Maritime Helicopters

MARITIME HELICOPTERS

3520 FAA Road
Homer, AK 99603

Telephone: (907) 235-7771

APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

BELL MODEL 407

Revision 5
11/01/18

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MANUAL CONTROL

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

Field Bases Distribution

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

Corporate Office Distribution

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

RECORD OF REVISIONS

Revision Letter	Revision Date	Insertion Date	Posted by
Original	04/01/14		
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This is a STAND ALONE document with its own numbering and approval system. No attempt will be made to incorporated temporary revision numbering changes on this page to the AAIP Table of Contents or List of Effected pages. The Date Approved stamps at bottom of page will reflect dates of approval of most current *temporary revision*.

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

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DIRECTOR OF MAINTENANCE FAA PRINCIPAL AVIONICS INSPECTOR

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FAA PRINCIPAL MAINTENANCE INSPECTOR

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1 INTRODUCTION

This Federal Aviation Administration Approved Aircraft Inspection Program (AAIP) has been prepared for use under 14 CFR Part 135.419, for the BELL 407 *Series* helicopters used in air taxi operations conducted under 14 CFR 135.

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

This AAIP has been developed into three Sections:

Section A applies to BELL 407 Series helicopter.
Section B applies to Rolls-Royce 250-C47B series engine installed in BELL 407 Series helicopters.
Section C applies to BELL 407 Series helicopters in their FAA approved altered state.

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

NOTE:

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

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

- Code of Federal Regulations (14 CFR)
- Airworthiness Directives
- Aircraft Specifications or Type Certificate Data Sheets for Aircraft, Engines, Rotors
- Maritime Operations Manual
- Maritime Aircraft "Status Report"
- Aircraft Log Books
- Advisory Circular AC 43-4A, Corrosion Control for Aircraft
- BELL 407 *Series*
  - Maintenance Manual
  - Maintenance Program
  - Mechanical Repair Manual
  - Structural Repair Manual
  - Wiring Diagram
  - Service Bulletins
- Rolls-Royce 250-C47B Series
  - Maintenance Manual
  - Service Bulletins
- FAA Form 337's documenting major alterations to BELL 407 Series helicopters operated by Maritime Helicopters.
- Continued Airworthiness instructions issued by STC holders of major alterations.
- National Fire Protection Association, NFPA 10
- Concord Battery Corporation Battery Products Instruction Manual.
- Additional references, as required

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

2 SCOPE OF INSPECTION

2.1 PROGRAM RESPONSIBILITY AND REVIEW

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

2.2 INDIVIDUAL RESPONSIBILITIES

Director of Maintenance:

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

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

Mechanic:

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

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

2.3 MECHANIC QUALIFICATIONS

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

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

2.4 MAINTENANCE AND SERVICING

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

2.5 EXCLUSIONS

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

2.6 AIRWORTHINESS LIMITATIONS (LIFE LIMITS)

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

2.7 OVERHAUL TIME LIMITS

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

2.8 LUBRICATION ITEMS

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

2.9 SPECIAL, UNSCHEDULED, AND CONDITIONAL INSPECTIONS

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

2.10 FAA AIRWORTHINESS DIRECTIVES AND MANDATORY BULLETINS

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

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

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

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

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

NOTE:

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

2.12 CONTRACT MAINTENANCE

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

2.13 REVISIONS

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

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

NOTE:

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

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

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

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

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

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

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

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

2.14 TEMPORARY REVISIONS

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

NOTE:

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

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

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

NOTE:

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

2.15 TRAINING

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

3 IMPLEMENTATION OF THIS INSPECTION PROGRAM

3.1 HELICOPTERS ELIGIBLE FOR APPROVED INSPECTION PROGRAM

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

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

- The aircraft registration number, make, model, and serial number shall be on the Operations Specification List of Approved Aircraft.
- The requirements of paragraph 3.1 (Helicopters Eligible for Approved Inspection Program) have been complied with.
- A bridging document will be created and remain on file for 1 year. The document shall determining by outline which inspections must be complied with before bringing the aircraft onto the AAIP. These inspections shall be entered on to the aircraft logbook and signed off before the aircraft entered onto the program.
- Once the bridging requirement inspections have been complied with, the Aircraft and Engine Log Book shall have an entry made stating that the aircraft and engine are now being inspected in accordance with Maritime Helicopters Model BELL 407 Series Approved Aircraft Inspection Program.

3.3 PROCEDURE FOR LEAVING PROGRAM

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

3.4 PROCEDURE FOR INSTALLATION OF REPLACEMENT PARTS

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

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

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

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

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

4 PROGRAM OPERATION

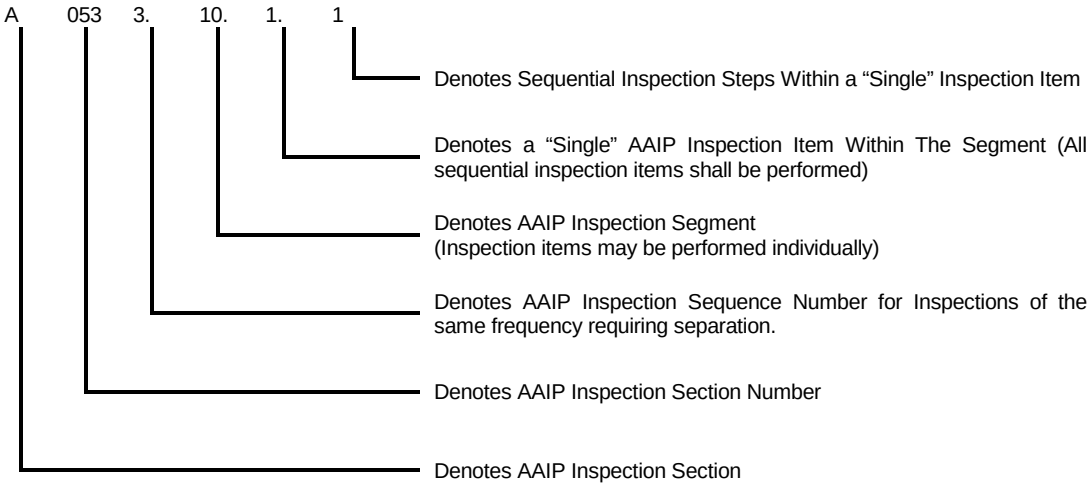
4.1 PERFORMANCE INSTRUCTIONS

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

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

LEGEND

AAIP Inspection Form – Inspection Item Numbering - A 0353.10.1.3



4.2 INSPECTION DUE TIMES

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

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

4.2.1 INSPECTION TOLERANCE

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

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

- Calendar intervals, due to the different ways of calculating the 10 % exceedance, will use the following chart for consistency:

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

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

NOTE: Tolerances are based on the "Frequencies" listed in **4.3 SCHEDULE OF INSPECTIONS**

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

4.2.2 SECTION A - AIRFRAME SECTION

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

Refer to the following example:

Scenario 1:

If AAIP inspection A0052 was accomplished in its entirety, at ACTT 100.0 hours, then AAIP inspection A0053 will be next due at ACTT 150.0 hours (published "frequency" is 50 hours).

Scenario: 2

If AAIP inspection A0054 is due at ACTT 400.0 hours, you can open the AAIP inspection and complete the "Airframe," "Tailboom Structure,"," and "Tailboom -ASB," segments at ACTT 393.0 hours to include a logbook entry. The next day you perform the "Power Plant," and "Oil System," segments at ACTT 395.0 to include a logbook entry. The next day you perform the "Tail Rotor Driveshaft," "Tail Rotor Gearbox," and "Tail Rotor Pitch Change Control," and Post Inspection" segments at ACTT 396.0 which now completes AAIP inspection A0054. AAIP inspection A0055 is next due at ACTT 443.0 hours; because the first segment was started at ACTT 393.0 hours and AAIP inspection A0055 is due 50 hours completion of .

Scenario 3:

If AAIP inspection A0055 – 50 Hour inspection is due at ACTT 1250.0 hours, and the AAIP inspection is started at ACTT 1252.0 hours and completed at ACTT 1254.0 hours, then the next 50 Hour AAIP inspection is due at ACTT 1302.0 hours, because the 50 Hour AAIP inspection was started at ACTT 1252.0 hours as the A 0055 are due every 50 hours.

NOTE:

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

4.2.3 SECTION B - ENGINE

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

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

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

Scenario 1:

If an engine is installed at AFTT: 1121.0 hours on 6 June 2013. The ENGTT: 2541.0 TSO: 0.0 hours.

a. Since engine TSO is zero, AAIP inspection B0051, B0630 will be due at AFTT: (1121.0 + 50) = 1171.0, (1121.0 + 300) = 1421.0 respectively.
b. Since engine TSO is zero, AAIP inspection B0350 will be due on 31 June 2014 or 1721.0 whichever comes first.

4.2.3.2 Installation of a serviceable (time continued) engine

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

Scenario 1:

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

a. The Rolls-Royce Series Section B AAIP inspection B0630 was the last AAIP inspection performed at 250.0 ENGTT. AAIP inspection B1810 will be performed at ENGTT: (250.0 + 600 =) 850.0 ENGTT.

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

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

Scenario 1:

If AAIP inspection B0052 NT – 50 Hour Inspection was accomplished in its entirety, at ACTT 150.0 hours, then the next AAIP inspection B0053 will be next due at ACTT 200.0 hours.

NOTE:

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

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

4.2.4 SECTION C - Instructions for Continued Airworthiness

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

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

Refer to the following examples:

Scenario 1:

If AAIP inspection C0010 was accomplished in its entirety, at ACTT 100.0 hours, then the next AAIP inspection C0020 will be next due at ACTT 150.0 hours (published "frequency" is 50 hours).

Scenario 2:

If AAIP inspection C0050 is due at ACTT 800.0 hours, you can open the AAIP inspection and complete the "Dart Rear Locker Extender" segment at ACTT 790.0 hours to include a logbook entry. The next day you perform the "Paravion Monitor Mount" segment at ACTT 796.0 which now completes AAIP inspection C0050. The Next AAIP inspection C0051 is due at ACTT 840.0 hours; because the first segment was completed at ACTT 790.0 hours and the ICA AAIP inspections C0051 are due every 50 hours.

Scenario 3

If AAIP inspection C0030 – 300 Hours Inspection is due at ACTT 1100.0 hours, and the AAIP inspection is started at ACTT 1103.0 hours and completed at ACTT 1105.0 to include a logbook entry. The next C0040 AAIP inspection will come due at ACTT 1150, because the original due time of the AAIP inspection was 1100.0 hours and is due each 50 hours.

NOTE:

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

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

4.3 SCHEDULE OF INSPECTIONS

4.3.1 SECTION A - AIRFRAME SECTION: Applicable to Applicable to BELL 407 *Series* Helicopters

SECTION	FREQUENCY
A 0051	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0056
A 0052	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0051
A 0053	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0052
A 0054	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0053
A 0055	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0054
A 0056	Every 300 Hours, or 12 Months whichever comes first, occurs after A 0055
	NOTE: The above inspections must be performed consecutively.
A 0057	Every 50 Hours, or 3 Months whichever comes first
A 0100	Every 100 Hours
A 0350	Every 300 Hours, or 12 Months whichever comes first
A 0351	Every 300 Hours, or 12 Months whichever comes first
A 0352	Every 300 Hours, or 12 Months whichever comes first
A 0600	Every 600 Hours
A 0630	Every 600 Hours, or 12 Months whichever comes first
A 1200	Every 1200 Hours
A 1250	Every 1200 Hours, or 24 Months whichever comes first
A 1700	Every 12 Months
A 1710	Every 12 Months
A 1720	Every 12 Months
A 2400	Every 24 Months
A 2500	Every 2500 Hours
A 6010	Every 60 Months
A 6020	Every 60 Months
A 6030	Every 60 Months
A 6040	Every 60 Months

4.3.2 SECTION B – POWERPLANT SECTION: Applicable 250-C47B *series* engine

SECTION	FREQUENCY
B 0051 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0056. No Tolerance
B 0052 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0051. No Tolerance
B 0053 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0052. No Tolerance
B 0054 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0053. No Tolerance
B 0055 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0054. No Tolerance
B 0056 NT	Every 300 Hours or 12 Months whichever comes first, occurs after B 0055. No Tolerance
	NOTE: The above inspections must be performed consecutively.
B 0150 NT	Every 150 Hours
B 0350 NT	Every 300 Hours or 12 Months whichever comes first, No Tolerance

4.3.3 SECTION C - INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: Applicable to *BELL 407 Series* Helicopters

SECTION	FREQUENCY
C 0010	Every 300 Hours or 12 Months whichever comes first, occurs after C 0060.
C 0020	Every 300 Hours or 12 Months whichever comes first, occurs after C 0010.
C 0030	Every 300 Hours or 12 Months whichever comes first, occurs after C 0020.
C 0040	Every 300 Hours or 12 Months whichever comes first, occurs after C 0030.
C 0050	Every 300 Hours or 12 Months whichever comes first, occurs after C 0040.
C 0060	Every 300 Hours or 12 Months whichever comes first, occurs after C 0050.
	NOTE: The above inspections must be performed consecutively.
C 0120	Every 12 Months
C 0360	Every 36 Months
C 0550	Every 500 Hours or 12 Months whichever comes first

4.4 OPERATIONAL CHECKS AND OPERATIONAL CHECK FLIGHTS

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

4.5 INSPECTIONS AWAY FROM HOME BASE

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

5 PAPERWORK

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

5.1 PAPERWORK DISTRIBUTION

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

5.2 DEFERRED DISCREPANCY LOG

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

5.3 AIRWORTHINESS RELEASE OR INSPECTION LOG ENTRY

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

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

5.4 AIRCRAFT "STATUS REPORT"

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

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

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

5.5 INSPECTION FORMS

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

5.5.1 INSPECTION ITEMS

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

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

NOTE:

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

6 ABBREVIATIONS AND DEFINITIONS

6.1 ABBREVIATIONS:

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

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

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

6.2 DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LUBRICATE: Apply lubricant.

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

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

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

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

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

6.2 DEFINITIONS (continued)

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

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

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

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

RESTRICTED TOLERANCE INSPECTION: An AAIP Inspection 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.

7 FORMS

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

HELICOPTER LOG

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

DISCREPANCY	ATA/MEL	CORRECTIVE ACTION

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

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

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

SIGNATURE CERTIFICATE NUMBER & CERTIFICATE TYPE

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

LOG No. 00001

SECTION: A 0051 – 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 407 MM-1 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0051.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0051.2	**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 0051.3	**TAIL ROTOR ASSEMBLY**		
3.1	Do a torque check of the tail rotor assembly mast nut (560 to 580 inch-pounds)	Chapter 64	
3.2	Examine the tail rotor assembly for general condition and security. Examine the components as follows:		
3.2.1	Retainer nut and the lockwire for damage.		
3.2.2	Support for damage.		
3.2.3	Exposed portion of the yoke for damage.		
3.2.4	Counterweights for damage.		
3.2.5	Weights and their supports for damage.		
3.2.6	Both blades of the tail rotor for damage		
3.2.7	Inspect tail rotor blade(s) for evidence of separation between skin plies and root end at trailing edge using a 10X magnifying glass. If cracks are found or suspected at any location on the tail rotor blade, or if excessive tail rotor vibrations are reported with no apparent causes, remove the tail rotor blade and do a leak check	ASB 407-10-92	

SECTION: A 0051 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.3 Examine the stop yield indicator for damage. If the stop yield indicator clearance is decreased, discard the stop yield indicator and proceed as follows:		
3.3.1 Discard tail rotor yoke.		
3.3.2 Inspect tail rotor blades for delaminating.		
3.3.3 Inspect pitch links for condition.		
3.3.4 Inspect pitch horns for condition.		
3.3.5 Inspect tailboom for condition in tail rotor blade tip path area.	Chapter 53	
3.4 Dynamically balance the tail rotor hub and blade assembly.	Chapter 18	
A 0051.4 DIRECTIONAL CONTROLS		
4.1 Do a torque check of the bolts (60 – 80 inch-pounds) that attach the tail rotor pitch link assemblies to the tail rotor pitch horns.	Chapter 67 TB 407-09-88	
A 0051.5 ROTOR BRAKE DISC		
5.1 Examine the rotor brake disc for condition and security.	Chapter 63	
A 0051.6 ENGINE TO TRANSMISSION DRIVSHAFT		
6.1 Examine the engine to transmission driveshaft for condition and security.	Chapter 63	
6.2 Examine the components as follows:		
6.3 Driveshaft for corrosion, surface damage and cracked spring.		
6.4 Flexframe and bolts for condition and signs of slippage.		
A 0051.7 DUAL CONTROLS		
7.1 Examine the dual controls for condition and security.	Chapter 67	
A 0051.8 POST INSPECTION		
8.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
8.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
8.3 Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
8.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0051 – 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0051 – 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 0052 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

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

Reference: BHT 407 MM-1 Chapter 4, 5, 12

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0052.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0052.2	**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 0052.3	**AIRFRAME**		
3.1	Examine the forward and the transmission cowlings for condition.	Chapter 53	
3.2	Examine the engine air inlet cowling for condition. Examine the components as follows:	Chapter 53 and 71	
3.2.1	Screen.		
3.2.2	Bellmouth.		
3.3	Examine the forward top deck for condition and security.	Chapter 53	
A 0052.4	**CONTROLS**		
4.1	Examine all of the control tubes, bellcranks and the supports for condition, corrosion, security and correct operation.	Chapter 67	
4.2	Examine the components as follows:		
4.2.1	Signs of control interference.		
4.2.2	Inspect pitch links.		
4.2.3	Springs.		

SECTION: A 0052 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0052.5 HYDRAULIC		
5.1 Examine the hydraulic system for condition leaks and security. Examine the components as follows:	Chapter 29	
5.1.1 Hydraulic actuators.		
5.1.2 Fluid flexible and rigid lines.		
5.1.3 Filter differential pressure indicator button (two places)		
5.1.4 Pivot bolts of the pilot valve on the actuators for freedom of rotation.		
5.1.5 Reservoir.		
5.1.6 Pump.		
5.1.7 Remove the pump and inspect the input drive shaft/adapter a applicable.		
5.1.8 Lubricate the pump drive (as applicable to configuration) – C-525 or grease C-561	Chapter 12	
A 0052.6 TRANSMISSION AND PYLON ASSEMBLY		
6.1 Examine the pylon assembly for condition and security.	Chapter 63	
6.2 Examine the components as follows:	Chapter 63	
6.2.1 Up-stops.		
6.2.2 Pylon beams.		
6.2.3 Corner mounts.		
6.2.4 Restraint spring assembly		
6.2.5 Pylon stop transmission fitting.		
6.2.6 Pylon stop deck fitting.		
6.3 Examine the transmission assembly for damage, leaks, and security.		
6.4 Examine the components as follows:		
6.4.1 Fluid flexible and rigid lines.		
6.4.2 Electrical harness.	Chapter 96	
6.4.3 Impending bypass valve indicator,	Chapter 63	
6.4.4 Oil press system manifold.		

SECTION: A 0052 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.4.5	Filter manifold.		
6.5	Examine the transmission lower and upper (mast bearing) chip detectors for metal particles.	Chapter 63	
6.6	Examine the electrical circuit of the chip detectors for continuity.	Chapter 96	
A 0052.7	**POST INSPECTION**		
7.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
7.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.3	Perform Functional Check Flight if required per Bell 407 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).		

SECTION: A 0052 – 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0052 – 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 0053 – 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 407 MM-1 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0053.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0053.2	**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 0053.3	**STARTER-GENERATOR**		
3.1	Examine the duct and the clamp for condition and security.		
A 0053.4	**OIL SYSTEM**		
4.1	Examine the engine/transmission oil cooling system for condition, leaks, and security.	Chapters 63 & 79	
4.2	Examine the components as follows:		
4.2.1	Fluid flexible and rigid lines.		
4.2.2	Electrical harness.		
4.2.3	Oil tank and cooler.		
4.2.4	Oil cooler blower assembly.		

SECTION: A 0053 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0053.5	**MAIN ROTOR SYSTEM**		
5.1	Examine the main rotor system for condition and security.	Chapters 62	
5.2	Examine the components as follows:		
5.2.1	Hub assembly		
5.2.2	Main rotor blades		
5.3	Examine the Swashplate and support for condition and security. Examine the components as follows:	Chapter 67	
5.3.1	Mast for cleanliness.	Chapter 63	
5.3.2	Rotate the outer ring. Examine the duplex bearings for condition (do this check before you lubricate the duplex bearing).	Chapter 67	
5.3.3	Seals for sign of too much grease leakage.		
5.3.4	Pivot sleeve for wear and damage.		
5.3.5	Collective lever.		
5.3.6	Swashplate drive assembly.		
5.3.7	Perform a Swashplate friction adjustment.		
	NOTE**:** If friction has to be adjusted, it must be checked again in 10 to 25 hours.	Chapter 5 & Chp 67-165	
A 0053.6	**POST INSPECTION**		
6.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
6.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.3	Perform Functional Check Flight if required per Bell 407 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).		

SECTION: A 0053 – 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0053 – 300 Hour / 12 Month 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 0054 – 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 407 MM-1 Chapter 4, 5, 12

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0054.1 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 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0054.2 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 0054.3 AIRFRAME		
3.1 Examine the aft fairing for condition.	Chapter 53	
3.2 Examine the aft top deck for condition, leaks and security.		
A 0054.4 TAILBOOM STRUCTURE		
4.1 Examine the tail rotor driveshaft cover and the gearbox cowling for condition, corrosion and security.	Chapter 53	
CAUTION ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED.		
4.2 Examine the tailboom assembly for condition and security. Examine the components as follows:		
4.2.1 Tailboom skins for chafing damage or cracks from the tail rotor driveshaft covers and the tail rotor gearbox covers.		
4.2.2 Tailboom skins at the horizontal stabilizer for cracks, loose rivets and fasteners.		

SECTION: A 0054 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.2.3	Hanger bearing supports for cracks and security.		
4.2.4	Horizontal stabilizer and the attachment supports for cracks and security.		
4.2.5	Auxiliary fins for condition and security.		
4.2.6	Slat assemblies for condition and security.		
4.2.7	Vertical fin for condition and security.		
4.2.8	Tail rotor gearbox support where it attaches to tailboom and at the attachment of the tail rotor gearbox.		
A 0054.5	**TAIL ROTOR GEARBOX**		
5.1	Do a torque check of the tail rotor gearbox attachment nuts (140 to 160 in-pounds).	Chapter 65	
5.2	Examine the tail rotor gearbox for condition, leaks, and security.		
5.3	Examine the chip detector of the tail rotor gearbox for metal particles.	Chapters 65 & 96	
5.4	Examine the electrical circuit of the chip detector for continuity.		
A 0054.6	**TAIL ROTOR PITCH CHANGE CONTROL**		
6.1	Examine the tail rotor pitch control mechanism for condition and security.	Chapter 67	
6.2	Examine the components as follows:	Chapter 65	
6.2.1	Boot.		
6.2.2	Pitch links.		
6.2.3	Crosshead sliding seal.		
6.3	Lubricate tail rotor pitch change mechanism – C-001		
	NOTE: Grease every 300 hours or when a new component is installed.		

SECTION: A 0054 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0054.7	**POST INSPECTION**		
7.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
7.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.3	Perform Functional Check Flight if required per Bell 407 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).		

SECTION: A 0054 – 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0054 – 300 Hour / 12 Month 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 0055 – 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 407 MM-1 Chapter 5

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0055.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0055.2	**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 0055.3	**INSTRUMENTS**		
3.1	Inspect instruments for condition and security. Inspect for correct markings.	BHT-407-FM-1 or FM-2	
A 0055.4	**CORROSION CONTROL**		
4.1	Perform corrosion inspection in accordance with the Corrosion Guide for areas accessed by this inspection.	CSSD-PSE-87-001 Para 30-4	
A 0055.5	**EQUIPMENT AND FURNISHINGS**		
5.1	Examine the cabin floor for condition.	Chapter 53	
5.2	Examine the seat cushions, seat backs, and interior trim for condition and security.	Chapter 25	
5.3	Examine the restraints for condition, security, and correct operation.		
5.4	Examine the ventilation system for condition and security.	Chapter 21	
5.5	Make sure the fuel valve switch guard operates correctly.		
5.6	Examine the fire extinguisher and quick-release for condition and security.	Chapter 26	
5.7	Examine the heating system of the pitot and static ports for correct operation.	Chapter 96	
5.8	On 407 helicopters S/N 53000 through 54299, make sure the FADEC Fault Code – Maintenance Mode system operates correctly.	Chapter 76	
5.9	On 407GX helicopters S/N 54300 and subsequent, make sure the Bell Maintenance Pages can be accessed.	Chapter 95	

SECTION: A 0055 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0055.6 CONTROLS		
6.1 Examine the cyclic and the collective control sticks and pedals for condition and security. Examine the directional control pedal for correct operation.	Chapter 67	
6.2 Examine components of airspeed-actuated pedal stop for condition, security, and correct operation. Examine components that follow:		
6.2.1 Solenoid		
6.2.2 Cam		
6.2.3 Release Cable		
6.3 Make sure there is a minimum of friction on the components that follow:		
6.3.1 Cyclic		
6.3.2 Collective		
6.3.3 Directional Control		
A 0055.7 ELECTRICAL		
7.1 Perform operational check of airspeed-actuated pedal stop system.	Chapter 96	
A 0055.8 FORWARD FUSELAGE		
8.1 Examine the forward fuselage for condition and security. Examine the components as follows:		
8.1.1 Doors, door hinges and latches.	Chapter 52	
8.1.2 Complete litter door caution light operational check.		
8.1.3 Battery door.		
8.1.4 Any fluid leaks.		
8.1.5 Windows.		
8.1.6 Side body fairings.	Chapter 53	
8.1.7 Upper fairings and cowlings.		
8.1.8 Upper roof deck.		
8.1.9 Lower forward shell.		

SECTION: A 0055 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
8.2	Examine the battery compartment for condition and security. Examine the vent line. Do a functional test of the battery hot annunciator circuit. Install a serviceable battery.	Chapter 96	
8.3	Examine the External Power Receptacle for condition and security.		
8.4	Examine the components as follows:	Chapter 95	
8.4.1	The pitot and the static ports for condition and security. :		
8.4.2	The Pitot tube for discoloration and visible obstruction.		
8.5	Drain moisture from the pitot and the static piping installation.		
8.6	Examine the antenna(s) for condition and security. Restore broken or missing sealant at antenna base as required.	Chapter 97	
A 0055.9	**POST INSPECTION**		
9.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
9.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
9.3	Perform Functional Check Flight if required per Bell 407 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).		

SECTION: A 0055 – 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0055 – 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 0056 – 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 407 MM-1 Chapter 4, 5, 12 BHT 407 MMS-6

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0056.1 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 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0056.2 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 0056.3 CORROSION CONTROL		
3.1 Perform corrosion inspection in accordance with the Corrosion Guide for areas accessed by this inspection.	CSSD-PSE-87-001 Para 30-4	
A 0056.4 AIRFRAME		
CAUTION ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED 4.1 Examine the aft fuselage structure for condition and security. Examine the components as follows:	Chapter 53	
4.1.1 Engine upper cowling and doors.		
4.1.2 Upper longeron.		
4.1.3 All engine mounts and sway bar to airframe attachment points.		
4.1.4 Mid fuselage lower longerons.		
4.1.5 Floor of the baggage compartment.		
4.1.6 Walls of the baggage compartment.		
4.1.7 Examine the auxiliary fuel tank installation for condition and security (if Installed)	Chapter 99	
4.1.8 Baggage compartment door.	Chapter 52	
4.1.9 Aft lower fairing.		

SECTION: A 0056 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
4.1.10	Oil cooler fairing.		
4.1.11	Oil cooler deck.		
4.1.12	Aft fuselage skins.		
4.1.13	Aft lower shell.		
4.2	Examine the interior of the structure for condition.	Chapter 53	
4.3	Examine the condition of the rivets that attach the composite skins to the structure.		
4.4	Examine the electrical components, the mounts, and the electrical harness for condition and security.	Chapter 96	
4.5	Examine the transmission oil lines and other drain lines for condition and security.	Chapter 63	
4.6	Examine the tail rotor control system for condition, security, and correct operation.	Chapter 67	
4.7	Examine the antenna(s) for condition and security. Restore broken or missing sealant at antenna base as required.	Chapter 97	
4.8	Do an operational check of the baggage door annunciator circuit.	Chapter 96	
A 0056.5	**HYDRAULIC**		
5.1	Examine the tail rotor hydraulic system for condition, leaks, and security. Examine the components as follows:	Chapter 29	
5.1.1	Pivot bolts of the pilot valve on the actuators for freedom of rotation.		
5.1.2	Actuator support.		
A 0056.6	**LANDING GEAR**		
6.1	Examine the landing gear assembly for condition and security. Examine the components as follows:	Chapter 32	
6.1.1	Skid tubes.		
6.1.2	Skid saddles.		
6.1.3	Skid shoes.		
6.1.4	Retaining strap and rubber cushions.		
6.1.5	Rocking beam.		
6.1.6	Crosstubes.		
6.1.7	Attachment fittings.		

SECTION: **A 0056 – AIRFRAME INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0056.7	**POST INSPECTION**		
7.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
7.2	Perform a FADEC manual mode check	Rolls-Royce Operation & MM	
7.3	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.4	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
7.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: **A 0056 – 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0056 – 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 0057 – AIRFRAME INSPECTION PROGRAM**
TYPE: **50 HOUR / 3 MONTH LUBRICATION**
NOTE: **Also accomplished when new component installed**

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

Reference: BHT 407 MM-1 Chapter 12

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0057.1 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 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0057.2 LUBRICATION		
2.1 Perform the following using MIL-PRF-81322 (C-001) and a hand gun;	Table 12-2	
2.1.1 Main Rotor Pitch Link bearings (4 places)		
2.1.2 Swashplate bearing (2 places)		
NOTE: Inject grease slowly. Excessively rapid injection could cause pressurization of grease cavities and may result in popping or pushing out of seals, damaging seals, or other undesirable effects		
2.2 Litter door seal with (C-018).	Table 12-2	
A 0057.3 POST INSPECTION		
3.1 Inspect for operation and leaks.		
3.2 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3 Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: **A 0057 – AIRFRAME INSPECTION PROGRAM**
TYPE: **50 HOUR / 3 MONTH LUBRICATION**
NOTE: **Also accomplished when new component installed**

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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0057 – 50 hr / 3 Month Lubrication and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: A 0100 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR INSPECTION
NOTE:

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

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

Reference: BHT 407 MM-1 Chapter 4, 5, 12, 65

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0100.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0100.2 TAIL ROTOR DRIVESHAFT		
2.1 Examine the entire tail rotor driveshaft for condition and security. Examine the components as follows. Includes AFT and FWD short shafts.	Chapter 65	
2.1.1 All bearings, hangers for loose and working rivets.		
2.1.2 All disc pack couplings for condition.		
2.1.3 All driveshaft tube assemblies.		
2.2 Lubricate short shaft and tail rotor driveshaft splines – C-525 or C-561	Chapter 12 12-42	
NOTE: Grease with C-525 or C561 every 100 hours or when a new component is installed. **EFFECTIVITY:** Pre TB 407-02-35		
2.3 Lubricate oil cooler blower hangar (2 places) and tail rotor driveshaft hangar bearings (4 places) – C-001	Chapter 12 12-40, 41	
WARNING **DO NOT** PURGE LUBRICATE THE OIL COOLER BLOWER OR TAIL ROTOR DRIVESHAFT HANGAR BEARINGS. THESE BEARINGS HAVE A BROWN ELASTOMER SEAL. MIXING GREASE (C-001) MOBIL 28 LUBRICANT (C-026) OR ANY OTHER GREASE WILL DAMAGE THE BEARING. THE BEARING MUST BE SCRAPPED IF GREASES HAVE BEEN MIXED.		
2.3.1 Do a torque check of all disc pack coupling attachment hardware (150 to 180 inch-pounds) to include AFT and FWD short shafts.		

SECTION: A 0100 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0100.3	**TAILBOOM SRUCTURE**		
3.1	Inspect the complete tailboom assembly for general condition. Use a 10X Magnifying glass to inspect for cracks in tailboom skin.	ASB 407-07-80A BHT-407-MM-1 Figure 4-7	
	EFFECTIVITY: Tailboom P/N 407-030-801-107 & 407-530-014-101/-103		
A 0100.4	**MAIN ROTOR**		
4.1	Perform yoke inspection	Chapter 4 Fig 4-2	
A 0100.5	**POST INSPECTION**		
5.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
5.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
5.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
5.5	Make an entry in the appropriate logbook regarding a retorque check of the disc pack coupling attachment hardware in 10 to 25 hours.	Table 5-3	

SECTION: A 0100 – AIRFRAME 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0100 – 100 Hour 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 0350 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH TRANSMISSION OIL SERVICING
NOTE:

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

Reference: BHT 407 MM-1 Chapter 12

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0350.2	**TRANSMISSION**		
2.1	Drain transmission oil.	Chapter 12	
2.2	Remove transmission filter assembly.	Chapter 63	
2.3	Inspect & replace transmission filter.		
2.4	Reinstall filter assembly.		
2.5	Service transmission with proper oil.	Chapter 12	
A 0350.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0350 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH TRANSMISSION OIL SERVICING
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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0350 – 300 Hour / 12 Month Transmission oil servicing 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 0351 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH TAIL ROTOR GEARBOX OIL SERVICING
NOTE:

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

Reference: BHT 407 MM-1 Chapter 12

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0351.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0351.2	**TAIL ROTOR GEARBOX**		
2.1	Remove gear box cover.	Chapters 65	
2.2	Drain gearbox.		
2.3	Inspect oil for contaminants.		
2.4	Inspect chip detector.		
2.5	Service gearbox with appropriate oil.		
2.6	Reinstall gearbox cover.		
A 0351.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0351 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH TAIL ROTOR GEARBOX OIL SERVICING
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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 351 – 300 Hour / 12 Month Tail Rotor Gearbox oil servicing 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 0352 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH HYDRAULIC SYSTEM SERVICING
NOTE:

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

Reference: BHT 407 MM-1 Chapter 12

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0352.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0352.2	**HYDRAULIC**		
2.1	Drain hydraulic fluid	Chapter 29	
2.2	Clean out bottom of hydraulic reservoir.		
2.3	Remove and inspect hydraulic filters.		
2.4	If after 3 cleaning cycles, install new filter.		
2.5	Service hydraulic system.		
A 0352.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: **A 0352 – AIRFRAME INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH HYDRAULIC SYSTEM SERVICING**
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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0352 – 300 Hour 12 Month Hydraulic System servicing 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 0600 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR INSPECTION
NOTE:

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

Reference: BHT 407 MM-1 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 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.	Bell 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0600.2 ROTOR BRAKE – P/N 206-340-301-101 PRE BHT-407-II-30		
2.1 Inspect the rotor brake if installed	BHT-407-CR&O-V	
NOTE: Inspection information for the caliper assemblies and disc is contained in Northwest Dynamics Document N. B0223-OM.		
2.1.1 Caliper Assembly		
2.1.2 Disk		
A 0600.3 MAIN ROTOR FRAHM (If installed)		
NOTE: Not required if the Frahm has been removed in accordance with TB 407-03-51		
3.1 Remove main rotor Frahm.		
3.2 Inspect Frahm assembly for condition.		
A 0600.4 POST INSPECTION		
4.1 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
4.2 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.3 Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
4.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0600 – AIRFRAME 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0600 – 600 Hour 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 0630 – 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 407 MM-1 Chapter 5

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0630.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 0630.2	**MAIN ROTOR HUB AND BLADE**		
	CAUTION FOR HELICOPTERS OPERATIING IN CORROSIVE ENVIRONMENT OUR EXTREME ENVIRONMENTAL CONDITIONS, THE RECOMMENDED INTEVAL FOR INSPECTION AND LUBRICATION MUST BE REDUCED TO 600 HOURS OR 6 MONTHS.		
2.1	Remove main rotor blades from the main rotor hub assembly.	Chapter 62	
2.2	Remove oil and grease from the main rotor hub, blades, and blade bolts with clean cloths (C-516) dampened with aliphatic naphtha (C-305) or drycleaning solvent (C-304).		
2.3	Clean main rotor hub and blades with cleaning compound (C-318). Thoroughly rinse with fresh water and dry with clean cloth.		
2.4	Examine main rotor hub and blades for evidence of corrosion. Pay particular attention to the surface around the blade bolt bushings installed in the grip tangs.	Chapter 62	
2.5	If installed, examine the expandable blade bolts for condition and security.	Chapter 62-3A	
2.6	If installed, lubricate the expandable blade bolts (2 Places) – C-561	Chapter 12	
2.7	Install main rotor blades onto the main rotor hub assembly.	Chapter 62-48	

SECTION: A 0630 – AIRFRAME INSPECTION PROGRAM
TYPE: 600 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0630.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0630 – 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 0630 – 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 1200 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR INSPECTION
NOTE:

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

Reference: BHT 407 MM-1 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1200.1 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 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 1200.2 CONTROLS		
2.1 Remove and examine the tail rotor pitch change control tube inside the tailboom for condition.	Chp 67	
A 1200.3 ROTOR BRAKE – P/N 206-340-318-101 POST BHT-407-II-30		
3.1 Inspect the rotor brake.	BHT-407-CR&O-V	
NOTE: Inspection information for the caliper assemblies and disc is contained in Northwest Dynamics Document N. B0223-OM4, B0224-OM.		
3.2 Inspect Caliper Assembly.		
3.3 Inspect Disk.		
A 1200.4 POST INSPECTION		
4.1 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
4.2 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.3 Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
4.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 1200 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 1200 – 1200 Hour Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: A 1250 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR / 24 MONTH INSPECTION
NOTE:

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

Reference: BHT 407 MM-1 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1250.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 1250.2	**PILOT CYCLIC CONTROL SITCK**		
2.1	Perform a 1200 hour / 24 month inspection of the pilot cyclic control stick.	Chp 67	
A 1250.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 1250 – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 1250 – 1200 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 1700 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE:

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

Reference: BHT 407 MM-1

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1700.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 1700.2	**GENERAL**		
2.1	Ensure that an airframe periodic inspection (paragraph 5-10) or one complete cycle (all six events) of the progressive inspection (paragraph 5-9) have been completed in the last 12 calendar month period.		
2.2	Inspect all fuel system, oil system, and 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 the sealing o-rings as required.		
2.3	Perform a dynamic balance of the main rotor hub and blade assembly.	Chapter 18	
2.4	Remove interior trim and access panels necessary to gain access. Examine the areas following (starting with item A 1700.3):	Chapters 25 & 53	
A 1700.3	**FORWARD FUSELAGE**		
3.1	Examine the controls for condition, security and correct operation. Examine them in the locations that follow:	Chapter 67	
3.1.1	Pedestal.		

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

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.2	Crew seats.		
3.1.3	Tunnel.		
3.1.4	Roof beam.		
3.1.5	Hat bin.		
3.2	Examine the components of the airspeed-actuated pedal stop for condition, security and correct operation. Examine the components that follow:	Chapter 67	
3.2.1	Solenoid.		
3.2.2	Cam.		
3.2.3	Release cable.		
3.3	Operate the airspeed-actuated pedal stop manual cable release mechanism for the cam. Examine for correct operation and free movement of cable. Safety the cable release handle with lockwire (C-554).		
3.4	Perform pedal restrictor control system functional test.	Chapter 96	
3.5	Examine all fluid flexible and rigid lines for condition, leaks, and security. Examine them in the locations that follow:	Chapter 67	
3.5.1	Vertical tunnel.		
3.5.2	The roof beam.		
3.5.3	Hat bin.		
3.6	Examine the throttle control cable for condition and security. Examine it in the locations that follow:	Chapter 76	
3.6.1	Crew seats.		
3.6.2	Vertical tunnel.		
3.6.3	Roof beam.		
3.7	Replace the 1.5 volt dry cell battery located at the back of the instrument panel digital clock (S/N 53000 through 54299). **NOTE:** N/A if Clock is Hardwired. **CAUTION** ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED.	Chapter 95	

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.8	Examine the structure for condition in the locations that follow:	Chapter 53	
3.8.1	Pedestal.		
3.8.2	Crew seats.		
3.8.3	Bulkhead at fuselage station 81.08.		
3.8.4	Vertical tunnel.		
3.8.5	Roof beam.		
3.8.6	Hat bin.		
3.8.7	Bulkhead at fuselage station 142.715.		
3.9	Examine the electrical harness for condition and security in the locations that follow:	Chapter 96	
3.9.1	Pedestal.		
3.9.2	Crew seats.		
3.9.3	Vertical tunnel.		
3.10	Examine the internal structure of forward and side engine mount attachment points for condition and security.	Chapter 53	
3.11	Examine the internal structure of frame at fuselage station 199.039 (WL 72.602) for condition and security.		
A 1700.4	**FUEL SYSTEM**		
4.1	Do a fuel low annunciator circuit operational check.	Chapter 96	
4.2	Examine the operation of the check valves for the forward fuel cell transfer pumps. Turn on each transfer/boost pump assembly individually and visually confirm flow of fuel from outlet of fuel transfer line in aft fuel cell. Fuel system may have to be defueled until fuel level is below transfer line outlet.	Chapter 28	
4.3	Examine the fuel system shutoff valve and components for condition, leaks, and security.		

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1700.5	**TAILBOOM**		
5.1	Examine the following for condition and security:		
5.1.1	Ballast.	Chapter 8	
5.1.2	Controls.	Chapter 67	
5.1.3	Horizontal stabilizer including slats and auxiliary finlets.	Chapter 53	
5.1.4	Vertical fin including tail stinger and weight.		
5.1.5	Electrical harness.	Chapter 96	
A 1700.6	**ENGINE**		
6.1	Do a MGT indicator functional check in Normal Mode and Start Mode (S/N 53000 through 54299).	Chapter 95	
6.2	Do a PSI – MGT operational check (407GX, S/N 54300 and subsequent).		
A 1700.7	**POST INSPECTION**		
7.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
7.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
7.3	Perform Functional Check Flight if required per Bell 407 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).		

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

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 1700 – 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: A 1710 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH MAST INSPECTION
NOTE:

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

Reference: BHT 407 MM-1 Chapter 5

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1710.1 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 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 1710.2 MAIN ROTOR MAST INSPECTION		
2.1 Perform Mast 12 Month Inspection	Chapter 63-6	
2.1.1 Remove Mast nut	Chapter 62	
2.1.2 Remove the plastic cap plug from the mast diameter.		
2.1.3 Use a bright light and examine the mast inside diameter for corrosion and condition of the protective coating.		
NOTE If there is corrosion, the mast must be removed, inspected and repaired as per the BHT-407-CR&O		
2.1.4 Install plastic cap plug		
CAUTION DO NOT APPLY THIXOGEASE TO THE THREADS OF THE MAST OR MAST NUT		

SECTION: A 1710 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH MAST INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.2 Remove the main rotor hub. **NOTE** The mast pole may have been re-identified to one of the following after repair by Bell Helicopter Textron (BHT): · 407-040-038-111R (replacement of the tungsten carbide coating by wear sleeve 406-040-026-103) · 407-040-038-111T (repair of the tungsten carbide coating) · 407-040-038-111T1 (expanded repair of the tungsten carbide coating)	Chapter 62	
2.3 For the mast pole 407-040-038-101, -105, -109, or -111R, examine the lower cone clamping journal for sleeve debonding, voids, and corrosion.	BHT-407-CR&O Chapter 63	
2.4 For the mast pole 407-040-038-111, -111T, or -111T1, examine the lower cone clamping journal for corrosion.	BHT-407-CR&O Chapter 63	
2.5 Install the main rotor hub.	Chapter 62	
2.5.1 Apply a thin layer of Thixogrease (C-561) to the surface of the upper cone that contacts the mast nut.		
NOTE Do not disturb the lower cone hardware (If applicable)		
2.6 Install the mast nut	Chapter 62	
2.7 Ensure the following entry is made in the aircraft logbook: "Torque check due after initial ground run for removal and installation of Main Rotor Hub Mast Nut. (*Date, ACFT current TT, signature and certificate number*"		
2.8 Ensure the following entry is made in the aircraft logbook: "Torque check due between (insert ACTT plus 1 hour) and (insert ACTT plus 5 hours) for removal and installation of Main Rotor Hub Mast Nut. (*Date, ACFT current TT, signature and certificate number*"		

SECTION: A 1710 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH MAST INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1710.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Check torque the mast nut.	Chapter 62 Fig 62-32	
3.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 1710 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH MAST 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 1710 – 12 Month Mast 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 1720 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH OIL COOLER BLOWER INSPECTION

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

Reference: BHT 407 MM-1 Chapters 5, 12, 65

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1720.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 1720.2	**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 1720.3	**CORROSION CONTROL**		
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this AAIP inspection.	CSSD-PSE-87-001	
A 1720.4	**OIL COOLER BLOWER**		
4.1	Remove cowling and fairing to gain access to oil cooler blower.	Chapter 65	
4.2	Drain engine and transmission oil coolers and engine oil tank.		
4.3	Disconnect inlet and outlet oil lines to oil cooler. Cap lines		
4.4	Remove oil coolers and oil cooler transition duct from top of oil cooler blower assembly.		
4.5	Remove hardware securing oil cooler blower shaft to front hangar bearing.		

SECTION: A 1720 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH OIL COOLER BLOWER INSPECTION

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.6 Inspect the following;		
4.6.1 Bearings for smoothness and evidence of overheating.		
4.6.2 Forward and aft hangers for evidence of cracks, corrosion and other damage.		
4.6.3 Splines on ends of blower shaft for damage.		
4.6.4 Housing of oil cooler blower for crack and corrosion		
4.6.5 Impeller for cracks, nicks and straightness of blades.		
4.6.6 If the shaft or bearings are replaced as a result of the inspection (Steps 4.6.1 thru 4.6.5) the following applies.	407 MM Ch. 65-37 2 C and D	
4.6.6.1 Using the bearing press sleeve work aid press the bearing onto the shaft until the bearing is fully seated.		
4.6.6.2 Make sure the bearing airflow shields are not loose. If the bearing airflow shield can be moved it indicates that the bearing is not fully seated.		
4.7 Clean oil cooler by capping and submersing in hot water and detergent for minimum of 3 hours.		
4.8 Reinstall oil cooler assembly paying careful attention not to disturb the shimming.		
4.9 Reinstall oil cooler assembly oil coolers and oil cooler transition duct to top of oil cooler blower assembly.		
A 1720.5 POST INSPECTION		
5.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service) and a disk pack torque check due in 10 to 25 hours.		

SECTION: A 1720 – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH OIL COOLER BLOWER INSPECTION

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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 1720 – 12 Month Oil Cooler Blower 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 2400 – AIRFRAME INSPECTION PROGRAM
TYPE: 24 MONTH INSPECTION
NOTE:

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

Reference: BHT 407 MM-1 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 2400.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 2400.2	**FUEL SYSTEM**		
2.1	Remove the fuel transfer/fuel boost pump assemblies.	Chapter 28	
2.2	Look into the fuel cells. Examine them for unwanted materiel, water contamination and fungus growth.		
2.3	Disassemble, examine and functionally test the fuel transfer fuel boost pump.		
2.4	Check thermal relief valves for condition.		
2.5	Do a calibration of the fuel quantity system.	Chapter 95	
2.6	Look into the auxiliary fuel tank if installed. Examine for unwanted materiel, water contamination and fungus growth.	BHT-407-MMS-6 Chapter 99	
A 2400.3	**CONTROLS**		
3.1	Inspect the cyclic spring link for condition.	Chapter 67	
A 2400.4	**FLIGHT CONTROL BOLTS/NUTS**		
4.1	Examine the bolts and the nut of the flight controls for condition.	Chapter 67	
4.2	Examine the bypass spool valve of the servo actuator for correct movement.	Chapter 29	
A 2400.5	**POST INSPECTION**		
5.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
5.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
5.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 2400 – AIRFRAME INSPECTION PROGRAM
TYPE: 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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 2400 – 24 Month Inspection and was determined to be in an airworthy condition.

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

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

Signature: _____ Certificate Type & No: _____

SECTION: **A 2500 – AIRFRAME INSPECTION PROGRAM**
TYPE: **2500 HOUR INSPECTION**
NOTE: **Only for Main Rotor PC links that have reached 5000 hours of operating time.**

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

Reference: BHT 407 MM-1 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 2500.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 2500.2	**CONTROLS**		
	NOTE For new and in-service pitch link assemblies, the first 2500-hour inspection occurs at 5000 hours of component operating time and subsequent inspections occur every 2500 hours. For main rotor pitch link assemblies already removed from service due to reaching the 5000-hour life limit previously required (i.e., Pre Revision 28 dated 29 July 2010), do the 2500-hour inspection before returning them to service and do the inspection again every 2500 hours of component operating time.		
2.1	Perform a 2500-hour inspection of the main rotor pitch link assemblies.		
A 2500.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: **A 2500 – AIRFRAME INSPECTION PROGRAM**
TYPE: **2500 HOUR INSPECTION**
NOTE: **Only for Main Rotor PC links that have reached 5000 hours of operating time.**

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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 2500 – 2500 Hour 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 6010 – AIRFRAME PERIODIC INSPECTION PROGRAM**
TYPE: **60 MONTH FREEWHEELING UNIT INSPECTION**
NOTE: **Complete this inspection if an overhaul inspection has not been accomplished in the last 60 months.**

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

Reference: BHT 407 MM-1 Chapter 5, MM-6 Chapter 63

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 6010.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 6010.2	**FREEWHEELING ASSEMBLY**		
2.1	Perform a Freewheel 60 Month Inspection	Chapter 63-9	
	NOTE: Do not perform a non destructive testing inspection. It is not necessary to strip paint off of parts.		
A 6010.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: **A 6010 – AIRFRAME PERIODIC INSPECTION PROGRAM**
TYPE: **60 MONTH FREEWHEELING UNIT INSPECTION**
NOTE: **Complete this inspection if an overhaul inspection has not been accomplished in the last 60 months.**

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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A6010 – 60 Month Freewheel 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 6020 – AIRFRAME INSPECTION PROGRAM**
TYPE: **60 MONTH MAST INSPECTION**
NOTE: **Complete this inspection if an overhaul inspection has not been accomplished in the last 60 months.**

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

Reference: BHT 407 MM-1 Chapter 5, MM-6 Chapter 63

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 6020.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 6020.2	**MAIN ROTOR MAST**		
2.1	Perform Mast 60 Month Inspection	Chapter 63-7	
	NOTE: Do not perform a non destructive testing inspection		
A 6020.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: **A 6020 – AIRFRAME INSPECTION PROGRAM**
TYPE: **60 MONTH MAST INSPECTION**
NOTE: **Complete this inspection if an overhaul inspection has not been accomplished in the last 60 months.**

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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 6020 – 60 Month Mast Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **A 6030 – AIRFRAME INSPECTION PROGRAM**
TYPE: **60 MONTH TRANSMISSION INSPECTION**
NOTE: **Complete this inspection if an overhaul inspection has not been accomplished in the last 60 months.**

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

Reference: BHT 407 MM-1 Chapter 5, MM-6 Chapter 63

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 6030.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 6030.2	**MAIN TRANSMISSION**		
2.1	Perform a Transmission 60 Month Inspection	Chapter 63-8	
	NOTE: Do not do a non destructive testing inspection. It is not necessary to strip paint off of parts		
A 6030.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: **A 6030 – AIRFRAME INSPECTION PROGRAM**
TYPE: **60 MONTH TRANSMISSION INSPECTION**
NOTE: **Complete this inspection if an overhaul inspection has not been accomplished in the last 60 months.**

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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 6030 – 60 Month Transmission Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: **A 6040 – AIRFRAME INSPECTION PROGRAM**
TYPE: **60 MONTH TAIL ROTOR GEARBOX INSPECTION**
NOTE: **Complete this inspection if an overhaul inspection has not been accomplished in the last 60 months.**

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

Reference: BHT 407 MM-1 Chapter 5, MM-7 Chapter 65

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 6040.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
A 6040.2	**TAIL ROTOR GEAR BOX**		
2.1	Perform a Tail Rotor Gearbox 60 Month Inspection	Chapter 65-17	
A 6040.3	**POST INSPECTION**		
3.1	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-407-FM-1/2	
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Bell 407 Maintenance Manual or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: **A 6040 – AIRFRAME INSPECTION PROGRAM**
TYPE: **60 MONTH TAIL ROTOR GEARBOX INSPECTION**
NOTE: **Complete this inspection if an overhaul inspection has not been accomplished in the last 60 months.**

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 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – A 6040 – 60 Month Tail Rotor Gear Box Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: B 0051NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

Reference: Rolls-Royce M250-C47B Operation and Maintenance Manual Table 606, BHT 407 MM-1 Chapter 5
NOTE: This inspection is for ONLY for engines operating with 3rd Generation oil

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0051.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
B 0051.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0051.3	**ENGINE**		
	CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.		
3.1	Inspect the following:		
3.1.1	Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.		
3.1.2	Check accessible areas for obvious damage and evidence of fuel and oil leakage.		
3.1.3	Slippage marks on all fuel, oil and air tub B-nuts to make sure that all nuts have not loosened		
3.1.4	Compressor impeller leading edges for damage		

SECTION: B 0051NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.5	Examine the engine cowling and doors for condition and security. Replace anti-chaff tape as needed.	Chapter 53	
3.1.6	Fluid flexible and rigid lines.		
3.1.7	Electrical harness.	Chapter 96	
3.1.8	Exhaust stack.		
3.1.9	Engine mounts fittings and legs.	Chapter 71	
3.2	Examine the firewalls for condition and security.	Chapter 53	
3.3	Examine the engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.		
3.4	Examine the engine controls for condition, correct operations and security.		
3.5	Examine the components as follows: **NOTE:** Refer to Chapter 76, "Throttle/Fly Detent Rigging Procedure" for acceptable limits.		
3.5.1	HydroMechanical Unit (HMU) "MINIMUM" and "MAXIMUM" stops for contact during full travel of the throttle. Freedom of operation.		
3.5.2	All linkages for any looseness, condition and security.	72-21-01 para 1.B.	
3.6	Check oil supply level.		
	NOTE: If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that may have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption.	72-00-00,Table 101 Troubleshooting items 11 and 12	
	CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCRREASE IN OIL CONSUMTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED.		
	NOTE: Check oil supply level within 15 minutes of engine shutdown.		
3.7	Inspect for extension of scavenge oil filter bypass indicator on CEFA	72-60-00 para 1.E	

SECTION: B 0051NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
	If the bypass indicator is extended, examine/clean the engine oil filter and the scavenge oil filter. If contamination is found, replace the scavenge oil filter. If no contamination is found, reinstall the scavenge oil filter with new packing and manually reset the indicator. If the CEFA bypass indicator is extended and contamination is found in the scavenge oil filter, replace/clean the oil cooler, oil tank and lubrication lines (Ref. The airframe manual instructions). Drain and replace the engine oil and manually reset the indicator		
	NOTE: If metal contamination is found in the scavenge oil filter in CEFA and a chip light occurred within the previous 50 hours, take the applicable maintenance steps (Ref. 72-00-00, para 8.E.(2), Engine Servicing or 72-60-00 para 4.B.(2)). NOTE: The scavenge oil filter cannot be cleaned.		
B 0051.4	**ENGINE FUEL SYSTEM**		
4.1	Remove fuel filter canister.		
4.2	Remove and inspect fuel filter for any contaminants.		
4.3	Install new filter and o-rings.		
4.4	Reinstalled fuel filter canister.		
4.5	Visually inspect the outer combustion case butt weld areas near the braze patch for cracks. Use a bright light and mirror as necessary. Note: removal of the outer combustion case is not required.	72-40-03 para 2.B	

SECTION: B 0051NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0051.5	**POST INSPECTION**		
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2	Perform compressor fresh water rinse.	72-30-00 PARA 5.A	
5.3	Ground run aircraft - Inspect for operation and leaks.	BHT-407-FM-1/2	
5.4	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
5.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0051NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 407 AAIP 300 Hour / 12 Month – B 0051NT – Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: B 0052NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

Reference: Rolls-Royce M250-C47B Operation and Maintenance Manual Table 606, BHT 407 MM-1 Chapter 5
NOTE: This inspection is for ONLY for engines operating with 3rd Generation oil

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0052.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
B 0052.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0052.3	**ENGINE**		
	CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.		
3.1	Inspect the following:		
3.1.1	Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.		
3.1.2	Check accessible areas for obvious damage and evidence of fuel and oil leakage.		
3.1.3	Slippage marks on all fuel, oil and air tub B-nuts to make sure that all nuts have not loosened		
3.1.4	Compressor impeller leading edges for damage		

SECTION: B 0052NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.5 Examine the engine cowling and doors for condition and security. Replace anti-chaff tape as needed.	Chapter 53	
3.1.6 Fluid flexible and rigid lines.		
3.1.7 Electrical harness.	Chapter 96	
3.1.8 Exhaust stack.		
3.1.9 Engine mounts fittings and legs.	Chapter 71	
3.1.10 Examine the firewalls for condition and security.	Chapter 53	
3.1.11 Examine the engine pan drains. Make sure that they are not clogged. Restore broken or missing sealant from engine pan.		
3.1.12 Examine the engine controls for condition, correct operations and security.		
3.2 Examine the components as follows: **NOTE** Refer to Chapter 76, "Throttle/Fly Detent Rigging Procedure" for acceptable limits.		
3.2.1 HydroMechanical Unit (HMU) "MINIMUM" and "MAXIMUM" stops for contact during full travel of the throttle.		
3.2.2 Linkage for any looseness.		
B 0052.4 STARTER-GENERATOR		
4.1 Remove and examine the starter-generator for condition.	Chapter 71	
4.2 Examine the components as follows:		
4.2.1 Brushes		
4.2.2 Commutator		
4.2.3 Drive spline		

SECTION: B 0052NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.3	Check oil supply level.		
	NOTE If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that may have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption.	72-00-00,Table 101 Troubleshooting items 11 and 12	
	CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCRREASE IN OIL CONSUMTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED.		
	NOTE Check oil supply level within 15 minutes of engine shutdown.		
4.4	Inspect for extension of scavenge oil filter bypass indicator on CEFA	72-60-00 para 1.E	
	If the bypass indicator is extended, examine/clean the engine oil filter and the scavenge oil filter. If contamination is found, replace the scavenge oil filter. If no contamination is found, reinstall the scavenge oil filter with new packing and manually reset the indicator. If the CEFA bypass indicator is extended and contamination is found in the scavenge oil filter, replace/clean the oil cooler, oil tank and lubrication lines (Reef. The airframe manual instructions). Drain and replace the engine oil and manually reset the indicator		
	NOTE If metal contamination is found in the scavenge oil filter in CEFA and a chip light occurred within the previous 50 hours, take the applicable maintenance steps (Ref. 72-00-00, para 8.E.(2), Engine Servicing or 72-60-00 para 4.B.(2)).		
	NOTE The scavenge oil filter cannot be cleaned.		
4.5	Inspect for extension of impending fuel filter bypass indicator. If indicator is extended, replace fuel filter. Ground run engine to assure proper operation of control system.	73-10-02, para 2.B	
4.6	On power and accessory gearbox cover, check the applied torque on all turbine and exhaust collector support-to-gearbox retaining nuts. Torque must be 120-150 lb in..	72-50-00, Para 1.B.	

SECTION: B 0052NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0052.5	**POST INSPECTION**		
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2	Perform compressor fresh water rinse.	72-30-00 PARA 5.A	
5.3	Ground run aircraft - Inspect for operation and leaks.	BHT-407-FM-1/2	
5.4	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
5.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0052NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 407 AAIP 300 Hour / 12 Month – B 0052NT – Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: B 0053NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

Reference: Rolls-Royce M250-C47B Operation and Maintenance Manual Table 606, BHT 407 MM-1 Chapter 5
NOTE: This inspection is for ONLY for engines operating with 3rd Generation oil

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0053.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
B 0053.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0053.3	**ENGINE**		
	CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.		
3.1	Inspect the following:		
3.1.1	Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.		
3.1.2	Check accessible areas for obvious damage and evidence of fuel and oil leakage.		
3.1.3	Slippage marks on all fuel, oil and air tub B-nuts to make sure that all nuts have not loosened		

SECTION: B 0053NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.4	Examine the starter generator duct and the clamp for condition and security.		
3.1.5	Without disassembly, turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.		
3.1.6	Fuel system for evidence of leakage – Check condition and security of fittings and tubing		
3.1.7	Electrical harness for loose, chafed, frayed, or broken wires, loose connectors.		
3.1.8	Engine mounts, fittings and legs for condition and security.	Chapter 71	
3.1.9	Inspect the rear engine mount for security and excessive bearing wear..	72-00-00 para 1.A., (3) Engine-Inspection/Check	
3.2	Clean the burner drain valve	72-48-00, para 3	
3.3	Check oil supply level.		
	NOTE: If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that may have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption.	72-00-00,Table 101 Troubleshooting items 11 and 12	
	CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCRREASE IN OIL CONSUMTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED.		
	NOTE: Check oil supply level within 15 minutes of engine shutdown.		
3.4	Remove, clean & inspect, operationally test and reinstall the magnetic chip detectors:	72-00-00 Engine Servicing para 8.E	
3.4.1	A. Standard type – check the chip detector end of the plugs for cracks		
3.4.2	B. Quick disconnect – inspect the locking device and inserts for wear.		
3.5	Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connector and/or broken lockwire.	74-20-02 para 2	
3.5.1	Perform operational check of ignitors.	74-20-01 para 2.B	

SECTION: B 0053NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.6	Inspect for extension of scavenge oil filter bypass indicator on CEFA	72-60-00 para 1.E	
	If the bypass indicator is extended, examine/clean the engine oil filter and the scavenge oil filter. If contamination is found, replace the scavenge oil filter. If no contamination is found, reinstall the scavenge oil filter with new packing and manually reset the indicator. If the CEFA bypass indicator is extended and contamination is found in the scavenge oil filter, replace/clean the oil cooler, oil tank and lubrication lines (Ref. The airframe manual instructions). Drain and replace the engine oil and manually reset the indicator		
	NOTE: If metal contamination is found in the scavenge oil filter in CEFA and a chip light occurred within the previous 50 hours, take the applicable maintenance steps (Ref. 72-00-00, para 8.E.(2), Engine Servicing or 72-60-00 para 4.B.(2)).		
	NOTE: The scavenge oil filter cannot be cleaned.		
3.7	Inspect for extension of impending fuel filter bypass indicator. If indicator is extended, replace fuel filter. Ground run engine to assure proper operation of control system.	73-10-02, para 2.B	
B 0053.4	**POST INSPECTION**		
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Perform compressor fresh water rinse.	72-30-00 PARA 5.A	
4.3	Perform a FADEC FAIL, MANUAL MODE cockpit lamp test.	73-25-01, PARA. 4 FADEC MAINTENANCE PRACTICES-Cockpit Lamp Test.	
	NOTE: Record must indicate that a cockpit check per referenced section has been performed at least one each 300 hours.		
4.4	Perform a FADEC Fault and Maintenance system check.	73-25-01, PARA. 2	
	NOTE: FADEC must be free of all faults and maintenance actions.		
4.5	Ground run aircraft - Inspect for operation and leaks.	BHT-407-FM-1/2	
4.6	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
4.7	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0053NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 407 AAIP 300 Hour / 12 Month – B 0053NT – Engine Inspection and was determined to be in an airworthy condition.

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

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

Signature: _____ Certificate Type & No: _____

SECTION: **B 0054NT – ENGINE INSPECTION PROGRAM**
TYPE: **300 HOUR / 12 MONTH INSPECTION**
NOTE: **NO TOLERANCE**

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

Reference: Rolls-Royce M250-C47B Operation and Maintenance Manual Table 606
NOTE: **This inspection is for ONLY for engines operating with 3rd Generation oil**

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0054.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
B 0054.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0054.3	**ENGINE**		
	CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.		
3.1	Inspect the following:		
3.1.1	Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.		
3.1.2	Check accessible areas for obvious damage and evidence of fuel and oil leakage.		
3.1.3	Slippage marks on all fuel, oil and air tub B-nuts to make sure that all nuts have not loosened		
3.1.4	Compressor impeller leading edges for damage.		

SECTION: B 0054NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.5 Without disassembly, turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.		
3.1.6 Examine the duct and the clamp for condition and security.		
3.1.7 Fuel system for evidence of leakage – Check condition and security of fittings and tubing		
3.1.8 Engine mount, fittings and legs for condition and security.	Chapter 71	
3.1.9 Electrical harness for loose, chafed, frayed, or broken wires, loose connectors.		
3.1.10 Engine mount for condition and security.		
3.2 Inspect the horizontal and vertical firewall shields for cracks.	72-50-00 para 5.J	
NOTE: Continue sheet metal or tube cracking may be an indication of excessive engine, engine accessory or airframe vibration.		
3.3 Check oil supply level.		
NOTE: If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that may have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption.	72-00-00,Table 101 Troubleshooting items 11 and 12	
CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCRREASE IN OIL CONSUMTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED.		
NOTE: Check oil supply level within 15 minutes of engine shutdown.		

SECTION: B 0054NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.4 Inspect for extension of scavenge oil filter bypass indicator on CEFA	72-60-00 para 1.E	
If the bypass indicator is extended, examine/clean the engine oil filter and the scavenge oil filter. If contamination is found, replace the scavenge oil filter. If no contamination is found, reinstall the scavenge oil filter with new packing and manually reset the indicator. If the CEFA bypass indicator is extended and contamination is found in the scavenge oil filter, replace/clean the oil cooler, oil tank and lubrication lines (Reef. The airframe manual instructions). Drain and replace the engine oil and manually reset the indicator		
NOTE: If metal contamination is found in the scavenge oil filter in CEFA and a chip light occurred within the previous 50 hours, take the applicable maintenance steps (Ref. 72-00-00, para 8.E.(2), Engine Servicing or 72-60-00 para 4.B.(2)). NOTE: The scavenge oil filter cannot be cleaned.		
3.5 Inspect for extension of impending fuel filter bypass indicator. If indicator is extended, replace fuel filter. Ground run engine to assure proper operation of control system.	73-10-02, para 2.B	
B 0054.4 POST INSPECTION		
4.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2 Perform compressor fresh water rinse.	72-30-00 PARA 5.A	
4.3 Ground run aircraft - Inspect for operation and leaks.	BHT-407-FM-1/2	
4.4 Perform HMU Shutdown Function.	72-00-00 para 7.L. Normal Shutdown - AUTO MODE OR PARA. 8.N. SHUTDOWN, MANUAL MODE	
NOTE: Record must indicate that shutdown per referenced section has been performed at least once each 300 hours		
4.5 Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
4.6 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0054NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 407 AAIP 300 Hour / 12 Month – B 0054NT – Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: B 0055NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

Reference: Rolls-Royce M250-C47B Operation and Maintenance Manual Table 606, BHT 407 MM-1 Chapter 5
NOTE: This inspection is for ONLY for engines operating with 3rd Generation oil

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0055.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
B 0055.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0055.3	**FREEWHEEL ASSEMBLY**		
3.1	Examine the freewheel assembly for condition, leaks and security.	Chapter 63	
3.2	Examine the freewheel chip detector for metal particles.		
3.3	Examine the electrical circuit of the chip detectors for continuity.	Chapter 96	
B 0055.4	**ENGINE**		
	CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.		
4.1	Inspect the following:		
4.1.1	Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.		
4.1.2	Check accessible areas for obvious damage and evidence of fuel and oil leakage.		

SECTION: B 0055NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.1.3	Slippage marks on all fuel, oil and air tub B-nuts to make sure that all nuts have not loosened		
4.1.4	Without disassembly, turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.		
4.1.5	Examine the duct and the clamp for condition and security.		
4.1.6	Without disassembly, turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.		
4.1.7	Fuel system for evidence of leakage – Check condition and security of fittings and tubing		
4.1.8	Engine mount, fittings and legs for condition and security.	Chapter 71	
4.1.9	Electrical harness for loose, chafed, frayed, or broken wires, loose connectors.		
4.1.10	Fuel system for evidence of leakage – Check condition and security of fittings and tubing		
4.1.11	Engine mount for condition and security.		
4.1.12	Inspect thermocouple assembly. (TOT/MGT).	77-20-01, para 2.B	
4.2	Check oil supply level.		
	NOTE: If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that may have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption.	72-00-00,Table 101 Troubleshooting items 11 and 12	
	CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCRREASE IN OIL CONSUMTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED.		
	NOTE: Check oil supply level within 15 minutes of engine shutdown.		

SECTION: B 0055NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.3	Inspect for extension of scavenge oil filter bypass indicator on CEFA	72-60-00 para 1.E	
	If the bypass indicator is extended, examine/clean the engine oil filter and the scavenge oil filter. If contamination is found, replace the scavenge oil filter. If no contamination is found, reinstall the scavenge oil filter with new packing and manually reset the indicator. If the CEFA bypass indicator is extended and contamination is found in the scavenge oil filter, replace/clean the oil cooler, oil tank and lubrication lines (Reef. The airframe manual instructions). Drain and replace the engine oil and manually reset the indicator		
	NOTE: If metal contamination is found in the scavenge oil filter in CEFA and a chip light occurred within the previous 50 hours, take the applicable maintenance steps (Ref. 72-00-00, para 8.E.(2), Engine Servicing or 72-60-00 para 4.B.(2)). NOTE: The scavenge oil filter cannot be cleaned.		
4.4	Inspect the anti-icing solenoid valve and bleed air valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.		
4.5	On power and accessory gearbox cover, check the applied torque on all turbine and exhaust collector support-to-gearbox retaining nuts.	72-50-00, Para 1.B.	
	NOTE: Torque must be 120-150 lb in.		
B 0055.5	**POST INSPECTION**		
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2	Perform compressor fresh water rinse.	72-30-00 PARA 5.A	
5.3	Ground run aircraft - Inspect for operation and leaks.	BHT-407-FM-1/2	
5.4	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
5.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0055NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 407 AAIP 300 Hour / 12 Month – B 0055NT – Engine Inspection and was determined to be in an airworthy condition.

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

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

Signature: _____ Certificate Type & No: _____

SECTION: B 0056NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

Reference: Rolls-Royce M250-C47B Operation and Maintenance Manual Table 606, BHT 407 MM-1 Chapter 5
NOTE: This inspection is for ONLY for engines operating with 3rd Generation oil

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0056.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce M250-C47B Operations and Maintenance Manual).	250-C47B MP	
B 0056.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
B 0056.3	**ENGINE**		
	CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.		
3.1	Inspect the following:		
3.1.1	Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties.		
3.1.2	Check accessible areas for obvious damage and evidence of fuel and oil leakage.		

SECTION: B 0056NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.1.3	Slippage marks on all fuel, oil and air tub B-nuts to make sure that all nuts have not loosened		
3.1.4	Without disassembly, turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.		
3.1.5	Examine the duct and the clamp for condition and security.		
3.1.6	Without disassembly, turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.	72--50--00, para 5.K. 72--40--00, para 2.B.(1) 72--40--00, Table 203	
3.1.7	Fuel system for evidence of leakage – Check condition and security of fittings and tubing		
3.1.8	Engine mount, fittings and legs for condition and security.	Chapter 71	
3.1.9	Electrical harness for loose, chafed, frayed, or broken wires, loose connectors.		
3.1.10	Fuel system for evidence of leakage – Check condition and security of fittings and tubing		
3.1.11	Engine mount for condition and security.		
3.1.12	Thermocouple assembly (TOT/MGT)	77-20-01 para 2.B	
3.1.13	Inspect compressor scroll for cracks. Paying particular attention to welded areas.		
3.2	Check oil supply level.		
	NOTE: If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that may have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption. CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCRREASE IN OIL CONSUMTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED. NOTE: Check oil supply level within 15 minutes of engine shutdown.	72-00-00,Table 101 Troubleshooting items 11 and 12	

SECTION: B 0056NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.3	Inspect for extension of scavenge oil filter bypass indicator on CEFA	72-60-00 para 1.E	
	If the bypass indicator is extended, examine/clean the engine oil filter and the scavenge oil filter. If contamination is found, replace the scavenge oil filter. If no contamination is found, reinstall the scavenge oil filter with new packing and manually reset the indicator.		
	If the CEFA bypass indicator is extended and contamination is found in the scavenge oil filter, replace/clean the oil cooler, oil tank and lubrication lines (Ref. The airframe manual instructions). Drain and replace the engine oil and manually reset the indicator		
	NOTE: If metal contamination is found in the scavenge oil filter in CEFA and a chip light occurred within the previous 50 hours, take the applicable maintenance steps (Ref. 72-00-00, para 8.E.(2), Engine Servicing or 72-60-00 para 4.B.(2)).		
	NOTE: The scavenge oil filter cannot be cleaned.		
3.4	Remove, inspect, clean and reinstall the oil filter.	72-60-00 para 1.C	
	NOTE If excessive carbon is found in the filter, inspect the scavenge and pressure oil system. Refer to 72-50-00 para 5.E., 5.F., 5.G., 6.A. and 6.B.		
3.5	Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record flow rate below and in aircraft log book. Compare with previous flow. Any large deviation could indicate carbon buildup.	72-50-00 para 5.E	
	NOTE While motoring N1 to 16-18% the minimum flow is 90cc in 15 seconds Flow _____ Refer to M250-C47 series CSL-6038, Recommended Sequence, Engine Oil Change for addition instructions.		
3.6	Clean power turbine support scavenge oil strut.	72-50-00, para 5.F	
3.7	Clean external Sump.	72-50-00, para 5.F	
3.8	Clean No. 1 bearing oil pressure reducer.	72-50-00, para 2.A. (1)	
3.9	Clean power turbine and pressure oil nozzle.	72-50-00, para 5.F	
3.10	Clean pressure oil fitting screen assembly.	72-60-00, para 1.C	
	CAUTION: EXTREME CARE MUST BE EXERCISED TO PREVENT TWISTING OF OIL NOZZLE DURING REMOVAL. DO NOT ATTEMPT TO STRAIGHTEN OR REUSE IF TWISTED.		

SECTION: B 0056NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.11	Remove turbine pressure oil check valve.	76-60-00, PARA 2.I	
3.12	Inspect turbine pressure oil check valve.	76-60-00, PARA 2.I	
3.13	Reinstall turbine pressure oil check valve.	76-60-00, PARA 2.I	
B 0056.4	**POST INSPECTION**		
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Perform compressor fresh water rinse.	72-30-00 PARA 5.A	
4.3	Ground run aircraft - Inspect for operation and leaks.	BHT-407-FM-1/2	
4.4	Perform MGT indicating system check During ground run with engine at 100% N2, monitor MGT using (MT) Maintenance Terminal Software, analog parameter page. Compare MT value with aircraft MGT gage. Must agree within 5°C. If not within limits, use thermocouple simulator to identify problem.	72-00-00 para 7.C 72-00-00 para 3.E 73-25-01 para 3	
4.5	Perform Torque indicating system check During ground run with engine at 100% Ns, monitor Torque (Q) using (MT) Maintenance Terminal Software, analog parameter page. Compare MT value with aircraft torque gage. Must agree within 2 psi. If not within limits, use pressure tester to identify problem.	72-00-00 para 7.C 73-25-01 para 3	
4.6	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
4.7	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0056NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE: NO TOLERANCE

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 407 AAIP 300 Hour / 12 Month – B 0056NT – Engine Inspection and was determined to be in an airworthy condition.

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

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

Signature: _____ Certificate Type & No: _____

SECTION: B 0150 – ENGINE INSPECTION PROGRAM
TYPE: 150 HOUR INSPECTION
NOTE: NO TOLERANCE

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

Reference: Rolls-Royce Operation and Maintenance Manual.

	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 (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C47B MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C47B MP	
B 0150.2	**FUEL**		
2.1	Remove the fuel nozzle	73-10-03	
2.2	Clean and inspect the fuel nozzle		
2.3	Reinstall fuel nozzle with correct number of spacers		
B 0150.3	**POST INSPECTION**		
3.1	Inspect for operation and leaks.		
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
3.4	Perform HMU MANUAL MODE Operation Function Check.	72-00-00 Para 7.C.(1)	
	NOTE Record must indicate that shutdown per referenced section has been performed at least once each 150 hours		
3.5	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0150 – ENGINE INSPECTION PROGRAM
TYPE: 150 HOUR INSPECTION
NOTE: NO TOLERANCE

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

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

I certify that I have inspected all the items initialed by me in accordance with Maritime Helicopters' Bell 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 407 AAIP 150 Hour – B 0150NT – Engine Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: B 0350NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH ENGINE OIL SERVICING
NOTE: No Tolerance

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

Reference: Rolls-Royce M250-C47B Operation and Maintenance Manual.

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 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 (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C47B MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Rolls-Royce Operations and Maintenance Manual).	250-C47B MP	
B 0350.2	**ENGINE**		
2.1	Drain the oil system and refill.	72-00-00, Para 8.D., Engine Servicing.	
	Applicability – Only for engines running Third Generation oils		
B 0350.3	**POST INSPECTION**		
3.1	Inspect for operation and leaks.		
3.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.3	Perform Functional Check Flight if required per Rolls-Royce MM, or RFM as appropriate.		
3.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: B 0350NT – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH ENGINE OIL SERVICING
NOTE: No Tolerance

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters Bell 407 AAIP 300 Hour / 12 Month – B 0350NT – Engine oil servicing and was determined to be in an airworthy condition.

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

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

Signature: _____ Certificate Type & No: _____

SECTION: C 0010 ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

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

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0010.1 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 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
C 0010.2 PARAVION MONITOR MOUNT – PR-407MM-120M		
2.1 Inspect the following:		
2.1.1 All brackets and swivels for cracks. No cracks allowed.		
2.1.2 All swiveling joints for wear, all friction adjusters should maintain their position and with an appropriate sized monitor installed,		
2.1.3 Instrument panel and mounting if applicable, use airframe manufacturer manual criteria,		
2.1.4 Inspect mount for loose or missing hardware, check torque to value specified.	Appendix A	
C 0010.3 PARAVION AUXILLARY ANNUCIATION SYSTEM – PR-407FL-120M		
3.1 Ensure Warning Light Box mounting screws and bottom plate screws are present and tight.		
3.2 Inspect warning/caution lamps for functionality.		
3.3 Inspect wiring & wiring mounts for insulation damage, chafing fastness		
C 0010.4 PARAVION BLEED AIR CABIN HEATER – PR-407H-120M		
4.1 ACCESS AREAS		
4.1.1 Remove cowlings and access panels as necessary to follow the bleed air tubing assemblies from the firewall to the ejector assemblies.	BHT-407-MM-3/5	
4.1.2 Assure the clearance requirements are maintained as specified	Fig. 2, Page 14	
4.1.3 Remove and replace tubing assemblies if end fittings, insulation or tubing is chafed or cracked.		

SECTION: C 0010 ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
CAUTION: If tubing insulation is discolored, it must be pulled back to inspect tubing for a possible crack. Remove and replace the tubing assembly if a crack is found. If no discrepancy is found reposition insulation over tube. If the fire-sleeve insulation is broken or torn, replace the tube assembly.		
4.2 TESTING HEATER FUNCTION		
4.2.1 To test heater function, refer to Fig. 3, Page 22 and the Cabin Heater Control Panel Description, Page 2.		
CAUTION: The aircraft BATtery Switch must be on to test the control panel assembly and control circuits. Disconnect electrical power before a repair is made.		
4.2.2 Verify operation of the Temperature control valve.	Fig. 1, Page 11, Item 2	
4.2.2.1 Operation of the HI/OFF control switch to the HI position opens the valve Linear Actuator extended, Ref. Fig. 2, Page 13.	Fig. 3, Page 22	
4.2.2.2 Operation of the HI/OFF switch to OFF closes the valve (Linear Actuator retracted).		
4.2.2.3 Moving the switch to center stops the valve at an intermediate position. Check the LED indicator bank located to the right of the switch illuminates progressively as the temperature control valve opens.		
NOTE: If the control panel assembly or temperature control valve does not function properly, refer to the troubleshooting procedure on Page 5.		
4.2.3 Verify operation of the Selector valve.	Fig. 1, Page 1. Item 3	
4.2.3.1 Operation of the AFT/FWD control switch to the AFT position increases bleed air flow into the passenger cabin.	Fig. 3, Page 22	
4.2.3.2 Operation of the switch to FWD increases the bleed air flow to the cockpit.		
4.2.3.3 Moving the switch to center stops the valve at an intermediate position. Check the LED indicator bank located to the right of the switch illuminates progressively as the temperature control valve opens.		
NOTE: If the control panel assembly or temperature control valve does not function properly, refer to the troubleshooting procedure on Page 5.		
4.3 TESTING OVERTEMP LIGHT		
4.3.1 Verify operation of the OVERTEMP caution light	Fig. 3, Page 22	
4.3.1.1 The circuit is tested by pressing the PTT switch. If the LED does not illuminate, replace the control panel.		

SECTION: C 0010 ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.4 TESTING TEMPERATURE SWITCHES FOR OVERTEMP LIGHT		
4.4.1 Place a jumper connection across the terminals at each temperature activated switch; this will verify electrical wiring integrity.		
4.4.2 If the amber Caution light in the control panel assembly does not illuminate repair the electrical wiring.		
C 0010.5 PRECISE FLIGHT PULSELITE – 00PMAN0002		
5.1 Check Pulselite for Proper Operation		
5.1.1 Connect Ground Power to the Aircraft or power the aircraft on the ramp.		
5.1.2 Activate pulselite system		
5.1.3 Observe that the external lights connected to the pulselight system are flashing.		
NOTE: These lights may be the landing, taxi, recognition logo, hover, or runway turnoff lights depending on installation.		
5.1.4 Switch the external lights connected to the Pulselite system to steady on.		
5.1.5 Observe that the external lights connected to the pulselight system are now on steady.		
5.2 Switch the pulselight control unit OFF and the connected landing / taxi / recognition / hover lights to OFF and observe that the external lights are off.		
5.3 Check wiring and connections for security and chaffing.		
C 0010.6 POST INSPECTION		
6.1 Inspect for operation and leaks.		
6.2 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.3 Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
6.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0010 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 407 *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – C 0010 – 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: C 0020 – 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 0020.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 206L MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 206L MP	
C 0020.2 PASSENGER SLIDING DOOR – AA-01157		
NOTE: If any damage or malfunction is noted during inspection, refer to Section 4.3 Repair or Section 5.0 Troubleshooting Information.		
2.1 Check for security of attachments, loose, missing, or cracked fasteners.		
2.2 Inspect the track mounting inserts for looseness or voids.		
2.3 Check for proper torque on upper door bracket attachment hardware.	Table 1	
2.4 Check for indication of corrosion		
Note: The indications of corrosion are: 1) corrosion deposits (a white gray powder on aluminum, and amber or brown powder on steel), 2) pits in the part surfaces, 3) blisters on the part surfaces.		
2.5 Check for scratches, nicks, dents in the surface/finish.		
2.5.1 Abrasive wear to .032 inch deep is unacceptable. Dents and/or scratches, which do not exceed .032 inch deep may be polished out, however the surface coating on the Lower Track will be damaged as a result causing discoloration and an increase in resistance to operation.		
2.5.2 Scratches, voids, dents, and delaminations in the side body fairing that are 0.25 inch or less in size are negligible. These damages may be drilled out and filled with adhesive.		
2.5.3 A visual inspection of the carbon fiber panels during scheduled airframe inspections is sufficient		
2.5.4 The maximum area of damage in the aft fuselage skins, which does not require the copper mesh to be repaired, is 1.0 inch in diameter.		
2.6 Check for damage/cracks in the Track Assembly parts particularly around slots and fastener zones.		

SECTION: C 0020 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.7 Checked for damage/cracks in injector/catch locations particularly around welded joints, slots, and fastener are zones.		
2.8 Inspect Rollers and Slide Inserts.		
2.8.1 Inspect Rollers and Slide Inserts for damage or excessive wear. Wear is acceptable as long as the door functions properly; if not, replace parts accordingly.		
2.8.2 Loose Bolt: Roller Assembly bolts should be loose enough to allow the Roller Assemblies to rotate freely in the track during operation. If the Roller Assemblies are found to be excessively loose, check to see if excessive wear has occurred; if so and the door still functions properly then replace the Bolt with the appropriate length and install with cotter pin per Figure 3.		
2.9 Inspect Stop Assembly for missing or damaged Bumpers, the condition of rubber parts, the condition of the Keeper Assembly, missing or damaged Wedges, and the tightness of fasteners per Table 1.		
2.10 Inspect Door Ajar Warning Indicator System for proper operation. Maximum gap between Switch Actuator and Switch Assembly to be .400 inches.		
2.11 Inspect for missing or in legible placards and/or decals. Replace as required.		
2.12 Inspect that catches for proper engagement, wear and attachments. Adjust them for proper fit. Inspect that catches and injectors for wear or cracking. Replace worn or damaged part as required. Check torque on attaching hardware per table 1.		
2.13 Inspect interior trim for conditioning and proper attachment, replacing parts as required. All door trim parts should be securely installed with screws/rivnuts to prevent fluttering or loss during flight with the doors open		
2.14 Inspect door handles for integrity and proper alignment.		
C 0020.3 AFS BARRIER FILTER SYSTEM – AFS-BH407-IBF-KIT-ICA		
3.1 Visually inspect the following components:		
3.1.1 Air induction cowling.		
3.1.2 Access door.		
3.1.3 Adapter frame assembly.		
3.1.4 By-pass blower assembly.		
3.1.5 OML/IML covers and close out angles.		
3.2 Visually inspect the following components:		

SECTION: C 0020 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		MECHANIC'S INITIALS
3.2.1 Wiring and wiring harness, connectors, back shells, circuit breaker, cockpit switch / indicator, differential pressure switch, filter maintenance Aid, and actuator.		
C 0020.4 AAI REPLACEMENT SKID TUBES – AA-01141		
Note: Removal of Skid Tubes from the helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.2, Repair.		
Note: Particular care should be taken to inspect in the areas of the fasteners in the Skid Tubes and all attaching components.		
Note: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum), 2) pits in the aluminum surface, 3) blisters, bulging, or flaking of protective coatings.		
4.1 Inspect the skid tubes for scratches, nicks, dents, and corrosion. Refer to Section 3.1 .1 for damage and repair limits and to Figure 1 for damage and repair zones		
Note: Only one damage rework is permissible per zone. If the damage limits are exceeded, the skid tube must be replaced.		
4.2 Visually inspect the Skid Shoes for damage. Refer to Section 3.2.3 for repair instructions.		
4.3 Inspect the wingwalk coating on the top 1/3 of each skid tube. Refer to Section 3.2.4 for repair instructions.		
C 0020.5 PARAVION DZUS SNOW DEFLECTORS – PR-407SD-100M		
5.1 Inspect snow deflectors assemblies for cracks or delaminating.		
5.2 Remove and replace as the above conditions exist.		
C 0020.6 ONBOARD CARGO HOOK – ICA 123-007-00		
6.1 Visually inspect for corrosion on the exterior of cargo hook and suspension system components.	Table 5-2	
Note: Corrosion on the cargo hook side plates is cause for immediate overhaul. Additionally, any exfoliation corrosion in the upper attach lug area of the cargo hook is cause for immediate replacement of the side plate. Contact Onboard Systems for the latest revision of the cargo hook service manual.		
6.2 Move the cargo hook and the suspension system throughout their full ranges of motion and observe the manual and electrical release cables to ensure that they have enough slack. The cables must not be the stops that prevent the cargo hook or suspension from moving freely in all directions.		
6.3 Move the cargo hook carriage back and forth on the beam to ensure that it rolls freely and that there are no obstructions within the beam		
6.4 Move all suspension system components at their pivot points to verify that they rotate freely.		
6.5 Visually inspect the manual release cable for damage and security.		

SECTION: C 0020 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		MECHANIC'S INITIALS
6.6 Visually inspect the external electrical release harness and load weigh harness (if installed) for damage and security.		
C 0020.7 TAIL ROTOR LOCKOUT KIT – AA-99032		
7.1 TAIL ROTOR PEDALS LOCKED OUT		
7.1.1 Inspect Lockout Bracket Assembly for condition and security of attachment.		
7.1.2 Verify the Expandable pins are properly positioned in the Bellcrank and Safety Clips are properly latched.		
7.1.3 Verify the Links are fully seated and locked on the Lockout bracket Assembly.		
7.2 TAIL ROTOR PEDALS ENGAGED		
7.2.1 Inspect Warning Decal for condition and security of attachment.		
7.2.2 Inspect Cable Assembly (Lanyard) for condition and security.		
7.2.3 Verify the Expandable Pins are seated on top of the Links.		
7.2.4 Verify the Safety Clips are properly latched.		
7.2.5 Verify there is no play between the Expandable Pins, Links and Bellcrank.		
7.2.6 Position each Tail Rotor Pedal, one at a time, to the full forward position. Verify there is no Pedal-to-Expandable Pin contact. Verify there is no right Expandable Pin contact with the Control Tube.		
C 0020.8 POST INSPECTION		
8.1 Inspect for operation and leaks.		
8.2 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
8.3 Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
8.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0020 – 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 407 *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 *Series* AAIP – C 0020 – 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: C 0030 – 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 0030.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
C 0030.2	**REPLACEMENT CROSSTUBES – AA-00061**		
	NOTE Removal of replacement crosstubes from helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.4 repair or Section 4.0 Trouble shooting information		
	NOTE: The indications of corrosion are 1) corrosion and deposits (a white or gray colored deposit/powder on aluminum or amber or brown colored/deposits hour on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging, or flaking of protective coatings,		
2.1	Inspect crosstube for corrosion or damage (scratches, nicks, debts and cracks). Refer to the zones shown in Figures 1 and 2 and Tables 7 and 8.		
2.2	Inspect all abrasion and strips, forward crosstubes for de- bonding. Replace as needed. (See section 5.4)		
2.3	Inspect attachment of crosstubes to helicopter fittings and straps for security.		
2.4	Inspect clamp assemblies on crosstube for condition and security.		
2.5	Inspect T-Bolt band clamps on forward crosstube for condition and security. Retorque fastener as needed, per Table 3.		
	NOTE: Delamination of nylon coating is not allowed. Damage (scratches, nicks, dents), completely through or exceeding the thickness of the nylon coating is not allowed. Replace as needed.		
2.6	Removed landing gear fairings, if installed, and inspected for condition.		
2.7	Inspect attachment of crosstube to skid saddles for condition and security.		
2.8	Only one repair our zone (L/H, R/H) is permissible. Crosstube components exceeding the limits shown in Table 2 must be replaced.		

SECTION: C 0030 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.9	Check the torque values on those screws per table three. Retorque fasteners as required.		
2.10	Check all sealant and paint for condition and touch up any damaged sealant or paint.		
C 0030.3	**DART BEARPAWS – ICA-D206-559**		
3.1	Remove the Bearpaws.	Chapter 32	
	NOTE: If the 04010-041 thermoformed Bearpaws are installed as part of 0407-559-113 Change 001, they should be removed, destroyed and replaced with a new 0407-559-113 Bearpaw Kit from Dart at Change 002 or later.		
3.2	Inspect the Bearpaws and clamps for damage and/or wear.		
	NOTE: The D2432F, 02435, 02471 and D2472F Bearpaws may be worn by a maximum of 0.125" (3.18mm) down to the minimum allowable values specified in Table 5-1. Outside the shaded region of Figure 5-2, it is acceptable to have worn areas up to a maximum of 0.125" (3.18mm) deep over a maximum area of 2 sq. in (1290 sq mm). The edge of a damaged region must be a minimum of 2" (51 mm) away from the edge of nearest damaged region. To prevent wear in critical areas, Dart recommends installing the 0206-559-031/-033 Wearplate Kits as applicable.		
3.3	Inspect for cracks.		
	NOTE: For D2432F, 02435, 02471 and D2472F Bearpaws, cracks are acceptable in the unshaded portion of Figure 5-2 as long as they are restricted to the pockets of the bearpaws. Cracks that penetrate the stiffening ribs of the unshaded regions are unacceptable. Stop drill all cracks up to 0.50" (12.7mm) long with 00.188 (4.8mm) drill. NOTE: For D4355-1 Bearpaw, cracks are acceptable in the unshaded portion of Figure 5-3 as long as they are restricted to the pockets of the bearpaws. Cracks that penetrate the stiffening ribs of the unshaded regions are not acceptable. Stop drill all cracks up to 0.50" (12.7mm) long with 00.188 (4.8mm) drill. Cracks are <u>not</u> acceptable in the shaded portion of Figure 5-3. Outside the shaded region of Figure 5-3 it is acceptable to have worn areas up to a maximum of 0.125" (3.18mm) deep over a maximum area of 2 sq. in (1290 sq mm) The edge of a damaged region must be a minimum of 2" (51 mm) away from the edge of nearest damaged region. In the area underneath the Wearplate, wear, gouges and chips are acceptable to a maximum depth of 0.030" (0.76mm).		

SECTION: C 0030 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.4	Check Wearplate assemblies for excessive wear and damage.		
	EFFECTIVITY: 0206-559-031/-033 Wearplate Kits installed on 0206-559-011/-013/-021/-023 Bearpaw Kits. 03859-041 and 03860-041 On 0407-559-113 Bearpaw Kit. 04360-041 Kit		
	NOTE: If the hardcoat weld beads have been worn down, they may be built back up to 0.06" (1.5mm) to 0.13" (3.4mm) by TIG welding per AMS-STO-2219 using 2059B Hard Coat welding rod. Cracks in the Wearplates can be repaired by TIG welding per AMS-STO2219 using ER316L or ER308L filler rod. The Wearplates must be replaced if they have been worn through to the Bearpaw surface .		
3.5	Inspect the 02438 Clamps for cracks or elongation. If cracks are detected, replace clamps immediately. Slots should be 0.257" wide by 0.357" long. If the slots are elongated more that 0.025" (0.63 mm), replace clamps per Chapter 32 of these instructions. Inspect the 02182B045 Rubber Cushions on the clamps for deterioration and suitability for continued service.		
	EFFECTIVITY: D206-559-011/-013/-021/-023 Installations		
3.6	Inspect the 04011-1/-5 Clamps for cracks and hole elongation. If cracks are detected, replace clamps immediately. Holes should be 00.257". If the holes are elongated more than 0.025" (0.63 mm), replace clamps per Chapter 32 of these instructions. Inspect the 04012-1 Cushions on the clamps for deterioration and suitability for continued service.		
	EFFECTIVITY: D407-559-113 Installations,		
3.7	Report all damage in excess of indicated limits to Dart Derospace Ltd. For evaluation and disposition		
3.8	Replace damaged or worn parts per chapter 32 of these instructions.		
3.9	The Bearpaws should be installed per Chapter 32 of these instructions.		
C 0030.4	**DART HELI-ACCESS STEP – MMS-D206-628**		
4.1	All visible areas of the installation should be inspected visually for corrosion, particularly when the helicopter is flown near or over salt water or in areas of high industrial emissions.		
4.2	Remove clamps from crosstubes and inspect for corrosion or pitting.		
4.3	Inspect height of step. Ensure top of step is within the specified installation height outlined in the installation instructions IIN-D206-628, to within ±0.25". If it is not, loosen clamps and re-position step at correct height above the ground. Tighten clamps per Installation Instructions IIN-D206-628.		

SECTION: C 0030 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.4	Visually inspect the step welds for cracking.		
4.5	Clean off flaking NON-SKID surface and touch-up with Black Anti-Skid per MIL-W-5044 Type 2.		
4.6	Replace damaged or worn parts per Dart Installation Instructions IIN-D206-628.		
C 0030.5	**DART QUICK RELEASE UTILITY BASKET - ICA-D 407-663**		
5.1	All visible areas of the installation should be checked for mechanical damage (scratches, nicks, wear) and corrosion. Replace parts that have been damaged beyond limits per item 6. □	Table 1	
5.2	Check the security and integrity of the D2530 locking handle, the D2535 springs, the D2848 strut, and the D2332-041 prop assembly. Replace defective parts per item 6.		
5.3	Check that the D2851-145 and D2961 placards are attached and legible. Replace as required per item 6.		
5.4	Inspect all areas of the basket installation for suitability of the paint finish. Touch up affected/repaired areas with one coat of MIL-P-85582 or MIL-P-23377 primer and 2-coats of MIL-C-85285 polyurethane paint to match original finish.		
5.5	Report all damage in excess of indicated limits to Dart Aerospace Ltd. for evaluation and disposition.		
5.6	Replace damaged or worn parts per chapter 25 of these instructions.		
C 0030.6	**DART QUICK RELEASE BASKET MOUNTING KIT - ICA-D407-797**		
6.1	Remove the basket and/or step. Replace parts that have been damaged beyond limits per item 5.2.8.□	Chapter 25	
6.2	All visible areas of the installation(s) should be checked for mechanical damage (scratches, nicks, wear) and corrosion.	Table 5-1	
6.3	Check that the proper 04307-250/-265 placard is attached and legible. Replace as required per item 5.2.8.		
6.4	On 04272-011/-012/-013/-014 Basket Assy, check the security and integrity of the 02530 Handle Weldment and the 02535 Springs. Replace defective parts per item 5.2.8.		
6.5	Inspect all areas of the basket/step installation for suitability of the paint finish.		
6.6	If needed, touch up affected/repaired areas with 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.		

SECTION: C 0030 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.7	Inspect the operation of the 03969-3 Gas Spring. The gas spring should be pressurized and have a smooth movement while swinging the lid open and should hold the lid in the open position when it is extended.		
6.8	Ensure that the gas spring is secured with prescribed hardware. Unserviceable parts should be replaced per item 5.2.8.		
6.9	Inspect the security of the 03953-3 Gas Spring Stud and 03953-3/-17/-19/-21 Gas Spring Brackets installed in the Basket Lid and as applicable.□		
6.10	Remove the 04418-1 step lugs from the 04417-011 Step Assembly.		
6.11	Inspect the stainless steel spacer in the 04417-041 Step Assembly for elongation. If the spacer has elongated more than 0.025", replace the 04417-041 Step Assembly.□		
6.12	Report all damage in excess of indicated limits to Dart Aerospace Ltd. for evaluation and disposition. Replace damaged or worn parts.	Chapter 25	
6.13	Reinstall basket and/or step	Chapter 25	
C 0030.7	**PRECISE FLIGHT PULSELITE – 00PMAN0002**		
7.1	Check Pulselite for Proper Operation		
7.1.1	Connect Ground Power to the Aircraft or power the aircraft on the ramp.		
7.1.2	Activate pulselite system		
7.1.3	Observe that the external lights connected to the pulselight system are flashing.		
	NOTE: These lights may be the landing, taxi, recognition logo, hover, or runway turnoff lights depending on installation.		
7.1.4	Switch the external lights connected to the Pulselite system to steady on.		
7.1.5	Observe that the external lights connected to the pulselight system are now on steady.		
7.2	Switch the pulselight control unit OFF and the connected landing / taxi / recognition / hover lights to OFF and observe that the external lights are off.		
7.3	Check wiring and connections for security and chaffing.		

SECTION: C 0030 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0030.8	**PARAVION MONITOR MOUNT – PR-407MM-120M**		
8.1	Inspect the following:		
8.1.1	All brackets and swivels for cracks. No cracks allowed.		
8.1.2	All swiveling joints for wear, all friction adjusters should maintain their position and with an appropriate sized monitor installed,		
8.1.3	Instrument panel and mounting if applicable, use airframe manufacturer manual criteria,		
8.1.4	Inspect mount for loose or missing hardware, check torque to value specified.	Appendix A	
C 0030.9	**POST INSPECTION**		
9.1	Inspect for operation and leaks.		
9.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
9.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
9.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0030 – 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 407 *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 Series AAIP – C 0030 – 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: C 0040 – 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 0040.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
C 0040.2	**AFS BARRIER FILTER SYSTEM – AFS-BH407-IBF-KIT-ICA**		
2.1	Visually inspect the following components:		
2.1.1	Air induction cowling.		
2.1.2	Access door.		
2.1.3	Adapter frame assembly.		
2.1.4	By-pass blower assembly.		
2.1.5	OML/IML covers and close out angles.		
2.2	Visually inspect the following components:		
2.2.1	Wiring and wiring harness, connectors, back shells, circuit breaker, cockpit switch / indicator, differential pressure switch, filter maintenance Aid, and actuator.		
C 0040.3	**DART CARGO MIRROR – ICA-D206-558**		
3.1	Inspect all components of the installation for damage or wear and suitability for continued service. Parts that are cracked should be replaced immediately per item 5.		
3.2	Check all fasteners for tightness.		
3.3	Ensure that there is still a good seal on the mirror itself.		
3.4	Inspect the operation of the cable in stowing and deploying the mirror.		
3.5	Replace excessively damaged or worn parts per Chapter 25 of these instructions.		

SECTION: C 0040 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0040.4 ONBOARD CARGO HOOK – ICA 123-007-00		
4.1 Visually inspect for corrosion on the exterior of cargo hook and suspension system components.	Table 5-2	
Note: Corrosion on the cargo hook side plates is cause for immediate overhaul. Additionally, any exfoliation corrosion in the upper attach lug area of the cargo hook is cause for immediate replacement of the side plate. Contact Onboard Systems for the latest revision of the cargo hook service manual.		
4.2 Move the cargo hook and the suspension system throughout their full ranges of motion and observe the manual and electrical release cables to ensure that they have enough slack. The cables must not be the stops that prevent the cargo hook or suspension from moving freely in all directions.		
4.3 Move the cargo hook carriage back and forth on the beam to ensure that it rolls freely and that there are no obstructions within the beam		
4.4 Move all suspension system components at their pivot points to verify that they rotate freely.		
4.5 Visually inspect the manual release cable for damage and security.		
4.6 Visually inspect the external electrical release harness and load weigh harness (if installed) for damage and security.		
C 0040.5 PARAVION DZUS SNOW DEFLECTORS – PR-407SD-100M		
5.1 Inspect snow deflectors assemblies for cracks or delaminating.		
5.2 Remove and replace as the above conditions exist.		
C 0040.6 TAIL ROTOR LOCKOUT KIT – AA-99032		
6.1 TAIL ROTOR PEDALS LOCKED OUT		
6.1.1 Inspect Lockout Bracket Assembly for condition and security of attachment.		
6.1.2 Verify the Expandable pins are properly positioned in the Bellcrank and Safety Clips are properly latched.		
6.1.3 Verify the Links are fully seated and locked on the Lockout bracket Assembly.		
6.2 TAIL ROTOR PEDALS ENGAGED		
6.2.1 Inspect Warning Decal for condition and security of attachment.		
6.2.2 Inspect Cable Assembly (Lanyard) for condition and security.		
6.2.3 Verify the Expandable Pins are seated on top of the Links.		

SECTION: C 0040 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
6.2.4	Verify the Safety Clips are properly latched.		
6.2.5	Verify there is no play between the Expandable Pins, Links and Bellcrank.		
6.2.6	Position each Tail Rotor Pedal, one at a time, to the full forward position. Verify there is no Pedal-to-Expandable Pin contact. Verify there is no right Expandable Pin contact with the Control Tube.		
C 0040.7	**AAI REPLACEMENT SKID TUBES – AA-01141**		
	Note: Removal of Skid Tubes from the helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.2, Repair.		
	Note: Particular care should be taken to inspect in the areas of the fasteners in the Skid Tubes and all attaching components.		
	Note: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum), 2) pits in the aluminum surface, 3) blisters, bulging, or flaking of protective coatings.		
7.1	Inspect the skid tubes for scratches, nicks, dents, and corrosion. Refer to Section 3.1 .1 for damage and repair limits and to Figure 1 for damage and repair zones		
	Note: Only one damage rework is permissible per zone. If the damage limits are exceeded, the skid tube must be replaced.		
7.2	Visually inspect the Skid Shoes for damage. Refer to Section 3.2.3 for repair instructions.		
7.3	Inspect the wingwalk coating on the top 1/3 of each skid tube. Refer to Section 3.2.4 for repair instructions.		
C 0040.8	**POST INSPECTION**		
8.1	Inspect for operation and leaks.		
8.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
8.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
8.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0040 – 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 407 *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 Series AAIP – C 0040 – 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: C 0050 – 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 0050.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
C 0050.2	**DART REAR LOCKER EXTENDER- ICA-D206-605**		
2.1	Remove the 02566/04678-1/04738-1 *Rear Locker Extender""* from the aircraft.	Chapter 25.1	
2.2	Inspect 02566/04678-1/04738-1 for mechanical damage (cracks, holes, voids, dents, delamination).	Table 5	
2.3	Repair in accordance with Dart Composite Repair Manual QSI 037. Replace parts damaged beyond limits in accordance with 5.2.7.		
2.4	Inspect attachment holes in 02566/04678-1/04738-1. These holes may be elongated up to 0.025" (O.63mm) without repair.		
2.5	Check that the 02567 placard is attached and legible. Replace as required per 5.2.7.		
2.6	Inspect all hardware for tightness and suitability for continued service. Replace parts as required per 5.2.7.		
2.7	Inspect all areas of the Rear Locker Extender™ installation for suitability of the paint finish. The inside surface of the Rear Locker Extender"" should be refinished with a 0.020" min coat of Gelcoat # 4314-001 Dura Fr White or Gelcoat Gel # 330PAWK745. The outside surface of the Rear Locker Extender"" should be refinished with Deft MIL-PRF-85582E Type 1, Class 1 primer or Dupont Grey Primer LE 3404-S/LE 1175-S.		
2.8	Replace excessively damaged or worn parts in accordance with Chapter 25 of these instructions.		
2.9	Re-install 02566/04678-1/04738-1 Rear Locker Extender™ in the aircraft.	Chapter 25.2	

SECTION: C 0050 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0050.3 PARAVION MONITOR MOUNT – PR-407MM-120M		
3.1 Inspect the following:		
3.1.1 All brackets and swivels for cracks. No cracks allowed.		
3.1.2 All swiveling joints for wear, all friction adjusters should maintain their position and with an appropriate sized monitor installed,		
3.1.3 Instrument panel and mounting if applicable, use airframe manufacturer manual criteria,		
3.1.4 Inspect mount for loose or missing hardware, check torque to value specified.	Appendix A	
C 0050.4 AAI CARGO MIRROR KIT – AA-00120		
NOTE: Removal of Cargo Mirror from helicopter is not required for inspection. Ensure the damage limits in Table 1 are not exceeded. Replace parts as required. If any damage is noted during the Daily I Preflight Inspection, refer to Section 4.3 Repair or Section 5.0 Troubleshooting Information.		
4.1 Inspect Support Assembly with Mirror for nicks, scratches, dents, corrosion, cracks or broken glass.		
4.2 Inspect Cable Support Bracket for nicks, scratches, dents, and corrosion.		
NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), 2) pits in aluminum or steel surfaces, 3) blisters, bulging or flaking of protective coatings.		
4.3 Check the torque value on the Control Cable Connector Assembly Nut and adjust as required to 15 in-lb plus nut drag.		
4.4 Inspect attachment fasteners for security.		
4.5 Rotate Control Cable T-Handle counter-clockwise to unlock and verify proper operation and deployment/extension of the mirror.		
4.6 Push Control Cable T-Handle in to retract mirror and rotate T-Handle clockwise to lock.		
C 0050.5 AAI FLIGHTSTEP/FLOATSTEP KIT – AA-01162		
5.1 Inspect the Step Brackets, Clamp Brackets, and Step Assemblies for nicks, scratches, dents, corrosion, or cracks.	Section 3.2	
NOTE: Particular care should be taken to inspect in the areas of the bolts and screws, in the Step Assemblies and Brackets.		

SECTION: C 0050 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
	NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), and in 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.		
5.2	Remove safety wire and check the torque values on the attaching fasteners per Table 2.		
5.3	Re-torque fasteners as required.		
5.4	Install new safety wire (.032 diameter).		
5.5	Replace Egress Tool batteries if needed.		
C 0050.6	**POST INSPECTION**		
6.1	Inspect for operation and leaks.		
6.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0050 – 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 407 Series Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 Series AAIP – C 0050 – 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: C 0060 – 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 0060.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
C 0060.2	**AFS BARRIER FILTER SYSTEM – AFS-BH407-IBF-KIT-ICA**		
2.1	Visually inspect the following components:		
2.1.1	Air induction cowling.		
2.1.2	Access door.		
2.1.3	Adapter frame assembly.		
2.1.4	By-pass blower assembly.		
2.1.5	OML/IML covers and close out angles.		
2.2	Visually inspect the following components:		
2.2.1	Wiring and wiring harness, connectors, back shells, circuit breaker, cockpit switch / indicator, differential pressure switch, filter maintenance Aid, and actuator.		
C 0060.3	**PARAVION DZUS SNOW DEFLECTORS – PR-407SD-100M**		
3.1	Inspect snow deflectors assemblies for cracks or delaminating.		
3.2	Remove and replace as the above conditions exist.		

SECTION: C 0060 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S initials
C 0060.4 AAI REPLACEMENT SKID TUBES – AA-01141		
Note: Removal of Skid Tubes from the helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.2, Repair.		
Note: Particular care should be taken to inspect in the areas of the fasteners in the Skid Tubes and all attaching components.		
Note: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum), 2) pits in the aluminum surface, 3) blisters, bulging, or flaking of protective coatings.		
4.1 Inspect the skid tubes for scratches, nicks, dents, and corrosion. Refer to Section 3.1 .1 for damage and repair limits and to Figure 1 for damage and repair zones		
Note: Only one damage rework is permissible per zone. If the damage limits are exceeded, the skid tube must be replaced.		
4.2 Visually inspect the Skid Shoes for damage. Refer to Section 3.2.3 for repair instructions.		
4.3 Inspect the wingwalk coating on the top 1/3 of each skid tube. Refer to Section 3.2.4 for repair instructions.		
C 0060.5 ONBOARD CARGO HOOK – ICA 123-007-00		
5.1 Visually inspect for corrosion on the exterior of cargo hook and suspension system components.	Table 5-2	
Note: Corrosion on the cargo hook side plates is cause for immediate overhaul. Additionally, any exfoliation corrosion in the upper attach lug area of the cargo hook is cause for immediate replacement of the side plate. Contact Onboard Systems for the latest revision of the cargo hook service manual.		
5.2 Move the cargo hook and the suspension system throughout their full ranges of motion and observe the manual and electrical release cables to ensure that they have enough slack. The cables must not be the stops that prevent the cargo hook or suspension from moving freely in all directions.		
5.3 Move the cargo hook carriage back and forth on the beam to ensure that it rolls freely and that there are no obstructions within the beam		
5.4 Move all suspension system components at their pivot points to verify that they rotate freely.		
5.5 Visually inspect the manual release cable for damage and security.		
5.6 Visually inspect the external electrical release harness and load weigh harness (if installed) for damage and security.		

SECTION: C 0060 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S initials
C 0060.6 TAIL ROTOR LOCKOUT KIT – AA-99032		
6.1 TAIL ROTOR PEDALS LOCKED OUT		
6.1.1 Inspect Lockout Bracket Assembly for condition and security of attachment.		
6.1.2 Verify the Expandable pins are properly positioned in the Bellcrank and Safety Clips are properly latched.		
6.1.3 Verify the Links are fully seated and locked on the Lockout bracket Assembly.		
6.2 TAIL ROTOR PEDALS ENGAGED		
6.2.1 Inspect Warning Decal for condition and security of attachment.		
6.2.2 Inspect Cable Assembly (Lanyard) for condition and security.		
6.2.3 Verify the Expandable Pins are seated on top of the Links.		
6.2.4 Verify the Safety Clips are properly latched.		
6.2.5 Verify there is no play between the Expandable Pins, Links and Bellcrank.		
6.2.6 Position each Tail Rotor Pedal, one at a time, to the full forward position. Verify there is no Pedal-to-Expandable Pin contact. Verify there is no right Expandable Pin contact with the Control Tube.		
C 0060.7 PARAVION BLADE FOLKING KIT – PR-407BF-120M		
7.1 MOUNT AND CLEVIS INSTALLATION		
7.1.1 Inspect all mounts for indications of stress, corrosion and cracking. Any components with cracks should be removed and sent to Paravion Technology, Inc..		
7.1.2 Inspect all fasteners installations. Replace all worn fasteners and/or fittings. Torque all fasteners per AC43.13-1 as revised.		
7.1.3 Inspect and replace all worn self-locking nuts. Torque replacement nuts per AC43.13-1 as revised.		

SECTION: C 0060 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S initials
C 0060.8	**POST INSPECTION**		
8.1	Inspect for operation and leaks.		
8.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
8.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
8.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0060 – 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 407 *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

INITIALS	SIGNATURE	CERTIFICATE TYPE & NUMBER

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – C 0060 – 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: C 0120 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

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

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 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 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
C 0120.2 AAI CARGO MIRROR – AA-00120		
NOTE: Removal of Cargo Mirror from helicopter is not required for inspection. If any damage is noted during inspection, refer to Section 4.3 Repair or Section 5.0 Troubleshooting Information.		
2.1 Inspect Support Assembly with Mirror for nicks, scratches, dents, corrosion, cracks or broken glass.		
NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), 2) pits in aluminum or steel surfaces, 3) blisters, bulging or its flaking of protective coatings.		
2.2 Rotate Control Cable T-Handle counter-clockwise to unlock and verify proper operation and deployment/extension of the mirror.		
2.3 Push Control Cable T-Handle in to retract mirror and rotate T-Handle clockwise to lock.		
2.4 Ensure door latches are properly positioned on latch tabs on airframe.		
2.5 Inspect all Decals for condition.		
C 0120.3 AAI PREFLIGHT STEP/HANDLE – AA-00123		
3.1 Inspect the Step/Handle for nicks, scratches, dents, corrosion, and cracks.	Section 3.2	
NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), and in 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.		
3.2 Inspect the attaching fasteners for security.		
3.3 Check the torque value on the attaching hardware and adjust as required to 50-70 in/lbs.		

SECTION: C 0120 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0120.4 AAI FOLDING MAINTENANCE STEP – AA-00126		
4.1 Inspect the folding maintenance step for nicks, scratches, dents, corrosion, and cracks or broken glass.	Section 3.2	
NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), and in 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.		
4.2 Check the folding function of this step.		
4.3 Inspect the attaching fasteners for security.		
4.4 Check the torque value on the attaching hardware and adjust as required to 50-70 in/lbs.		
4.5 Inspect Baggage Door Retention Strap for tears or frays and check attaching fasteners for security.		
C 0120.5 AAI CONSOLE INSTALLATION - AA-00131		
NOTE: Removal of door from helicopter is not required for inspection. If any damage is noted during inspection, refer to Section 3.2 Repair or Section 4.0 Troubleshooting information.		
5.1 Inspect for proper installation of hardware, any unusual wear patterns, corrosion and/or damage (scratches, nicks, dents, cracks). Ensure the damage limits presented in Table 1 are not exceeded and replace parts as required.	Section 3.1	
NOTE: The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), and in 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.		
5.2 Inspect the attaching fasteners for security.		
5.3 Inspect Avionics equipment for security.		
C 0120.6 AAI BAGGAGE COMPARTMENT PROTECTORS - AA-02008		
6.1 Inspect the Baggage Compartment Protectors for scratches, dents, cracks, or deformation.		
6.2 Inspect the Baggage Compartment Protectors for security.		
C 0120.7 AAI STEERABLE LANDING LIGHT – F08-72000		
7.1 Verify that both **LDG LT POWER** and **LDG LT CONTROL** circuit breakers, located in overhead circuit breaker panel, are closed.	Section 4.1	
7.2 Hold four-position thumb-switch, located in pilot's collective box, forward in the **EXT** (Alt: **EXTEND**) position. Verify that the Steerable Landing Light drives to a 90° position (approximate) at full travel.		

SECTION: C 0120 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
7.3	At this time check Steerable Landing Light unit for security of attachment and for general overall condition.		
7.4	Set **LOG LT** (Alt: **LANDING LIGHT**) **ON I OFF I STOW** switch, located in pilot's collective box to **ON**. Verify that Steerable Landing Light illuminates		
7.5	Hold four-position thumb-switch aft in the **RETR** (Alt: **RETRACT**) position. Verify that Steerable Landing Light retracts completely.		
7.6	Hold four-position thumb-switch forward in the **EXT** (Alt: **EXTEND**) position until Steerable Landing Light is partially extended.		
7.6.1	Hold four-position thumb-switch in the **LEFT** position. Verify that light rotates full travel to the left.		
7.6.2	Hold four-position thumb-switch in the **RIGHT** position. Verify that light rotates full travel to the right.		
7.7	Set **LDG LT** (Alt: **LANDING LIGHT**) **ON I OFF I STOW** switch to **OFF**. Verify that light goes off.		
7.8	Set **LDG L**T (Alt: **LANDING LIGHT**) **ON I OFF I STOW** switch to **STOW**. Verify that light retracts to stowed position.		
7.9	Verify that both **LDG LT POWER** and **LDG LT CONTROL** circuit breakers are closed.		
7.10	Verify that the **FWD REC** (Alt: **FWD RECOG LIGHT**) circuit breaker, located in overhead circuit breaker panel, is closed.		
7.11	Set **FWD REC** (Alt: **FWD RECOG LIGHT**) switch, located in the pilot's collective box, to **ON**. Verify that fixed landing light illuminates.		
7.12	Set **FWD REC** (Alt: **FWD RECOG LIGHT**) switch to OFF. Verify **FWD REC** (Alt: **FWD RECOG LIGHT**) circuit breaker closed.		
C 0120.8	**AIR COMM ENGINE COMPARTMENT BLEED AIR SYSTEM – 407H-500M-1**		
8.1	Remove system drain valve disassembled and clean.		
8.2	Check for corrosion on valve and any damage to the o-ring.		
8.3	Check the function of the automatic drain valve:		
8.3.1	Turn heater full on. Check and valve is closed.		
	NOTE: Slight leakage is permitted.		
8.4	Inspect bleed air hose and tube assemblies for evidence of damage or deterioration. Replace if any of the above exists.		

SECTION: C 0120 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0120.9 BELL BARRIER FILTER SYSTEM – AFS-BH407-IBF-KIT-ICA		
9.1 FILTER ASSEMBLY INSPECTION - Visual		
9.1.1 Inspect the following filter assembly components;		
9.1.1.1 Engine wash tube assembly seals and fasteners.	Table 1	
9.1.1.2 Check the filter media for tears, punctures, uneven or damage plate pleats.		
9.1.1.3 Check seals for tears and/or damage.		
9.1.1.4 Check frame components or corrosion, cracks, distortion near holes.		
9.1.1.5 Checked for missing or damaged fasteners.		
9.2 STRUCTURAL COMPONENT INSPECTIONS		
9.2.1 Visually inspect the following components:		
9.2.1.1 Air induction cowling.		
9.2.1.2 Access door.		
9.2.1.3 Adapter frame assembly.		
9.2.1.4 By-pass floor assembly.		
9.2.1.5 OML/IML covers and close out angles.		
9.3 SYSTEMS AND ELECTRICAL COMPONENT INSPECTIONS		
9.3.1 Visually inspect the following components for deformation, buckling, corrosion, cracks, dates, tears or other signs of damage:		
9.3.1.1 Wiring and wiring harness		
9.3.1.2 Cockpit switch / indicator		
9.3.1.3 Differential pressure switch		
9.3.1.4 Filter maintenance Aid and actuator		
9.3.1.5 Connectors		
9.3.1.6 Back shells		
9.3.1.7 Circuit breaker		

SECTION: C 0120 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.3.2 Function check the following:	Table 1	
9.3.2.1 Circuit breaker		
9.3.2.2 Cockpit switch		
9.3.2.3 Indicator		
9.3.2.4 Differential pressure switch		
9.3.2.5 Filter maintenance aid and actuator		
C 0120.10 APICAL REPLACEMENT EMERGENCY FLOATS – ICA407-1		
10.1 Unsnap unlace float covers.		
10.2 Conduct testing.	Section 25.1.5	
10.3 Repack floats.	Section 25.1.7	
10.4 See bell helicopter document BHT– 407-MMS-1		
C 0120.11 SKY CONNECT – S200-ICA		
11.1 Perform a visual inspection on the following:		
11.1.1 Instruments		
11.1.2 Wiring harness and connectors		
11.1.3 Senders and probes		
C 0120.12 TANNIS HEATER		
12.1 Perform visual inspection for serviceability and security of attachment of the following:	AC43.13-1B	
12.1.1 All wiring and pads.		
12.1.2 System Power plug, table leads and junctions.		
12.2 Perform all operational check of each pad.		
12.3 Cleaned as needed.		

SECTION: C 0120 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0120.13 TECH TOOLS BUBBLE WINDOW - TTP-407-ICA-002		
13.1 Visually inspect accessible areas of the following items for cleanliness, security of attachment, excessive wear, smooth operation of vents, gouges, dents, pitting, cracks or crazing, sealing capability, obvious damage, and general overall condition:		
13.1.1 Window Assembly		
13.1.2 Snap Vent (-13 and -14 only)		
13.2 If damage is evident, replace Snap Vent or Window Assembly including Snap Vent as appropriate.		
C 0120.14 AAI TAIL ROTOR PEDAL LOCKOUT KIT – AA-99032		
14.1 TAIL ROTOR PEDALS LOCKED OUT		
14.1.1 Inspect Lockout Bracket Assembly for condition and security of attachment.		
14.1.2 Verify the Expandable pins are properly positioned in the Bellcrank and Safety Clips are properly latched.		
14.1.3 Verify the Links are fully seated and locked on the Lockout bracket Assembly.		
14.2 TAIL ROTOR PEDALS ENGAGED		
14.2.1 Inspect Warning Decal for condition and security of attachment.		
14.2.2 Inspect Cable Assembly (Lanyard) for condition and security.		
14.2.3 Verify the Expandable Pins are seated on top of the Links.		
14.2.4 Verify the Safety Clips are properly latched.		
14.2.5 Verify there is no play between the Expandable Pins, Links and Bellcrank.		
14.2.6 Position each Tail Rotor Pedal, one at a time, to the full forward position. Verify there is no Pedal-to-Expandable Pin contact. Verify there is no right Expandable Pin contact with the Control Tube.		
C 0120.15 POST INSPECTION		
15.1 Inspect for operation and leaks.		
15.2 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
15.3 Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
15.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0120 – ICA OF INSTALLED EQUIPMENT
TYPE: 12 MONTH INSPECTION
NOTE:

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – C 0120 – 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: C 0360 – ICA OF INSTALLED EQUIPMENT
TYPE: 36 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 0360.1	**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 407 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 407 MP	
C 0360.2	**DART (APICAL) REPLACEMENT EMEGENCY FLOAT ASSEMBLIES – ICA407-1**		
2.1	Stand clear of all float assemblies.		
2.2	Activate float cable lever to initiate inflation.		
2.3	After inflation, measure pressure in each chamber. NOTE: Pressure and shall be a minimum of 1.75 PSI at 70° after 10 minutes.		
2.4	Conduct testing in accordance with section 25.1.5.		
2.5	Repack floats in accordance with section 25.1.7.		
2.6	Removed valve and cylinder assembly in accordance with section 25.3.		
2.7	Test hoses in accordance with section 25.2.		
2.8	Recharge cylinder and bell assembly in accordance with section 25.3		
2.9	Install and rig cylinder in accordance with section 25.3.		
C 0360.3	**AAI LIGHTWEIGHT EMERGENCY FLOATS – ICA407-11**		
NOTE: Inflation hoses may be disconnected from float bags and removed in any sequence.			
3.1	Disconnect inflation hoses from Float Bags and cylinder and remove from crosstubes.		
3.2	Inspect hoses for abrasions and cuts.		
3.3	If no damage is found, reinstall hoses and proceed to Step 3.4. If damage is found, replace hose(s) prior to proceeding to Step 3.4.		

SECTION: C 0360 – ICA OF INSTALLED EQUIPMENT
TYPE: 36 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.4	Place aircraft on jack stands with bottom of skids at least 14 to15 inches above the ground.		
3.5	Stand clear of all float assemblies. Arm and activate float pull handle to initiate inflation.		
3.6	After inflation, measure pressure in each chamber.		
	NOTE: Pressure shall be a minimum of 2.0 psi at 70º F after 10 minutes.		
3.7	Conduct a float leak test in accordance with Annual / 500 Hour Inspection.	Section 8.0 Tests	
3.8	Inspect floats for chafing or damaged areas.		
	NOTE: See the 4.1 Repair Section if repair is required.		
3.9	Inspect installation and rigging of cylinder.		
3.10	Inspect belly-mounted hose assemblies for condition and security of attachment.		
3.11	Inspect float covers for any cuts or tears.		
3.12	Deflate Float Bags then repack bags per the 7.0 Float Bag Packing Section.		
C 0360.4	**POST INSPECTION**		
4.1	Inspect for operation and leaks.		
4.2	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.3	Perform Functional Check Flight if required per Rotorcraft Flight Manual and/or Manufacturer ICA.		
4.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0360 – ICA OF INSTALLED EQUIPMENT
TYPE: 36 MONTH INSPECTION
NOTE:

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' Bell 407 *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – C 0360 – 36 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: C 0550 – ICA OF INSTALLED EQUIPMENT
TYPE: 500 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 0550.1 GENERAL		
1.1 Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2 Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3 Replace all life limited components that have completed published operating limits.	Bell 407 MP	
1.4 Overhaul all components that have completed published operating limits.	Bell 407 MP	
C 0550.2 AAI LIGHTWEIGHT EMERGENCY FLOATS – ICA407-11		
Notes: 1. Pressure Relief/Topping Valve Test may be checked as part of the float pressure test while inflated to 2.0 psi. 2. Inlet Check Valve Test may be checked as part of the float pressure test while inflated to 2.0 psi. 3. Equipment required shall be verified as accurately calibrated.		
2.1 Float Leak Test		
2.1.1 Inflate all chambers of the assembly using shop air to 2.0 psi. (Inflate in 0.5 psi increments.) Measure pressure in each compartment with mercury manometer or pressure gauge (calibrated in increments not greater than 0.10 psi) connected to topping valve.		
2.1.2 Allow the inflated float to stand for one hour after initial inflation. Then check and readjust pressure in each compartment, if necessary, to 2.0 psi. Record temperature and barometric pressure.		
2.1.3 Allow the float to remain undisturbed for 8 hours. The maximum allowable pressure drop is 0.50 psi (or allow float to stand for 24 hours and the maximum allowable pressure drop is 1.0 psi) after correction for temperature and barometric variations.		
2.1.4 Record the compartment pressures, the temperature and barometric reading at the end of the pressure test. Correct for temperature variations by subtracting 0.10 psi for every 3°F rise in temperature or adding 0.10 psi for every 3°F drop.		
2.1.5 Correct for barometric conditions by adding 0.10 psi to the final gauge reading for every 0.20 inches of mercury that the barometric pressure had increased, or subtract 0.10 psi from final reading for every 0.20 inches of mercury that the barometer has fallen.		
2.1.6 If the corrected pressure falls below specified limits, inflate the float to 2.0 psi and check for leakage by swabbing the tubes with leak solution, using a soft nylon brush. If a repair is required, see 4.1 Repair Section of ICA.		

SECTION: C 0550 – ICA OF INSTALLED EQUIPMENT
TYPE: 500 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.2	Pressure Relief / Topping Valve Leakage Test		
2.2.1	Apply leak solution with ½" or 1" soft nylon bristle brush at mounting patch to float attachment location. If bubbles indicate a leak at attachment location, the float assembly must be returned to the factory for replacement of the valve flange/base.		
2.2.2	If leakage is due to valve not seating properly, remove and replace.		
2.2.3	Fill the relief valve aperture with clean water. Slowly raise the compartment pressure and watch for bubbles indicating that the valve opens. Then reduce pressure watching for the elimination of bubbles. The valve should open at 4.0 psi ±0.25 psi and should close by 3.0 psi.		
2.2.4	If valve operates improperly, apply leak solution in aperture of valve. If bubbles indicate a leak at this location, remove valve from base flange and check threads in flange base and on valve. If threads in flange are damaged, return float to factory for repair/replacement. If valve threads are damaged, replace as specified.		
2.3	Inlet Check Valve Test		
2.3.1	Apply leak solution with ½" or 1" soft nylon bristle brush at mounting patch to float location. If bubbles indicate a leak, return to factory.		
2.3.2	Apply leak solution with a soft nylon bristle brush to valve body. If bubbles indicate a leak, return to factory.		
2.3.3	Deflate Float Bags. Repack in accordance ICA.	Figure 9 Float Repacking	

SECTION: C 0550 – ICA OF INSTALLED EQUIPMENT
TYPE: 500 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 407 *Series* Approved Aircraft Inspection Program and found them to be in an airworthy condition except as may be noted in the Aircraft Logbook.

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

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 407 AAIP – C 0550 – 500 Hour / 12 Month Float Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

Maritime Helicopters

MARITIME HELICOPTERS

3520 FAA ROAD
HOMER, AK 99603

Telephone: (907) 235-7771

APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

ATTACHMENT A

CONTINUED AIRWORTHINESS ITEMS

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

INSTRUCTION FOR CONTINUED AIRWORTHINESS LISTING

	ITEM	INSPECTION INTERVAL	SECTION
1	AAI Replacement Crosstubes – AA-0061	300 Hour / 12 Month	C0030
2	AAI Cargo Mirror – AA-00120	12 Month	C0120
3	AAI Pre-Flight Step/Handle – AA-00123	12 Month	C0120
4	AAI Folding Maintenance Step – AA-00126	12 Month	C0120
5	AAI Console Installation – AA-00131	12 Month	C0120
6	AAI Passenger Sliding Doors – AA-01157	300 Hour / 12 Month	C0020
7	AAI Baggage Compartment Protectors – AA-02008	12 Month	C0120
8	AAI Electric Inflation Valve Retrofit Kit – AA-96035	500 Hour / 180 Day	C0500
9	AAI Lightweight Emergency Floats – ICA407-11	500 Hour / 12 Month, 36 Mon	C0500, C0360
10	AAI Steerable Landing Light F08-72000	12 Month	C0120
11	AAI Tail Rotor Pedal Lock Out Kit	12 Month	C0120
12	AAI Replacement Skid Tubes – AA-01141	100 Hour / 12 Mon	C0020, C0040, C0060
13	AAI Flightstep/Floatstep – AA-01162	300 Hour / 12 Mon	C0050
14	AFS Inlet Barrier Filter – AFS-BH407-IBF-KIT-ICA	100 Hour / 12 Mon, 300 Hour / 12 Mon, 12 Mon	C0020, C0040, C0060
15	Air Comm Bleed Air System – 407H-500M-1	12 Month	C0120
16	Dart Cargo Mirror– ICA-D206-5598	300 Hour	C0040
17	Dart Bear Paw – ICA-D206-559	300 Hour / 12 Month	C0030
18	Dart Heli-Access Steps – MMS-D206-628	300 Hour	C0030
19	Dart Heli-Utility Basket – MMS-D206-605	300 Hour	C0030
20	Dart Quick Release Basket Mounting Kit – ICA-D407-797	300 Hour	C0030
21	Dart Rear Locker Extender – ICA-D206-605	300 Hour	C0050
22	Dart Replacement Emergency Float Assemblies – ICA407-1	12 Month, 36 Mon	C0120, C0360
23	FDC Aerofilter – 1206-SERIES-ICA-1	500 Hour / 12 Mon	C0360, C0500
24	Onboard Cargo Hook System – 123-007-00	100 Hour / 12 Month	C0020, C0040, C0060
25	Onboard Cargo Hook System – 123-007-00	500 Hour / 180 Day	C0500
26	Paravion Dzus Snow Deflectors – PR-206/407SD-120M	300 Hour / 12 Month	C0020
27	Paravion Blade Mount – PR-407BF-100	300 Hour / 12 Month	C0060
28	Paravion Monitor Mount – PR-407MM-120M	100 Hour / 12 Month	C0010, C0030, C0050
29	Paravion Aux Annunciation System – PR-407FL-120M	300 Hour / 12 Month	C0010
30	Paravion Bleed Air Cabin Heater – PR-407H-120M	300 Hour / 12 Month	C0010
31	Paravion Snow Deflectors – PR-407SD-100M	100 Hour	C0020, C0040, C0060
32	Precise Flight Pulselite – 000PMAN0002	100 Hour	C0010, C0030, C0050
33	Sky Connect Tracking System – S200-ICA	12 Month	C0120
34	Tanis Heli-Preheat System – TCA0003	12 Month	C0120
35	Tech Tool Bubble Window - TTP-407-ICA-002	12 Month	C0120

Maritime Helicopters

MARITIME HELICOPTERS

3520 FAA ROAD
HOMER, AK 99603

Telephone: (907) 235-7771

APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

ATTACHMENT B

Maintenance Excluded from the AAIP

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1 INSPECTIONS EXCLUDED FROM AAIP

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

A. Hand-held Fire Extinguishers

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

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

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

E. 36 Month Hydrostatic Retest of Emergency Floatation Gas Cylinder per AA-ICA407-11

F. 12 Month Servo Actuator Inspection per Bell BHT-407-MM-1 Para 5-22

G. Engine Compressor Wash – Rolls-Royce M250-C47 Series MM 72-30-00 Para 5.B