling for condition, security, and proper operation of latches.		
6.17	Tail rotor drive shafts for condition, flex couplings and bearings for overheating, and grease leakage. When temp-plate indicators are installed, check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-MM, Chapter 63 for Inspection Criteria **Before Next Flight.**	BHT-412-CR&O, Chapter 63	
6.18	T/R driveshaft Thomas couplings for condition and security.		
6.19	Firewalls for general condition, cracks, and deteriorated gaskets.		
6.20	Power section for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories		
6.21	Power section 1 for proper oil level.		
6.22	Engine mounts for condition and security.		
6.23	Exposed area of main beam adjacent to engine fwd mount for cracks.		
6.24	Fuel cap for security and proper operation.		

AIRWORTHINESS CHECK

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.25	Sliding door for wear and proper operation.		
6.26	Transmission for proper oil level.		
6.27	Transmission tail rotor output quill for grease leakage and for evidence of overheating. When temp-plate indicators are installed, check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-MM, Chapter 63 for Inspection Criteria **Before Next Flight.**		
6.28	Interior of pilot and passenger compartment for proper storage of loose equipment, map case, cleanliness, and overall condition; and passenger briefing cards are in the aircraft. Check first aid kit for proper sealing and inspection due date.	Chp 25	
6.29	Condition, cleanliness, excessive deterioration, tears and security of crew and passenger seating. Check restraint assemblies for condition and security.	Chp 25	
6.30	Life vests for general condition, inspection due date, CO^2 bottles for tightness and inflation valve locks for integrity. Check life raft (in cabin) general appearance, security and inspection due date. (if installed)		
6.31	Supplementary emergency lighting (if installed) for security and general condition.		
6.32	Hydraulic filter bypass indicator buttons. (In hell hole) – not extended.	Chp 29	
6.33	Cabin fire extinguishers for damage and corrosion; security and proper operation of mounting brackets. Ensure safety pin is installed and that it is secured in place with plastic safety tie.	Chp 26	
6.34	Landing gear and floats for obvious damage, supports for wear, corrosion or damage and security of attachment.	Chp 32	
6.35	Crew and passenger access steps for condition and security.		
6.36	Crew doors (and surrounding structure) for proper operation and condition. Check for security of emergency release system.	Chp 52	
6.37	Pitot and static ports for blockage and damage.		
6.38	Windows and windshield for obvious damage and cleanliness. Check windshield wipers and blades for condition and security.	Chp 52 Chp 30	
6.39	Remote hydraulic filter bypass indicator for bypass condition.	Chp 29	
6.40	Tail rotor pedals and visible flight controls for attachment and security.		
6.41	Transmission chip detector cat eye indicators are not tripped.		

AIRWORTHINESS CHECK

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.42	Heating and venting components, air ducts, for condition and security.	Chp 21	
6.43	Battery, mounts, external connections and vents for corrosion, security and condition, vent and drains for blockage. Service as needed I/A/W manufactures recommendations.		
6.44	Avionics bay for general condition of electrical wires, security of equipment and water entrapment.	Chp 97	
A 0001.7	**FUSELAGE NOSE AND L/H SIDE**		
7.1	Windows and windshield for obvious damage and cleanliness.	Chp 52	
7.2	If installed, emergency float reservoir for correct pressure and inflation valve safety pin is removed and properly stowed.		
7.3	Tail rotor pedals and visible flight controls for attachment and security.		
7.4	Pitot and static ports for blockage and damage.	Chp 95	
7.5	Crew door for proper operation, condition and security of emergency release system.		
7.6	Crew and passenger access steps for condition and security.		
7.7	Landing gear and floats for obvious damage.	Chp 32	
7.8	Sliding door for wear and proper operation.		
7.9	Exposed area of main beam adjacent to engine fwd mount for cracks.		
7.10	Engine and reduction gearbox mounts for loose bearings, condition and security.	Chp 71	
7.11	Power section 2 for proper oil level.		
7.12	Power section for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.		
7.13	Firewalls for general condition, cracks, and deteriorated seal or gaskets.	Chp 71	
7.14	Engine cowling for condition, security, and proper operation of latches.	Chp 71	
7.15	Exhaust ejector for condition and security.		
7.16	Exhaust ducts for cracks and/or distortion, condition and security.		
7.17	Engine fire extinguisher bottles, proper charge, and security.		
7.18	Oil cooler blowers for damage and obstruction.		

AIRWORTHINESS CHECK

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
7.19	Combining gearbox for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.		
7.20	Reduction gearbox oil filter impending bypass indicator button - not extended		
7.21	Avionics/electrical compartments for general condition, water entrapment.	Chp 96/97	
A 0001.8	**FUSELAGE BOTTOM**		
8.1	Life raft bottle for security and proper charge.		
8.2	Belly for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.	Chp 53	
8.3	The "hell hole" for evidence of fuel or oil leaks and any obvious damage, security and condition of plumbing, electrical systems, and accessories.	Chp 53	
8.4	Inspect "hell hole" visible flight controls for attachment and security.		
8.5	Hydraulic servos, valves, and lines for leakage and general condition.	Chp 29	
8.6	Cargo hook function and security.		
8.7	Drains are free of obstructions.		
8.8	Antennas for condition and security.		
A 0001.9	**FUSELAGE TOP**		
9.1	Antennas for condition and security.		
9.2	Hydraulic reservoirs #1 and #2 for proper fluid level.	Chp 29	
9.3	Transmission and transmission oil lines, for oil leaks, obvious damage, loose accessories, and fittings.	Chp 63	
9.4	Rotor brake for leakage and security, disc for warpage, evident of overheat, caliper switches and wiring for condition and security.	Chp 63 BHT-412-SI-12	
9.5	Hydraulic lines, valves and filter modules & pumps for leaks damage and security.	Chp 29	
9.6	Transmission external oil filter for bypass indication.		
9.7	Main driveshaft forward and aft couplings for grease leakage and evidence of overheating. When template indicators are installed check temp-plates for discoloration. If temp-plates are discolored or missing, refer to BHT-412-MM, Chapter 63 for Inspection Criteria **Before Next Flight.**	Chp 63	
9.8	Flight controls system from servos to main rotor head for obvious damage and security.		

AIRWORTHINESS CHECK

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.9	Mast assembly for obvious damage, bearing seal for leaks.	Chp 63	
9.10	Main rotor pitch links for security, bearings for wear	Chp 62	
9.11	Rephasing levers for bearing looseness and security.	Chp 62	
9.12	Main rotor P/C link rod end bearings using work aid as per chapter 62 of the MM.	Chp 62	
9.13	Main rotor hub for obvious damage, pendulum dampers for condition and security. Lubricate pendulum damper bearings with Mobil 28 grease.	Chp 62	
9.14	Pitch horns for cracks in areas surrounding torque transfer pin holes.	Chp 62	
9.15	Condition of MR head elastomeric components.	Chp 62	
9.16	Main rotor blades for obvious damage.	Chp 62	
9.17	Engine #1 and #2 air intake ducts for condition and obstructions.		
A 0001.10	**ELECTRICAL**		
10.1	Drain fuel sumps and fuel filters, check for presence of water and other contaminates	Chp 28	
10.2	Operation of door lights.		
10.3	Operation of pitot and static ports heat.		
10.4	All exterior navigation, anti-collision, landing and search lights for condition and proper operation.		
10.5	Master caution panel and interior lighting for proper operation, baggage compartment smoke detector press to test functions.		
10.6	BHVM (HUMMS) and engine monitoring system for indication of exceedances. Ensure data has been uploaded to the website at least once a day or any time of suspected exceedance.		
10.7	Placards, decals, and markings for legibility and appearance.		

AIRWORTHINESS CHECK

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0001.11 POST INSPECTION		
11.1 Condition and security of all cowling and access panels, all secure.		
11.2 Aircraft documents for proper entries.	GMM 2.1	