Maritime Helicopters

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APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

AGUSTAWESTLAND MODEL A119

Revision 1
09/01/20

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MANUAL CONTROL

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

Field Bases Distribution

All field bases will have access to this 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	Revision Date
Original	04/15/19
1	09/01/20

INDEX OF TEMPORARY REVISIONS

This is a STAND-ALONE document with its own numbering and approval system. No attempt will be made to incorporated temporary revision numbering changes on this page to the 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.

TR #	Section	Page	Description	Date

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

DATE: _____

APPROVED: _____
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 AGUSTAWESTLAND AW119 *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 AGUSTAWESTLAND AW119 Series helicopter.
Section B applies to Pratt & Whitney PT6B-37A series engine installed in AGUSTAWESTLAND AW119 Series helicopters.
Section C applies to AGUSTAWESTLAND AW119 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
- AGUSTAWESTLAND AW119 *Series*
  - Maintenance Planning Manual
  - Maintenance Manual
  - Mechanical Repair Manual
  - Structural Repair Manual
  - Wiring Diagram
  - Service Bulletins
- Pratt & Whitney PT6B-37A Series
  - Maintenance Manual
  - Service Bulletins
- FAA Form 337's documenting major alterations to AGUSTAWESTLAND AW119 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 header comes printed at the top 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 determine 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 AGUSTAWESTLAND AW119 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

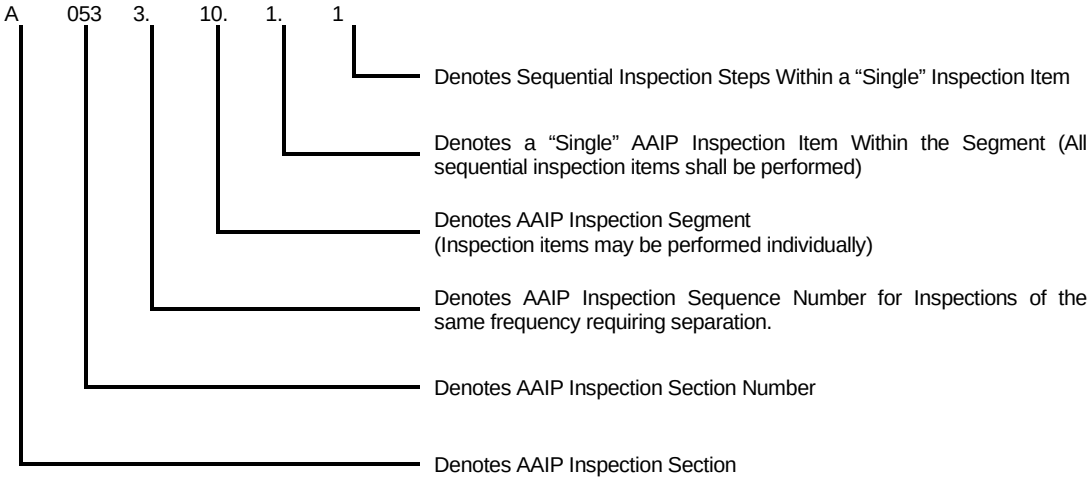
4.1 PERFORMANCE INSTRUCTIONS

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 the 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 more frequent 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% up to a maximum of 100 hours operating time, whichever is less, 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 of the AAIP inspection's most restrictive interval.

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

Below 2 Months	=	None
2 Months up to 11 Months	=	10 Days
12 Months or more	=	1 Month

- 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, B or C 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. **Not to exceed the stated tolerance of the AAIP inspection's interval.**
- For hourly airframe/engine AAIP inspections; once the first segment is completed, the entire AAIP inspection must be completed within the following times; (Below 50 hours - 0 hours), (50 hours to 300 hours - +10 hours), (400 hours to 3100 hours - +30 hours), (3200 hours and up - +60 hours).
- 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 A0100RT was accomplished in its entirety, at ACTT 100.0 hours, then the A0100 inspection will be next due at ACTT 200.0 hours (published "frequency" is 100 hours).

Scenario: 2

If AAIP inspection A0401RT is due at ACTT 400.0 hours, you can open the AAIP inspection and complete the "Main Rotor," segment at ACTT 393.0 hours to include a logbook entry. The next day you perform the "Tail Rotor Drive," segment at ACTT 395.0 to include a logbook entry. The next day you perform the "Tail Rotor Driveshaft," and Post Inspection" segment at ACTT 396.0 which now completes AAIP inspection A0401RT. AAIP inspection A0401 is next due at ACTT 793.0 hours; because the first segment was started at ACTT 393.0 hours and AAIP inspection A0401RT is due 200 hours completion of.

Scenario 3:

If AAIP inspection A0201RT – 200 Hour inspection is due at ACTT 1200.0 hours, and the AAIP inspection is started at ACTT 1990.0 hours and completed at ACTT 1995.0 hours, then the next 200 Hour AAIP inspection is due at ACTT 1390.0 hours, because the 200 Hour AAIP inspection was started at ACTT 1990.0 hours as the A0201RT is due every 200 hours.

NOTE:

For hourly airframe/engine AAIP inspections; once the first segment is completed, the entire AAIP inspection must be completed within the following times; (Below 50 hours - 0 hours), (50 hours to 300 hours - +10 hours), (400 hours to 3100 hours - +30 hours), (3200 hours and up - +60 hours).

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 2019. The ENGTT: 2541.0 TSO: 0.0 hours.

a. Since engine TSO is zero, AAIP inspection B0050, B0350 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 by end of June 2020 or 1421.0 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 Pratt & Whitney Series Section B AAIP inspection B0600 was the last AAIP inspection performed at 250.0 ENGTT. AAIP inspection B0600 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 B0050 NT – 50 Hour Inspection was accomplished in its entirety, at ACTT 150.0 hours, then B0050 will be next due at ACTT 200.0 hours.

NOTE:

For hourly airframe/engine AAIP inspections; once the first segment is completed, the entire AAIP inspection must be completed within the following times; (Below 50 hours - 0 hours), (50 hours to 300 hours - +10 hours), (400 hours to 3100 hours - +30 hours), (3200 hours and up - +60 hours).

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 C0120 was in June 2019, if would be due by end of June 2020.

Scenario 2:

If AAIP inspection C0301 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 C0301. The Next C C0301 AAIP inspection is due at ACTT 1090.0 hours; because the first segment was completed at ACTT 790.0 hours and the ICA AAIP inspection C0301 are due every 300 hours.

NOTE:

For hourly airframe/engine AAIP inspections; once the first segment is completed, the entire AAIP inspection must be completed within the following times; (Below 50 hours - 0 hours), (50 hours to 300 hours - +10 hours), (400 hours to 3100 hours - +30 hours), (3200 hours and up - +60 hours).

This same requirement also applies to all RT and NT inspections.

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 AGUSTAWESTLAND AW119 *Series* Helicopters

SECTION	FREQUENCY
A 0025NT	Every 25 Hours
A 0050NT	Every 50 Hours or 60 days, whichever comes first.
A 0100RT	Every 100 Hours
A 0201RT	Every 200 Hours
A 0202RT	Every 200 Hours
A 0203RT	Every 200 Hours
A 0204RT	Every 200 Hours
A 0250RT	Every 200 Hours, or 12 Months whichever comes first
A 0401RT	Every 400 Hours
A 0402RT	Every 400 Hours
A 0403RT	Every 400 Hours
A 0404RT	Every 400 Hours
A 0450RT	Every 400 Hours, or 24 Months whichever comes first
A 0800RT	Every 800 Hours
A 1701RT	Every 12 Months
A 1702RT	Every 12 Months
A 1703RT	Every 12 Months
A 2400RT	Every 2400 Hours
A 3200RT	Every 3200 Hours

4.3.2 SECTION B – POWERPLANT SECTION: Applicable to the PT6B *series* engine

SECTION	FREQUENCY
B 0050	Every 50 Hours.
B 0100	Every 100 Hours.
B 0300RT	Every 300 Hours.
B 0350RT	Every 300 Hours or 12 Months, whichever comes first.
B 0400RT	Every 400 Hours.
B 0450RT	Every 400 Hours or 12 Months, whichever comes first.
B 0600RT	Every 600 Hours.
B 0800RT	Every 800 Hours.
B 0850RT	Every 800 Hours or 12 Months, whichever comes first.

4.3.3 SECTION C - INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: Applicable to AGUSTAWESTLAND AW119 *Series* Helicopters

SECTION	FREQUENCY
C 0351	Every 300 Hours or !2 Months, whichever comes first.
C 0120	Every 12 Months

4.4 OPERATIONAL CHECKS AND OPERATIONAL CHECK FLIGHTS

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

4.5 INSPECTIONS AWAY FROM HOME BASE

Inspections away from home base shall be conducted in accordance with the Approved Aircraft Inspection Program, General Maintenance Manual 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 provide a written 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

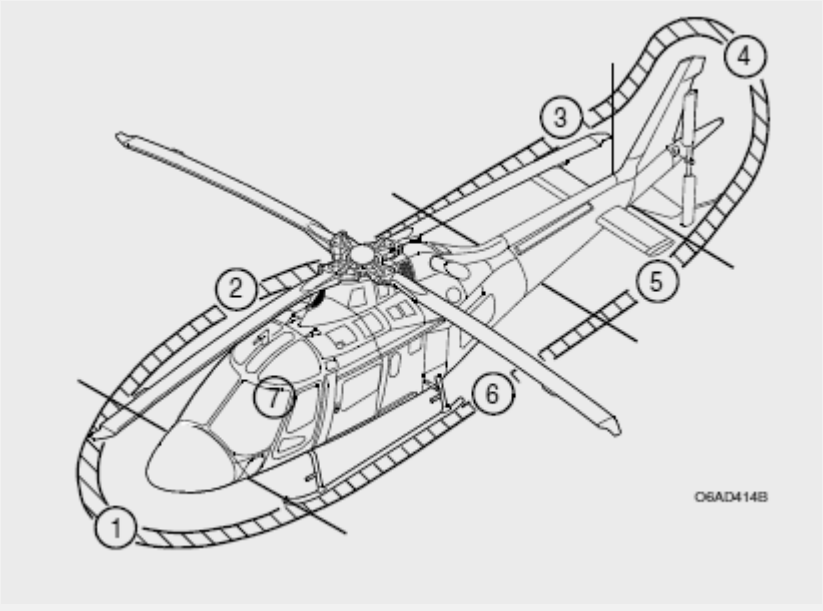
SECTION: A 0050NT – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 60 DAY INSPECTION
NOTE: No Tolerance

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0050.2	**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.		



SECTION: A 0050NT – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 60 DAY INSPECTION
NOTE: No Tolerance

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0050.3 AREA 1 - HELICOPTER NOSE		
3.1 Battery and relative mount attachments for condition and security.		
3.2 Vent lines for condition and obstruction.		
3.3 Nose compartment electrical/avionic components, relative mounts and floor attachment area for condition, cracks and security.		
3.4 Ventilation air intake screen and ducts for condition.		
A 0050.4 AREA 2 - FUSELAGE – RH SIDE		
4.1 SAS pitch and roll actuators for unusual play, condition and security; electrical connections for condition and security.		
4.2 Fuel system drain lines and valves for leaks.		
4.3 Landing skid for damage, condition and forward and rear saddles connecting skid to crossbeams for sealing integrity.		
4.4 Landing skid damper for condition and leaks. Support for condition.		
4.5 Rear crosstube and central support for condition and security (visible parts).		
4.6 Forward crosstube and fuselage attaching clamps for condition and security.		
4.7 Main rotor grips (2 places) for condition.		
4.8 Main rotor elastomeric bearings for separation or loss of bearing elements, eventual blowing and/or rubber extruding and absence of oil or grease.		
NOTE: If contaminated, refer to Para 62-21-50 for cleaning		
4.9 Check interrupter and magnetic pick-up for condition and security (provision for main rotor balance and track).		
4.10 Main rotor dampers (2 places) for condition, security, unusual play of bearings and correct fluid level.		
4.11 Ground jumpers between pitch control lever (inside grip) and damper and between damper and attachment bracket to hub for condition.		
4.12 Main rotor pitch change links for condition, security, corrosion and fretting of the spherical bearings, loss of part of the liner and unusual play (check axial play by moving the pitch link by hand and the radial play by rotating the blade along its pitch axis and by acting from the tip cap area).		
4.13 Inspect swashplate upper and lower boots for condition, integrity and absence of grease on external surfaces. Lubricate main swashplate (2 places).		

SECTION: A 0050NT – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 60 DAY INSPECTION
NOTE: No Tolerance

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
4.14	Main rotor hub and blades (2 places) for condition, damage and cleanliness.		
4.15	Main rotor damper fittings (2 places) for condition, unusual play and cracks in the area of the attachment point to the hub.		
4.16	Main transmission and accessories for condition, security and leaks of lubricant.		
4.17	Engine to transmission drive shaft (visible part) for condition and security of attaching hardware. Check bolts attaching shaft flange to the engine and to the main transmission for integrity of slippage marks.		
4.18	Visible parts of flight controls, levers and supports for condition and security.		
4.19	Main rotor servo actuator (1 place) for condition, security and leaks. Inspect bleed hole for leaks, lower spherical bearing for looseness and upper bearing for abnormal play.		
4.20	Forward and aft engine supports and rods for condition and security.		
4.21	Engine exhaust duct for condition, security and cracks.		
4.22	Ventilation air intake screen and ducts for condition.		
4.23	Main rotor hub cover for condition and security.		
4.24	Swashplate and rotating scissor for condition, security and unusual play. NOTE: Ref. to para 62-31-9; in case of doubt ref. to para 62-31-9A		
4.25	Flap and drop restrainers for condition, freedom of movement and integrity of lockwire Inspect floating ring and droop stop plates for condition and check that grease is present in contact area.		
4.26	Lubricate main rotor floating ring and droop stop.		
4.27	Hydraulic pump for leaks.		
4.28	Fuel tank sump cover for condition and security.		
4.29	Anti-collision light for condition, security and cracks.		
A 0050.5	**AREA 3 - TAIL BOOM & STABILIZER – RH SIDE**		
5.1	Tail boom exterior (pay particular attention to tail boom and fuselage attachment areas) and stabilizer for cracks, dents, missing and/or loose rivets and screws.		
5.2	Position and anti-collision lights for condition, security and cracks.		

SECTION: A 0050NT – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 60 DAY INSPECTION
NOTE: No Tolerance

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0050.6	**AREA 4 - FINS, 90° GEARBOX, TAIL ROTOR, TAIL SKID**		
6.1	External fuselage for cracks, dents, missing and/or loose rivets and screws.		
6.2	Tail rotor hub and blades for condition, contamination of oil/grease, security and freedom of flapping. Flap stop bumpers and boots for condition and damage. Tail rotor hub for unusual play along flap axis. Tail rotor blades for condition, scratches and dents.		
6.3	Tail rotor pitch change mechanism for condition, security and unusual play.		
6.4	Lubricate pitch change mechanism duplex bearing.		
6.5	Tail rotor (90°) gearbox for condition, security, oil leaks.		
A 0050.7	**AREA 5 - TAIL BOOM & STABOLIZER – LH SIDE**		
7.1	Tail rotor drive shafts for condition, security, proper bonding of balancing weights and rings in contact with dampers.		
7.2	Tail rotor drive shaft bearing for condition and excessive grease leakage. In case excessive grease leakage is detected inspect for roughness to rotation. Lubricate drive shaft bearing.		
7.3	Tail rotor drive shaft Thomas couplings for condition and cracks of visible surfaces.		
7.4	Tail rotor drive shaft dampers for condition and freedom of movement.		
7.5	Tail boom exterior (pay particular attention to tail boom and fuselage attachment areas) and stabilizer for cracks, dents, missing and/or loose rivets and screws.		
7.6	Position lights for condition, security and cracks.		
A 0050.8	**AREA 6 - FUSELAGE – LH SIDE**		
8.1	Fuel system drain lines and valves for leaks.		
8.2	Landing skid for damage, condition and forward and rear saddles connecting skid to crossbeams for sealing integrity.		
8.3	Rear crosstube and central support for condition and security (visible parts).		
8.4	Landing skid damper for condition and leaks. Support for condition.		
8.5	Forward crosstube and fuselage attaching clamps for condition and security.		
8.6	Inspect cargo hook components, structure and electrical connection for condition and security	25-92-15	
8.7	Check operation of emergency cargo release system. Leave hook in stowed position.	25-92-7	

SECTION: A 0050NT – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 60 DAY INSPECTION
NOTE: No Tolerance

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
8.8	Main rotor grips (2 places) for condition.		
8.9	Flap and drop restrainers for condition, freedom of movement and integrity of lockwire.		
8.10	Main rotor dampers (2 places) for condition, security, unusual play of bearings and correct fluid level.		
8.11	Ground jumpers between pitch control lever (inside grip) and damper and between damper and attachment bracket to hub for condition (2 places).		
8.12	Main rotor pitch change links (2 places) for condition, security, corrosion and fretting of the spherical bearings, loss of part of the liner and unusual play (check axial play by moving the pitch link by hand and the radial play by rotating the blade along its pitch axis and by acting from the tip cap area).		
8.13	Swashplate upper and lower boots for condition, integrity and absence of grease on external surfaces.		
8.14	Main rotor damper fittings (2 places) for condition, unusual play and cracks in the area of the attachment point to the hub.		
8.15	Fan and oil cooler for condition and security.		
8.16	Transmission to fan drive shaft for condition, security and freedom of axial movement.		
8.17	Main transmission and accessories for condition, security and leaks of lubricant.		
8.18	Check rotor brake assembly for security of attachments.		
8.19	Visible parts of flight controls, levers and supports for condition and security.		
8.20	Forward and aft engine supports and rods for condition and security.		
8.21	Engine exhaust duct for condition, security and cracks.		
8.22	Ventilation air intake screen and ducts for condition.		
8.23	Main rotor hub cover for condition and security.		
8.24	Swashplate and rotating scissor for condition, security and unusual play. NOTE: Ref. to para 62-31-9; in case of doubt ref. to para 62-31-9A		
8.25	Main rotor hub and blades (2 places) for condition, damage and cleanliness.		
8.26	Main rotor servo actuator (2 places) for condition, security and leaks. Inspect bleed hole for leaks, lower spherical bearing for looseness and upper bearing for abnormal play.		

SECTION: A 0050NT – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 60 DAY INSPECTION
NOTE: No Tolerance

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
8.27	Hydraulic pump for leaks.		
8.28	Main rotor elastomeric bearings for separation or loss of bearing elements, eventual blowing and/or rubber extruding and absence of oil or grease; **NOTE**: If contaminated ref. to Para 62-21-50 for cleaning.		
8.29	Tail rotor servo actuator for condition, security and leaks.		
8.30	Fuel tank sump cover for condition and security		
8.31	Engine oil filter and housing for condition, leaks and security.		
8.32	Gas Generator Control lever rigging check	76-11-29A	
A 0050.9	**AREA 7 - CABIN INTERIOR**		
9.1	Magnetic compass for level of fluid. Correction card for legibility.		
9.2	Safety belts for condition. Release mechanism for operation.		
9.3	Passenger seats for condition and security.		
9.4	Check the contents of the first aid kit onboard and expiring date of all the components.		
9.5	Set radio master (RAD MSTR) switch to on and check that avionic cooler fan (nose compartment) operates.		
A 0050.10	**POST INSPECTION**		
11.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
11.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
11.3	Perform Functional Check Flight if required per AW119MKII MPM Maintenance Manual or RFM as appropriate.		
11.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0050NT – AIRFRAME INSPECTION PROGRAM
TYPE: 50 HOUR / 60 DAY 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' AW119MKII 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' AW119MKII AAIP – A 0050NT – 50 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 0100RT – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-50 Unscheduled Maintenance Checks

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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0100.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0100.3	**TAIL ROTOR**		
3.1	Perform tail rotor dynamic balance	64-00-9	
3.2	Inspect bushing P/N 109-0135-14-101 (internal diameter) and pitch change rod P/N 109-0135-02-101.	64-31-10	
A 0100.4	**ENGINE CONTROLS**		
4.1	Perform engine controls setting check.	76-11-8	
A 0100.5	**POST INSPECTION**		
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
5.3	Perform Functional Check Flight if required per AW119MKII MPM 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 0100RT – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 0100RT 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 0201RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0201.1 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.	AW119MKII MPM	
1.4 Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0201.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0201.3 MAIN ROTOR		
3.1 Non-rotating scissors for abnormal play, damage, corrosion and wear. NOTE: Ref. to para 62-31-9B. In case of abnormal play ref. to para 62-31-20.		
3.2 Main rotor blades for condition, voids, swelling and cracks particularly near root end, trim tab, tip cap and trailing edge. NOTE: Ref. to para 62-11-8 thru 62-11-23 or para 62-11A-8 thru 62-11A-23.		
3.3 Pitch change links bearings for excessive play. NOTE: For bearings with more than 800 hours, remove pitch change links and check the play of bearings. Ref. to para 62-31-12.	62-31-8	
3.4 Check main rotor flapping limiter stop for correct torque.	62-21-40	
3.5 Inspect main rotor damper and fitting for wear and damage.	62-21-26	
3.6 Rotating scissors hinge points for excessive play, damage, corrosion and wear. NOTE: Ref. to para 62-31-9A. In case of excessive play ref. to 62-31-16.		
3.7 (For rotating scissor P/N 109-0134-09-101 only) check painted markings for visibility and integrity.		
3.8 (Only for damper fittings P/N 109-0111-07-101/-105/-109). Remove damper fittings and inspect for condition and fretting in the area of contact with the hub.		
3.9 (Only for P/N 109-0111-43-101 or –113) Remove hub cover and inspect for loose or missing rivets and for cracks to the internal ribs.	62-12-14A	

SECTION: A 0201RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0201.4	**POST INSPECTION**		
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
4.3	Perform Functional Check Flight if required per AW119MKII MPM 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 0201RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 0201RT – 200 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 0202RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0202.1	**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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0202.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0202.3	**MAIN ROTOR DRIVE**		
3.1	Perform operational checkout of circuit and chip detectors on coupling gearbox and upper case.	63-41-14	
3.2	Upper case to main case attachment nuts for correct torque.	63-21-23	
A 0202.4	**TAIL ROTOR DRIVE**		
4.1	Perform operational checkout of chip detector circuit.	65-41-6	
4.2	(Only for bearing P/N N651G10V1021). Tail rotor drive shaft bearing for condition, corrosion, correct seating of retaining clips, overheating, roughness and freedom to rotation. (shaft/adapter removal not required).		
4.3	Check of the connecting nuts, that fixed the pinion mounting sleeve assy to the case assy of the 90° gearbox P/N 109-0440-06-101, for security and torque value.	B.T. 119-23	

SECTION: A 0202RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0202.5	**POST INSPECTION**		
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
5.3	Perform Functional Check Flight if required per AW119MKII MPM 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 0202RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 0202RT – 200 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 0204RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0204.1	**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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0204.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0204.3	**TAIL ROTOR**		
3.1	Inspect the tail rotor blades for the following: **Effectivity:** P/N 709-0160-48-101 only		
3.1.1	Voids.	64A-11-8	
3.1.2	Scratches, dents and cracks.	64A-11-8	
3.1.3	Clean tail rotor blade to maintain an improved visibility of warning stripes.	64A-11-7	
3.2	Tail rotor hub for correct flap hinge friction.	64-21-14 64A-21-14	
3.3	Remove grip assy and inspect bushing liner for wear.	64-21-9 Step E.	
	Effectivity: Only for tail rotor hub and blade assy P/N 109-8131-02-155		
3.4	Inspect blade elastomeric bushing for: condition, fretting and wear, including relative hub contact area.	64A-11-8	
	Effectivity: Only for tail rotor hub and blade assy P/N 109-0162-03-101 and 109 0162-03-105		
3.5	Inspect blade retention bolt for condition, corrosion and nicks.	64A-11-8	
	Effectivity: Only for tail rotor hub and blade assy P/N 109-0162-03-101 and 109-0162-03-105		

SECTION: A 0204RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.6	Inspect pitch change mechanism and related hardware for damage, corrosion and excessive wear.	64-31-9 64-31-10	
A 0204.4	**POST INSPECTION**		
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
4.3	Perform Functional Check Flight if required per AW119MKII MPM 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 0204RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +10 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 0204RT – 200 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 0250RT – AIRFRAME INSPECTION PROGRAM**
TYPE: **200 HOUR / 12 MONTH INSPECTION**
NOTE: **This Inspection is restricted to +10 Hours/2 Months whichever occurs first.**

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

Reference: AW119MKII MPM Chapter 05, 05-70

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0250.1 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.	AW119MKII MPM	
1.4 Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0250.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0250.3 ROTOR DRIVE		
3.1 MAIN TRANSMISSION STRUCTURAL FWD AND AFT LOWER FITTINGS		
3.1.1 Inspect main transmission structural fwd and aft lower fittings for corrosion, cracks and proper condition of joints.	63-31-10	
3.2 Lubricate main rotor servo actuators (3 places)		
3.3 Lubricate main rotor swashplate (2 places) with C594 or C009 Do not mix! Note: Select which lubrication; ____ 1st ____ 2nd ____ 3rd ____ 4th Type of Grease _____	12-20-5	
3.4 In regards to the above, every 4th lubrication:		
3.4.1 On upper swashplate bellow cut lower safety wire (ref. Fig. 62-45, detail A1), or remove the clamp (whatever installed), and lift the bellow to expose bellow ring support. Lift ring support bellow and remove all visible grease extruding from duplex bearing seat.	12-20-5	
CAUTION DO NOT MIX GREASE C594 WITH C009. MAKE AN APPROPRIATE ENTRY IN HELICOPTER LOG BOOK TO INDICATE THE GREASE USED TO PREVENT SUBSEQUENT SERVICING WITH A DIFFERENT BRAND		

SECTION: A 0250RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR / 12 MONTH INSPECTION
NOTE: This Inspection is restricted to +10 Hours/2 Months whichever occurs first.

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0250.4	**FLIGHT CONTROLS**		
4.1	Service servo hydraulic system accumulators (2 places) with nitrogen	12-20-13	
A 0250.5	**POST INSPECTION**		
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
5.3	Perform Functional Check Flight if required per AW119MKII MPM 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 0250RT – AIRFRAME INSPECTION PROGRAM
TYPE: 200 HOUR / 12 MONTH INSPECTION
NOTE: This Inspection is restricted to +10 Hours/2 Months whichever occurs first.

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' AW119MKII 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' AW119MKII MPM AAIP – A 0250RT – 200 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 0401RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0401.1 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.	AW119MKII MPM	
1.4 Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0401.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0401.3 FUSELAGE		
3.1 Tail boom internal area, stabilizer attachment area and relative locking system for security and cracks. Surrounding areas for distortion, cracks and defective and/or missing rivets.		
3.2 Tail Boom. Inspect the following;		
3.2.1 Vertical fin internal area surrounding aft spar attachment to the tail boom for cracks.	53-31-11	
3.2.2 Internal section surrounding vertical fin attachment for cracks; pay particular attention to rib upper portion.		
3.3 Inspect Crew Door posts for cracks.		
3.4 Inspect Upper crew windows aft support structure for cracks.		

SECTION: A 0401RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0401.4 MAIN ROTOR		
4.1 Remove damper fittings and inspect for condition, cracks and fretting in the area of contact with the hub.	62-21-26	
A 0401.5 TAIL ROTOR DRIVE		
5.1 Tail rotor drive shaft bearing for condition, overheating, corrosion, correct seating of retaining clips, roughness and freedom to rotation (shaft/adapter removal not required) (Only for bearing P/N 109-0424L02-101).		
Effectivity: Only for bearing P/N 109-0424L02-101		
5.2 Tail rotor 90° gearbox mounting sleeve for condition and security, surrounding area on tail boom final rib for cracks, loose rivets and security.		
A 0401.6 POST INSPECTION		
6.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.		
6.3 Perform Functional Check Flight if required per AW119MKII MPM 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 0401RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 0401RT – 400 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 0402RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR MONTH INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0402.1	**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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0402.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0402.3	**AUTO FLIGHT**		
3.1	SAS pitch and roll actuators, on roof deck, and yaw actuator, on rear fuselage; check slippage marks between body and shaft.		
A 0402.4	**POWER PLANT**		
4.1	Engine cowling for cracks and defective and/or missing rivets.		
4.2	Engine bay drain filters for obstruction.		
4.3	Engine mounts, supports and rods surrounding area for condition, corrosion, cracks, distortions and security in particular in the area of fuselage aft mount fittings.		

SECTION: A 0402RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR MONTH INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0402.5	**POST INSPECTION**		
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
5.3	Perform Functional Check Flight if required per AW119MKII MPM 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 0402RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR MONTH INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 0402RT – 400 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 0403RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0403.1	**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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0403.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0403.3	**ELECTRICAL POWER**		
3.1	Inspect starter-generator brushes for wear. Commutator contacts for wear, pitting and burning.	24-31-36	
A 0403.4	**LANDING GEAR**		
4.1	Skid tubes for yielding and skid shoes for corrosion and damage.	32-11-8 32A-11-8	
4.2	Landing gear attachment points for damage, cracks, distortion and security.		
4.3	Crosstubes for warping.		
4.4	Ground handling wheels attachment for condition.		
4.5	Support of forward and aft crosstube for cracks, corrosion, distortion, damage and security.		
A 0403.5	**MAIN ROTOR DRIVE**		
5.1	Inspect the external surface of the engine to transmission drive shaft for dents, scratches and damage.	63-11-6	

SECTION: A 0403RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0403.6 ENGINE CONTROLS		
6.1 Check engine control rigging (collective and power) for freedom of travel through-out range and for excessive looseness or lost motion in linkage.	76-11-17B 76-12-35	
6.2 Check RVDT for proper operation.	76-11-16A 76-11-17A	
6.3 Check LVDT for proper operation.	76-11-34A 76-11-35	
A 0403.7 OIL		
7.1 Fan shaft for freedom of rotation and spline for wear and fretting.	79-21-8	
7.2 Fan support group for damage. Impeller for damage and evidence of chafing on blade tips.	79-21-8	
A 0403.8 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.		
8.3 Perform Functional Check Flight if required per AW119MKII MPM 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 0403RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 0403RT – 400 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 0404RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0404.1	**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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0404.2	**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.	28-41-13	
A 0404.3	**FUEL**		
3.1	Perform operational test of engine fuel filter caution circuit.		
A 0404.4	**TAIL ROTOR**		
4.1	Inspect bolt P/N 109-8131-09-1 or P/N 709-0160-47-101 and pin P/N 109-8131-08-1 of retention strap for condition, corrosion and wear.	64-21-5 64A-21-5	
4.2	Disassemble tail rotor hub and inspect all components for wear, condition, corrosion and damage.	64-21-10 64A-21-15	
A 0404.5	**ROTORS FLIGHT CONTROL**		
5.1	Tail rotor servo actuator for condition, security, leaks and corrosion of control levers.		

SECTION: A 0404RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0404.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
6.3	Perform Functional Check Flight if required per AW119MKII MPM 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 0404RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 0404RT – 400 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 0450RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR / 24 MONTH INSPECTION
NOTE: Tolerance Restricted to +30 Hours/2 Months, whichever occurs first

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-50

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0450.1	**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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0450.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0450.3	**MAIN ROTOR**		
3.1	Disconnect pitch change links and rotating scissors (removal is not required) and inspect swashplate duplex bearing for noise and roughness to rotation.	62-31-23	
A 0450.4	**POST INSPECTION**		
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
4.3	Perform Functional Check Flight if required per AW119MKII MPM 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 0450RT – AIRFRAME INSPECTION PROGRAM
TYPE: 400 HOUR / 24 MONTH INSPECTION
NOTE: Tolerance Restricted to +30 Hours/2 Months, whichever occurs first

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' AW119MKII 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' AW119MKII MPM AAIP – A 0450RT – 400 Hour / 24 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 0800RT – AIRFRAME INSPECTION PROGRAM
TYPE: 800 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40-10

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0800.1	**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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 0800.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 0800.3	**FUEL**		
3.1	Fuel flexible and rigid tubes for condition, leaks and chafing.		
A 0800.4	**HYDRAULIC POWER**		
4.1	Clean the hydraulic filter elements.	29-11-31	
A 0800.5	**FUSELAGE**		
5.1	Tail boom attachment bolts for correct torque.	53-31-8	
5.2	Inspect main transmission structural aft lower fittings, for condition of attachment bolts and condition of surrounding structure, verify correct torque.	63-31-9	
A 0800.6	**MAIN ROTOR**		
6.1	Main rotor head ring nut bolts for correct torque.	62-21-13	
6.2	Swashplate for correct friction.	62-31-28	

SECTION: A 0800RT – AIRFRAME INSPECTION PROGRAM
TYPE: 800 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 0800.7	**MAIN ROTOR DRIVE**		
7.1	POWER PLANT AND OIL COOLER FAN - Splined adapters of transmission to fan drive shaft for excessive radial play and Thomas couplings for cracks and corrosion of laminates.	63-11-14	
7.2	Inspect main transmission mounts for condition and/or chafing with tubing.		
7.3	Inspect bolt P/N NAS 625-14 and -18 securing main transmission support fittings to the structure for correct torque.	63-31-8 63-31-9	
A 0800.8	**TAIL ROTOR DRIVE**		
8.1	Inspect free bearing adapter of tail rotor drive shaft.	65-11-9	
8.2	Inspect bearing for roughness and freedom of rotation.	65-11-25	
8.3	Remove tail rotor drive shaft forward and aft sections.	65-11-10 65-11-14	
8.4	Clean and inspect shafts, adapters and Thomas couplings.	65-11-11/15	
8.5	Check drive shaft dampers for dimension, correct friction setting and integrity of supports.	65-11-29	
A 0800.9	**ROTORS FLIGHT CONTROL**		
9.1	Lower spherical bearing of main rotor servo actuators for freedom of movement and correct rotation moment.	67-31-9	
9.2	Upper rod-end bearing of main rotor servo actuators for radial play.	67-31-9	
9.3	Main rotor servo actuators dowel pin seats for wear, elongation and/or distortion. **NOTE:** The following inspection is applicable to main rotor servo actuators P/N 109-0110-42-124/-125/-126 up to S/N 2331 included. The subject servo actuators repaired or overhauled by Magnaghi after 13 may 1999 (date shown on the related assembly historical record) do not require compliance with this inspection.	67-31-9	
9.4	Remove main rotor servo actuators and inspect bolts securing the two half-bodies.	67-31-12	
A 0800.10	**POWER PLANT**		
10.1	Attaching hardware securing engine mount and relative fittings secured to fuselage for correct torque.	Figure 71-9	

SECTION: A 0800RT – AIRFRAME INSPECTION PROGRAM
TYPE: 800 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0800.11	**OIL**		
11.1	Oil flexible and rigid tubes for condition, leaks and chafing.		
11.2	Detach fan from oil cooler and thoroughly clean oil cooler mating surface with fan.		
A 0800.12	**POST INSPECTION**		
12.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
12.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
12.3	Perform Functional Check Flight if required per AW119MKII MPM Maintenance Manual or RFM as appropriate.		
12.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: A 0800RT – AIRFRAME INSPECTION PROGRAM
TYPE: 800 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 0800RT – 800 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 1200RT – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-50

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.	AW119MKII MPM	
1.4 Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 1200.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 1200.3 FUEL		
3.1 Pump brushes for wear.	28-21-18	
NOTE: Only for GLOBE Fuel Pump MFR P/N 164A298		
A 1200.4 HYDRAULIC POWER		
4.1 Hydraulic pumps splined shaft seat on transmission for wear.	29-11-27B 2912-27B 63-21-39	
A 1200.5 POST INSPECTION		
5.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.		
5.3 Perform Functional Check Flight if required per AW119MKII MPM 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 1200RT – AIRFRAME INSPECTION PROGRAM
TYPE: 1200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 1200RT – 1200 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 1600RT – AIRFRAME INSPECTION PROGRAM
TYPE: 1600 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-50

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1600.1 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.	AW119MKII MPM	
1.4 Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 1600.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 1600.3 LANDING GEAR		
3.1 Landing skid attachments bolts for correct torque.	32-11-17 32A-11-7	
A 1600.4 MAIN ROTOR DRIVE		
4.1 Remove engine to transmission main drive shaft.		
4.1.1 Inspect shaft flanges for nicks, dents, scratches and fretting. Especially on surfaces in contact with engine flange and transmission shaft flange,		
4.1.2 Inspect transmission drive quill splines for condition and wear.	A 109/AW119 SEIOES-OM 63-11-01 Step 4	
4.2 Reinstall engine to transmission main drive shaft.		

SECTION: A 1600RT – AIRFRAME INSPECTION PROGRAM
TYPE: 1600 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1600.5 POWER PLANT		
5.1 Check attaching hardware securing engine mount and relative fittings secured to fuselage for correct torque.	Figure 71-9	
5.2 Check for evidence of torque loss (fretting, black metallic powder, bright halo in the area, cotter pin condition), if suspected retorque.		
5.3 Inspect end bearings of engine mounts for play.	71-21-7	
5.4 Inspect bearing of LH and RH engine support trunnion for excessive play.	71-01-9	
5.5 Inspect oil cooler fan bearings for free of rotation, roughness and abnormal play.	79-21	
A 1600.6 POST INSPECTION		
6.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.		
6.3 Perform Functional Check Flight if required per AW119MKII MPM 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 1600RT – AIRFRAME INSPECTION PROGRAM
TYPE: 1600 HOUR INSPECTION
NOTE: This Inspection is Restricted to +30 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 1600RT – 1600 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 1701RT – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE: This Inspection is Restricted to +2 Months

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-50

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 1701.1	**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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 1701.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 1701.3	**FUEL**		
3.1	Drain and vent lines for condition and obstructions.		
A 1701.4	**NAVIGATION**		
4.1	Antenna(s) for condition and security. Check sealant for voids and condition.		
4.2	Drain pitot static and dynamic lines.		
A 1701.5	**DOORS**		
5.1	Remove pilot doors and inspect jettison mechanism for correct operation.	52-11-10	
A 1701.6	**FUSELAGE**		
6.1	Fuselage and tail boom exterior for general condition, corrosion, visual evidence of distortion and defective and/or missing rivets.		
6.2	Service steps, wire ropes and related fixing area on fuselage for condition, security and integrity.		
6.3	Inspect placards and decals for integrity and legibility.		

SECTION: A 1701RT – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE: This Inspection is Restricted to +2 Months

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
6.4 Inspect cockpit floor and cabin floor for cleanliness, corrosion, dents and damage.		
NOTE: Liner removal is required.		
6.5 Tail skid for wear. Inspect tail skid attachment area for corrosion, cracks and damage.		
A 1701.7 STABILIZERS		
7.1 Inspect stabilizer for condition, cracks and distortions, dents, corrosion, defective and/or missing rivets (pay particular attention to the attachment area)	55-00-7	
NOTE: Tail plane removal is required.		
A 1701.8 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.		
8.3 Perform Functional Check Flight if required per AW119MKII MPM 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 1701RT – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE: This Inspection is Restricted to +2 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' AW119MKII 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' AW119MKII AAIP – A 1701RT – 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 1702RT – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE: This Inspection is Restricted to +2 Months

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1702.1 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.	AW119MKII MPM	
1.4 Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 1702.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 1702.3 HYDRAULIC POWER		
3.1 Flexible tubes for condition and chafing; pay particular attention for chafing with main transmission mounts.		
3.2 Flight controls hydraulic components for leaks.		
A 1702.4 ROTORS FLIGHT CONTROL		
4.1 Check the following components for condition, clearances, corrosion, security and bearings for abnormal play.		
4.1.1 Control tubes		
4.1.2 Bellcranks		
4.1.3 Supports		
4.2 Flight controls for freedom of movement.		
4.3 Check cyclic for correct friction value.	67-12-18	
4.4 Check collective for correct friction value.	67-11-16	

SECTION: A 1702RT – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE: This Inspection is Restricted to +2 Months

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1702.5	**STANDBY CONTROLS AND INDICATORS**		
5.1	Perform capacity meter calibration procedure for stored and in service battery indicator.	31-23-13	
A 1702.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
6.3	Perform Functional Check Flight if required per AW119MKII MPM 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 1702RT – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE: This Inspection is Restricted to +2 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' AW119MKII 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' AW119MKII AAIP – A 1702RT – 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 1703RT – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE: This Inspection is Restricted to +2 Months

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

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 1703.1 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.	AW119MKII MPM	
1.4 Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 1703.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 1703.3 ELECTRICAL POWER		
3.1 Inspect the following:		
3.1.1 External power receptacle for condition and arcing; door for correct closure.		
3.1.2 Starter-generator for condition and security. Electrical connections for arcing and/or short circuit evidence.		
3.1.3 Electrical wiring for interference and chafing with surrounding areas, for condition and security of connections.		
3.1.4 Overhead panel internal wirings, breakers and connectors for condition, chafing and arcing.	24-31-26 24-31-14 24-31-15	
3.1.5 Generator control Box, Relais box and related terminals for damage and security of connections.		
3.1.6 Connectors and cables on transmission deck and engines bays for condition and corrosion.		
3.2 Perform operational test of AC electrical system.	24-31-13	

SECTION: A 1703RT – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE: This Inspection is Restricted to +2 Months

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.3	Perform operational test of the battery temperature warning circuit.	24-31-13	
3.4	Perform DC electrical system operational check	24-31-26 24-31-14 24-31-15	
A 1703.4	**FIRE PROTECTION**		
4.1	Inspect Fire detection system.	26-11-5	
A 1703.5	**EQUIPMENT AND FURNISHINGS**		
5.1	Examine crew safety restraint system.	25-11-14	
5.2	Examine passenger's safety restraint system.	25-21-30	
A 1703.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
6.3	Perform Functional Check Flight if required per AW119MKII MPM 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 1703RT – AIRFRAME INSPECTION PROGRAM
TYPE: 12 MONTH INSPECTION
NOTE: This Inspection is Restricted to +2 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' AW119MKII 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' AW119MKII AAIP – A 1703RT – 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 2400RT – AIRFRAME INSPECTION PROGRAM
TYPE: 2400 HOUR INSPECTION
NOTE: This Inspection is Restricted to + 30 Hours

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-50

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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 2400.2	**PLACARDS AND MARKINGS**		
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 2400.3	**FUSELAGE UPPER DECK**		
3.1	Transmission support assemblies and relative fittings secured to fuselage.	63-31-5	
A 2400.4	**MAIN ROTOR**		
4.1	Grips, pitch control levers, flap and droop restrainers for condition, damage and wear (hub disassembly required).	62-21-13.23 62-21-33,35,55 35,39,55	
4.2	Inspect blades grips bushings (blade retention pin seat) for wear, nicks and condition.	62-21-23	
4.3	Inspect contact area between blade and grip for condition and washer's bondage.		
4.4	Main rotor head installation.	62-21-14	
4.5	Hub floating ring for wear and DU washers and internal teflon shim for debonding.	62-21-44	
4.6	Inspect blade root bushings and blade root washers for damage and wear.	62-11-25,26 62A-11-25,26	
4.7	Main rotor pitch change link assembly.	62-31-10	
4.8	Inspect main rotor grip droop stop plate for wear and damage.	62-21-23 Step F	

SECTION: A 2400RT – AIRFRAME INSPECTION PROGRAM
TYPE: 2400 HOUR INSPECTION
NOTE: This Inspection is Restricted to + 30 Hours

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 2400.5	**MAIN ROTOR CONTROLS**		
5.1	Remove and inspect swashplate duplex bearing for damage and corrosion.	62-31-25	
5.2	Swashplate teflon rings (pivot sleeve and swashplate) for wear.	62-31-25	
5.3	Guide and pivot sleeve slot of swashplate for damage and wear.	62-31-25	
A 2400.6	**POST INSPECTION**		
6.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.		
6.3	Perform Functional Check Flight if required per AW119MKII MPM 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 2400RT – AIRFRAME INSPECTION PROGRAM
TYPE: 2400 HOUR INSPECTION
NOTE: This Inspection is Restricted to + 30 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 2400RT – 2400 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 3200RT – AIRFRAME INSPECTION PROGRAM
TYPE: 3200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +60 Hours

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

Reference: AW119MKII Maintenance Planning Manual Chapter 05-40

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 3200.1 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.	AW119MKII MPM	
1.4 Overhaul all components that have completed published operating limits.	AW119MKII MPM	
A 3200.2 PLACARDS AND MARKINGS		
2.1 Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.		
A 3200.3 FUEL		
3.1 Inspect fuel tanks for debris, water, contamination, cleanliness and presence of fungus.	28-11-10	
3.2 Inspect fuel tank and internal components for condition.		
3.3 Perform tank pressure test.	28-12-4	
A 3200.4 DOORS		
4.1 Inspect cowlings, fairings, doors and access panels, service steps for condition, cracks, distortions, defective and/or missing rivets and correct hinge operation.		
A 3200.5 FUSELAGE		
5.1 Inspect the following:		
5.1.1 Visible electrical and electronic component supports for condition and security.		
5.1.2 Fuselage for general condition, visual evidence of distortions, nicks, scratches, corrosion, defective and/or missing rivets particularly in the area surrounding attachment points of main transmission, transmission supports, engine mounts, fan supports, tail boom and landing gear.		

SECTION: A 3200RT – AIRFRAME INSPECTION PROGRAM
TYPE: 3200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +60 Hours

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.1.3	Fuselage/tail boom attachment holes for corrosion, wear and elongation.	53-31-9	
5.1.4	Fuel tank bays for cracks and distortions.		
5.2	Check transmission antitorque plate and deck structure attaching bolt holes for corrosion, wear and elongation.	63-21-17	
A 3200.6	**TAILBOOM**		
6.1	Remove the following:		
6.1.1	L/H Stabilizer		
6.1.2	R/H Stabilizer		
6.1.3	Lower Fin		
6.1.4	90° Gearbox		
6.2	Visually inspect externally and internally for the following;		
6.2.1	General condition, distortions, cracks, corrosion.		
6.2.2	Defective and/or missing rivets particularly area surrounding fuselage attachment points, stabilizers, lower fin, tail skid and 90° gearbox.		
6.2.3	Stabilizers		
6.2.4	Lower fin		
6.2.5	90° Gearbox		
6.3	Reinstall the following:		
6.3.1	L/H Stabilizer		
6.3.2	R/H Stabilizer		
6.3.3	Lower Fin		
6.3.4	90° Gearbox		
A 3200.7	**MAIN DRIVE SHAFT**		
7.1	Inspect main transmission components.	63-21-18	

SECTION: A 3200RT – AIRFRAME INSPECTION PROGRAM
TYPE: 3200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +60 Hours

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
A 3200.8	**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.		
8.3	Perform Functional Check Flight if required per AW119MKII MPM 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 3200RT – AIRFRAME INSPECTION PROGRAM
TYPE: 3200 HOUR INSPECTION
NOTE: This Inspection is Restricted to +60 Hours

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AW119MKII 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' AW119MKII AAIP – A 3200RT – 3200 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: **B 0050 – ENGINE INSPECTION PROGRAM**
TYPE: **50 HOUR INSPECTION**
NOTE:

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

Reference: Pratt & Whitney Canada Maintenance Manual Model PT6B-37A Chp 05-20-00

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 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 (Refer to Pratt & Whitney Maintenance Manual Airworthiness Limitations).	PT6B-37A MP	
1.4 Overhaul all components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Chp 05-20-00 Para 2).	PT6B-37A MP	
CAUTION BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE 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.		
B 0050.2 ENGINE GENERAL		
2.1 Inspect the following:		
2.1.1 Engine for loose bolts, broken or loose connections, security of mounting accessories and broken or missing safeties		
2.1.2 Check accessible areas for obvious damage and evidence of fuel and oil leakage.		
2.1.3 Slippage marks on all fuel, oil and air tub B-nuts to make sure that all nuts have not loosened		
2.1.4 Compressor impeller leading edges for damage		

SECTION: B 0050 – ENGINE INSPECTION PROGRAM
TYPE: 50 HOUR INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.1.5 Examine the engine cowling and doors for condition and security. Replace anti-chaff tape as needed.		
2.1.6 Fluid flexible and rigid lines.		
2.1.7 Exhaust stacks.		
2.1.8 Engine mounts fittings and legs.		
2.1.9 Electrical harness.		
2.2 Examine the firewalls for condition and security.		
2.3 All linkages for any looseness, condition and security.		
2.4 Check oil supply level.		
Note: To avoid over servicing of the oil tank, and high oil consumption, an oil level check is recommended within 30 minutes after engine shutdown. The ideal interval is 15 to 20 minutes. If more than 30 minutes has passed, and the dipstick indicates that oil is needed, start the engine and run at ground idle for five minutes, and recheck the oil level. Rotorcraft attitude may affect oil level readings. Avoid overfilling oil tank.		
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: For engines which have remained stationary for a period of 12 hours or more, and the dipstick shows that oil is needed, carry out a normal dry motoring run and re-check the reading prior to adding oil.		
2.5 Mounting pads, parting and seating surfaces, for smoothness and flatness.		
2.6 Plugs for tightness.		
2.7 Protective surface coatings for completeness.		
2.8 Magnesium parts for corrosion.		

SECTION: B 0050 – ENGINE INSPECTION PROGRAM
TYPE: 50 HOUR INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0050.3 ENGINE RUNNING CHECKS		
3.1 Control System Stability Check	71-00-00 19.A	
3.1.1 Allow the engine to warm to operating temperatures, and instruments to stabilize at idle rpm with no load.		
3.1.2 Ensure the control system is in EEC mode.		
3.1.3 Stabilize aircraft in HIGE (Hover In Ground Effect) flight condition. **Note:** Do not perform this test during gusty wind situation. Do not take into account fluctuations caused by flight controls movement.		
3.1.4 Verify that the torque indication does not fluctuate more than +/- 5% from the average hover torque level.		
3.1.5 Verify that the NF indication does not fluctuate more than the allowable rotorcraft limits.		
3.1.6 Refer to the fault isolation chart for Torque (Q) fluctuations if fluctuation of either parameters exceeds the limitation.	72-00-00	
3.2 Perform Mechanical Mode Check **CAUTION** IF INTERTURBINE TEMPERATURE (T5) INCREASES UNSATISFACTORILY AT ANY TIME DURING IDLE SPEED, SHUT DOWN ENGINE IMMEDIATELY.	71-00-00 20.A	
3.3 Manual Override System Static Check. During engine shutdown perform the following;	71-00-00 13.C	
3.3.1 Verify full range of movement of the FCU manual override lever. **Note:** Some resistance to movement of the cockpit Manual Override Control lever is normal.	AW119 MM	
3.4 Perform Manual Override System Static Check	71-00-00	
3.4.1 Verify full range of movement of the FCU manual override lever. **Note:** Some resistance to movement of the cockpit Manual Override Control lever is normal.		
3.4.2 If either stop is not reached, check/adjust the airframe rigging.		

SECTION: B 0050 – ENGINE INSPECTION PROGRAM
TYPE: 50 HOUR INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0050.4	**POST INSPECTION**		
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Ground run aircraft - Inspect for operation and leaks.	AW119-FM	
4.3	Perform Functional Check Flight if required per Pratt & Whitney MM, 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: B 0050 – ENGINE INSPECTION PROGRAM
TYPE: 50 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' AgustaWestland AW119 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 AgustaWestland AW119 AAIP 50 Hour – B 0050 – 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 0100 – ENGINE INSPECTION PROGRAM**
TYPE: **100 HOUR INSPECTION**
NOTE:

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

Reference: Pratt & Whitney Canada Maintenance Manual Model PT6B-37A Chp 05-20-00

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0100.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Airworthiness Limitations).	PT6B-37A MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Chp 05-20-00 Para 2).	PT6B-37A MP	
	CAUTION BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE 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.		
B 0100.2	**P3 AIR FILTER**		
2.1	Remove filter bowl assembly.	72.00.24 5.A.	
2.2	Remove filter.		
2.3	Remove drain valve.	72.00.24 6.B.	
2.4	Inspect filter element.	72.00.24 7.A.	
2.5	If the filter is corrosion free, clean and re-install in assembly.		

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

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.6	If corrosion is noted in filter (if none, mark N/A);		
2.6.1	Over a white sheet of paper, lightly tap the P3 filter to release any loose particles from the inside portion of the filter		
2.6.2	If corrosion particles drop out from the filter, remove FCU and send in for inspection and cleaning of the air passages.		
2.7	Clean drain valve.	72.00.24 6.B	
2.8	Reinstall drain valve in bottom of housing.	72.00.24 5.C	
2.9	Reinstall filter bowl assembly.	72.00.24 5.C	
B 0100.3	**POST INSPECTION**		
3.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2	Ground run aircraft - Inspect for operation and leaks.	AW119-FM	
3.3	Perform Functional Check Flight if required per Pratt & Whitney MM, or RFM as appropriate.		
3.4	Perform ground idle check. **Effectivity:** Post-SB39014 fuel control units with Post-SB39027 Fuel Pump	71-00-00	
3.5	Perform an EEC engine trim check.	71-00-00	
3.6	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

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

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AgustaWestland AW119 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 AgustaWestland AW119 AAIP 100 Hour – B 0100 – 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 0300 – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR INSPECTION
NOTE:

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

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

Reference: Pratt & Whitney Canada Maintenance Manual Model PT6B-37A Chp 05-20-00

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0300.1	**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 Pratt & Whitney Maintenance Manual Airworthiness Limitations).	PT6B-37A MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Chp 05-20-00 Para 2).	PT6B-37A MP	
B 0300.2	**ENGINE COMPRESSOR**		
2.1	Perform in-situ inspection/check of bleed valve. **Effectivity:** Pre-SB39024	72-00-01	
B 0300.3	**ENGINE FUEL SYSTEM**		
3.1	Remove fuel pump and inspect the drive coupling and cover accessory gearbox side for signs of reddish-brown (iron oxide) stains. If stains are observed, return the fuel pump to an approved overhaul facility.	72-00-22	
B 0300.4	**POST INSPECTION**		
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Ground run aircraft - Inspect for operation and leaks.	AW119-FM	
4.3	Perform Functional Check Flight if required per Pratt & Whitney MM, 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: B 0300 – ENGINE INSPECTION PROGRAM
TYPE: 300 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' AgustaWestland AW119 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 AgustaWestland AW119 AAIP 300 Hour – B 0300 – 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 0350 – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

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

Reference: Pratt & Whitney Canada Maintenance Manual Model PT6B-37A Chp 05-20-00

	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 Pratt & Whitney Maintenance Manual Airworthiness Limitations).	PT6B-37A MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Chp 05-20-00 Para 2).	PT6B-37A MP	
B 0350.2	**ENGINE**		
	CAUTION BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE 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.		
2.1	Inspect the following:		
2.1.1	Compressor inlet area for dirt deposits and erosion and check first-stage blades and vanes	05-50-00	
B 0350.3	**POST INSPECTION**		
3.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2	Ground run aircraft - Inspect for operation and leaks.	AW119-FM	
3.3	Perform Functional Check Flight if required per Pratt & Whitney 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 0350 – ENGINE INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AgustaWestland AW119 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 AgustaWestland AW119 AAIP 300 Hour / 12 Month – B 0350 – 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 0400 – ENGINE INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE:

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

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

Reference: Pratt & Whitney Canada Maintenance Manual Model PT6B-37A Chp 05-20-00

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0400.1 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 Pratt & Whitney Maintenance Manual Airworthiness Limitations).	PT6B-37A MP	
1.4 Overhaul all components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Chp 05-20-00 Para 2).	PT6B-37A MP	
B 0400.2 ENGINE		
CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE 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.		
2.1 Oil to Fuel Heater, immediately after shutdown: **NOTE:** Use a Temp-Plate Temperature Recorder (PWC05-329) to see if the filter housing becomes hotter than 140°F (60°C).		
2.1.1 Check the temperature of the heater at the heater fuel outlet or the low pressure (LP) filter housing. If the temperature is more than 140°F (60°C) replace the oil to fuel heater.		
2.1.2 Apply a temperature recorder to the LP filter housing. Replace the oil to fuel heater if the center of the recorder becomes black.		

SECTION: B 0400 – ENGINE INSPECTION PROGRAM
TYPE: 400 HOUR INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0400.3	**POST INSPECTION**		
3.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2	Ground run aircraft - Inspect for operation and leaks.	AW119-FM	
3.3	Perform Functional Check Flight if required per Pratt & Whitney 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 0400 – ENGINE INSPECTION PROGRAM
TYPE: 400 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' AgustaWestland AW119 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 AgustaWestland AW119 AAIP 400 Hour – B 0400 – 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 0450 – ENGINE INSPECTION PROGRAM
TYPE: 400 HOUR / 12 MONTH INSPECTION
NOTE:

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

Reference: Pratt & Whitney Canada Maintenance Manual Model PT6B-37A Chp 05-20-00

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0450.1	**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 Pratt & Whitney Maintenance Manual Airworthiness Limitations).	PT6B-37A MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Chp 05-20-00 Para 2).	PT6B-37A MP	
B 0450.2	**ENGINE**		
	CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE 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.		
2.1	Inspect the following:		
2.1.1	Gas Generator Case for any cracks, distortion, corrosion and evidence of overheating.		
B 0450.3	**POST INSPECTION**		
3.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
3.2	Ground run aircraft - Inspect for operation and leaks.	AW119-FM	
3.3	Perform Functional Check Flight if required per Pratt & Whitney 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 0450 – ENGINE INSPECTION PROGRAM
TYPE: 400 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' AgustaWestland AW119 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 AgustaWestland AW119 AAIP 400 Hour / 12 Month – B 0440 – 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 0600 – ENGINE INSPECTION PROGRAM**
TYPE: **600 HOUR INSPECTION**
NOTE:

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

Reference: Pratt & Whitney Canada Maintenance Manual Model PT6B-37A Chp 05-20-00

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0600.1	**GENERAL**		
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Airworthiness Limitations).	PT6B-37A MP	
1.4	Overhaul all components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Chp 05-20-00 Para 2).	PT6B-37A MP	
B 0600.2	**ENGINE FUEL SYSTEM**		
	CAUTION EXTREME CARE MUST BE EXERCISED WHEN HANDLING, SINCE EVEN FINGERPRINTS ON NOZZLE ORIFICES MAY PRODUCE POOR SPRAY PATTERNS. CLEAN LINT-FREE COTTON GLOVES OR SURGICAL GLOVES SHOULD BE WORN AT ALL TIMES WHEN HANDLING COMPONENTS. ASSEMBLIES WHICH ARE NOT TO BE IMMEDIATELY REINSTALLED SHOULD BE PLACED IN A COVERED CONTAINER TO PREVENT EXPOSURE TO DIRT AND DUST.		
2.1	Install new:		
2.1.1	Low pressure fuel filter.	72-00-23	
2.1.2	High pressure fuel filter. **Effectivity:** Post SB39027	72-00-22	
2.2	Check fuel pump coupling in-situ for fretting and corrosion.	72-00-22 FUEL PUMP – MAINTENANCE PRACTICES	

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

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
2.3	Inspect and clean fuel manifold adapter assemblies.	72-00-04 7.A	
2.4	Inspect and clean fuel nozzles.	72-00-04 7.B	
2.5	Function Check nozzles.	72-00-04 6.D	
2.6	Install nozzles in manifold adapters.	72-00-04 5.B	
2.7	Installed manifold adapter assemblies	72-00-04 5.B	
B 0600.3	**ENGINE COMPONENTS**		
3.1	Disassemble and inspect compressor bleed valve. **Effectivity:** Pre-SB39024	72-00-01	
3.2	T5 Temperature Sensing System		
3.2.1	Check security of all accessible connections, clamps and brackets and for evidence of wear, chafing, cracks and corrosion.		
3.2.2	Carry out functional check.	05-50-00 4.A	
3.3	Inspect turbine exhaust duct for cracks or distortion.		
B 0600.4	**ENGINE OIL SYSTEM**		
4.1	Remove oil filter housing assembly.		
4.2	Inspect and replace oil filter.		
4.3	Reinstall oil filter housing assembly.		
4.4	Remove, inspect and clean accessory gearbox chip detector.		
4.5	Remove, inspect and clean both reduction gearbox chip detectors.		
4.6	Check for continuity of electrical circuit on accessory gearbox chip detector, perform lift test to check magnetism.	72-00-19	
4.7	Check for continuity of electrical circuit on reduction gearbox chip detector, perform lift test to check magnetism.	72-00-19	
4.8	Reinstall accessory gearbox chip detector		
4.9	Reinstall reduction gearbox chip detectors		

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0600.5	**POST INSPECTION**		
5.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2	Perform FCU Manual Override Functional Check	71-00-00	
5.3	Ground run aircraft - Inspect for operation and leaks.		
5.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

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

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

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

I certify that I have inspected and/or completed all the items initialed by me in accordance with Maritime Helicopters' AgustaWestland AW119 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 AgustaWestland AW119 AAIP 600 Hour – B 0600 – 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 0800 – ENGINE INSPECTION PROGRAM**
TYPE: **800 HOUR INSPECTION**
NOTE:

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

Reference: Pratt & Whitney Canada Maintenance Manual Model PT6B-37A Chp 05-20-00

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0800.1 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 Pratt & Whitney Maintenance Manual Airworthiness Limitations).	PT6B-37A MP	
1.4 Overhaul all components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Chp 05-20-00 Para 2).	PT6B-37A MP	
CAUTION BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE 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.		
B 0800.2 ENGINE COMPARTMENT		
2.1 Fire seals for cracks and security of brackets.	72-00-02	
B 0800.3 ENGINE IGNITION SYSTEM		
3.1 Inspect the following;		
3.1.1 Ignition system for security, cleanliness and condition.		
3.1.2 Exciter connector for corrosion. If corrosion is evident, clean and re-protect.	72-00-02 6.A, 7.A	
3.1.3 Igniter plugs for wear and erosion.		

SECTION: B 0800 – ENGINE INSPECTION PROGRAM
TYPE: 800 HOUR INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0800.4 ENGINE FUEL PUMP		
4.1 Inspect the following;	72.00.22 7.A.	
4.1.1 Fuel pump for security and leaks.		
4.1.2 Mounting lugs visually for cracks and other defects.		
4.1.3 Machined mounting faces for gouges, nicks, scores, scratches, and similar surface defects which can damage the gasket between the pump and accessory gearbox and/or prevent proper mating of the fuel control unit to the pump. Particular attention should be paid to the seal recess at the bypass port between the studs in mounting face for the fuel control unit.		
4.1.4 Bore of the inlet port for damage on the sealing surface.		
4.1.5 Studs for security and for damage to the threads.		
4.1.6 Seal seepage drain port and fuel outlet port adapter for damage to the threads.		
4.1.7 Splines on the drive coupling for nicks, gouges and chips.		
4.1.8 External surfaces of the pump for corrosion and for the general condition of the anodic treatment.		
4.1.9 Signs of leakage from the joint between the pump cover and pump housing. If leakage is evident, return the pump for overhaul.		
4.2 Clean the exterior surface of pump.		
B 0800.5 POST INSPECTION		
5.1 Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
5.2 Ground run aircraft - Inspect for operation and leaks.	AW119-FM	
5.3 Perform Functional Check Flight if required per Pratt & Whitney MM, 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: B 0800 – ENGINE INSPECTION PROGRAM
TYPE: 800 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' AgustaWestland AW119 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 AgustaWestland AW119 AAIP 800 Hour – B 0800 – 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 0850 – ENGINE INSPECTION PROGRAM
TYPE: 800 HOUR / 12 MONTH INSPECTION
NOTE:

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

Reference: Pratt & Whitney Canada Maintenance Manual Model PT6B-37A Chp 05-20-00

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
B 0850.1 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 Pratt & Whitney Maintenance Manual Airworthiness Limitations).	PT6B-37A MP	
1.4 Overhaul all components that have completed published operating limits (Refer to Pratt & Whitney Maintenance Manual Chp 05-20-00 Para 2).	PT6B-37A MP	
B 0850.2 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 0850.3 ENGINE		
CAUTION BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE 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 Visually inspect the following:		
3.1.1 Electrical Wiring Harness for evidence of chafing, cracks, corrosion and wear. Verify connector security.	72-00-26	
3.1.2 EEC J2 Connectors and pins for evidence of corrosion and wear. Clean and use of contact enhancer (PWC05-256) if required		
3.2 Check resistance of lead and heating element of heated pneumatic tubes using a suitable ohmmeter or resistance bridge	72-00-08	
3.3 Check for security of all accessible connections, clamps and brackets, evidence of wear, chafing, cracks and corrosion and evidence of fuel or oil leaks. Examine insulation on pneumatic tubes for cuts in outer rubber sheaths.		

SECTION: B 0850 – ENGINE INSPECTION PROGRAM
TYPE: 800 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
B 0850.4	**POST INSPECTION**		
4.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
4.2	Ground run aircraft - Inspect for operation and leaks.	AW119-FM	
4.3	Perform Functional Check Flight if required per Pratt & Whitney MM, 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: **B 0850 – ENGINE INSPECTION PROGRAM**
TYPE: **800 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' AgustaWestland AW119 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 AgustaWestland AW119 AAIP 800 Hour / 12 Month – B 0850 – 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: 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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
C 0120.2	**TANNIS HEATER - TCA0003**		
2.1	Perform visual inspection for serviceability and security of attachment of the following:	AC43.13-1B TCA Chp 11	
2.1.1	Security of attachment by following cable leads from the shore power plug to each element.		
2.1.2	Connectors and junctions for signs of heat damage or deformities.		
2.1.3	Wire/cable for signs of fatigue, chafing, flexing, heat damage, and vibration, re-secure, and or repair as needed.		
2.1.4	Pad heat elements for security of attachment and bonding.		
2.1.5	Threaded elements for security of installation.		
2.1.6	Wire to element transition point, where the lead enters the element body, for signs of heat damage or broken wires, and inspect the connector for security of attachment and deformities.		
2.1.7	Cleaned as needed.		
2.2	Perform a Functional System check of each pad.	Section 15 TCA	
C 0120.3	**DART CABLE CUTTER KIT – ICA119-2**		
3.1	Thoroughly clean cutter assemblies, deflectors, and all associated components before conducting inspection.		
3.2	Inspect all surfaces and edges of the kit for damage. If damage is found, remove and replace parts per Section 5.0.		

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

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
3.3 Inspect the cutter assemblies, cutter blades, deflectors, brackets, struts, and attachment hardware for any corrosion.		
3.4 Reinstall any removed or replaced parts per applicable portions of Section 5.0 and return aircraft to operational condition.		
C 0120.4 AAI TAIL ROTOR PEDAL LOCKOUT KIT – AA-99032		
4.1 TAIL ROTOR PEDALS LOCKED OUT		
4.1.1 Inspect Lockout Bracket Assembly for condition and security of attachment.		
4.1.2 Verify the Expandable pins are properly positioned in the Bellcrank and Safety Clips are properly latched.		
4.1.3 Verify the Links are fully seated and locked on the Lockout bracket Assembly.		
4.2 TAIL ROTOR PEDALS ENGAGED		
4.2.1 Inspect Warning Decal for condition and security of attachment.		
4.2.2 Inspect Cable Assembly (Lanyard) for condition and security.		
4.2.3 Verify the Expandable Pins are seated on top of the Links.		
4.2.4 Verify the Safety Clips are properly latched.		
4.2.5 Verify there is no play between the Expandable Pins, Links and Bellcrank.		
4.2.6 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 0120.5 EXTERNAL ITT & TORQUE INDICATING SYSTEM – MMS407001		
5.1 Perform a function test of the rotorcraft torque indicating system	P&W EMM	
5.2 Perform an engine temperature compensator verification (ITT trim value) test of the rotorcraft ITT indicating system.	P& W EMM	
C 0120.6 HELICOPTER PERFORMANCE MONITORING SYSTEM – MMS403001		
6.1 Perform a detailed visual structural inspection of the MPMS and the associated modified aircraft structure using a 10X magnifying glass.	2.1	

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0120.7	**POST INSPECTION**		
7.1	Inspect for operation and leaks.		
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 Rotorcraft Flight Manual and/or Manufacturer ICA.		
7.4	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' AW119MKII 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.

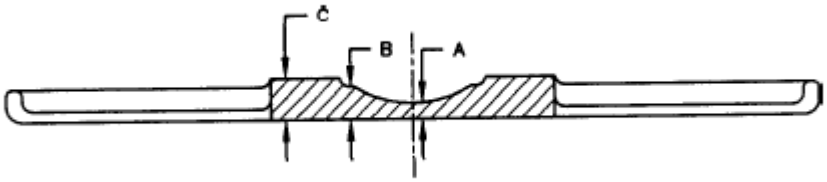
I certify that this aircraft has been inspected in accordance with Maritime Helicopters' AW119MKII AAIP – C 0120 – 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

SECTION: C 0351 – 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 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.	AW119MKII MPM	
1.4	Overhaul all components that have completed published operating limits.	AW119MKII MPM	
C 0351.2	**DART BEARPAWS D119-647**		
2.1	Remove as per chapter 32 of these instructions and inspect the bearpaws and clamps for damage and/or wear.		
2.2	In the shaded region of Figure 5-2, the bearpaw 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" (51mm) away from the edge of nearest damaged region. 	Table 5-1	
2.3	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		

SECTION: C 0351 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0351.3 DONALSON IBF SYSTEM – AFS-AA119-IBF		
CAUTION: NEVER INSTALL A FILTER ASSEMBLY AND/OR OPERATE AN AIRCRAFT WITH A FILTER INSTALLED WHERE THE FILTER MEDIA HAS NOT BEEN PROPERLY OILED.		
3.1 Filter Assembly; Filter frame and filter media and all associated seals/fasteners.	Fig 4	
3.1.1 Perform a visual inspection checking for deformation, buckling, corrosion, cracks, dents, tears, or other signs of damage and repair in accordance with the procedures.	Chp 8	
3.1.2 Service filter – Observe all cautions	7.3	
3.1.3 Visually inspect the pleats on both sides of the filter. If you cannot see the bottom of the pleat, when sighting the length, or depth of the pleat, straightening of the pleat is required.		
3.1.4 Inspect the filter assembly frame for cracks, gouges, distortion or deformation, corrosion, loose or missing fasteners, and missing or deteriorated protective coating. Refer to "Repair" for criteria / disposition.		
3.1.5 Inspect the filter seal for any tears, nicks, gouges, missing pieces or a permanent set or flattening of the seal. If the seal exhibits any of these conditions, repair or replace the seal. Refer to "Filter Seal" procedures.		
3.1.6 Visually inspect the assemblies for corrosion in accordance with AC 43.13-1, Chapter 6 and Table 8-1.		
3.2 Structural Components; Fore and Aft Frames, Filter Frames, FMA Bracket, Lower Supports, and Actuator Supports.	8.4.1.2 8.4.2.2	
3.2.1 Visually inspect all structural components for oversized or elongated holes, deformation, cracks, corrosion, missing fasteners or components, fretting, galling, etc. Any component exhibiting these conditions requires repair or replacement.		
3.2.2 Visually inspect fasteners for damaged or missing threads, in both the bolt or screw and the nut or nut plate. If a self-locking fastener can be fully threaded by hand, replace the self-locking fastener.		
3.2.3 Visually inspect all electrical connections for security, corrosion, arcing, breakdown of insulation, and overheating. Repair or replace components exhibiting defects. Inspect and repair components per Agusta technical manuals or AC 43.13-1B, Chapter 11.		
3.2.4 Cracking. Visually inspect the assemblies for cracking using a 10x magnification glass at the corners, radiuses, and transitions in part thickness. Inspect suspect areas carefully using the 10x magnification. No cracks are allowed in the assemblies. If cracks are found, Filter Housing Assembly must be replaced.		

SECTION: C 0351 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.2.5	Visually inspect the assemblies for warping or distortion. Any warping or distortion that keeps the Upper or Side Filter Assemblies from creating a seal to the frame Assemblies requires disposition instructions from AFS or replacement.	8.4.1.2	
3.2.6	Visually inspect the assemblies for missing, damaged, or "scratched through" protective coatings. Re-apply protective coatings per Table 8-1.		
3.2.7	Inspect the Actuator Supports and the Upper Filter Actuator Support for cracks, damage, corrosion, security, and serviceability.		
3.3	Systems and Electrical Components; Filter Assembly; Wiring, Connectors, Backshells, Circuit Breaker, Cockpit Indicator/switch, Differential Pressure Switch, Filter Maintenance Aid, and Actuator.		
3.3.1	Inspect circuit breaker for proper functioning.		
3.3.2	Inspect circuit breaker for security, damage, overheating, or corrosion. If component is suspect, replace defective component or contact AFS for disposition.		
3.3.3	Visually inspect all electrical connections for security, corrosion, arcing, breakdown of insulation, and overheating. Repair or replace components exhibiting defects. Inspect and repair components per Agusta technical manuals or AC 43.13-1B, Chapter 11.		
3.3.4	Wiring harness and associated components - Perform a visual inspection for evidence of chafing, damage, corrosion and insuring the circuit breaker and all pins, connectors, and backshells are secure. Inspect wiring, wiring harness and associated components per AC 43.13-1, Chapter 11.		
3.3.5	Inspect Cockpit Indicator/Switch for proper functioning.	8.5.2.5	
3.3.6	Inspect Cockpit Indicator/Switch for security, damage, overheating, corrosion, or distortion. Replace defective component or contact AFS for disposition.		
3.3.7	Inspect Actuator for cracks, damage, corrosion, and serviceability.		
3.3.8	Inspect the Circular Connector for damage, security, corrosion and serviceability.		
C 0351.4	**CABIN CRAFTERS - CCI4744-11**		
4.1	Visually check all Main Cabin Liners for general condition, operation and security.		

SECTION: C 0351 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
C 0351.5	**PARAVION BLADE FOLDING KIT – PR-1A109BF-120M**		
5.1	Forward Receivers	Fig 1	
5.1.1	Inspect for indication of stress, cracks, or corrosion.		
5.1.2	Clean and remove corrosion. Replace receiver if necessary.	Fig 2	
5.2	Windscreen Clevis		
5.2.1	Inspect for indications of stress, cracks or corrosion. Clean and remove corrosion. Replace clevis if necessary.		
5.2.2	Inspect aircraft structure at attachment points. Evidence of movement will require clevis removal and inspection and, if necessary, repair of aircraft structure in accordance with approved procedures.		
5.3	Left and Right-Side Aft Receivers	Fig 3	
5.3.1	Inspect for indications of stress, cracks or corrosion. Clean and remove corrosion. Replace receiver if necessary.		
5.3.2	Inspect aircraft structure at attachment points. Evidence of movement will require receiver removal and inspection and, if necessary, repair of aircraft structure in accordance with approved procedures.		
5.4	Left Side Aft Receiver Installation	Fig 4	
5.4.1	Inspect for indications of stress, cracks or corrosion. Clean and remove corrosion. Replace receiver if necessary.		
5.4.2	Inspect aircraft structure at attachment points. Evidence of movement will require receiver removal and inspection and, if necessary, repair of aircraft structure in accordance with approved procedures		
C 0351.6	**DART BUBBLE WINDOW – ICA-D119-755**		
6.1	Inspect all parts of the D119-755 installation for mechanical damage (scratches, nicks, cracks) and suitability for continued serves		
6.2	Inspect seals for deterioration/weathering and suitability for continued service. Cracks in seals are unacceptable; replace as required.		
6.3	Verify that the doors are opening, closing, locking and sealing properly.		
6.4	Inspect the doors for wear and damage in accordance with the aircraft MM		

SECTION: C 0351 – ICA OF INSTALLED EQUIPMENT
TYPE: 300 HOUR / 12 MONTH INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
C 0351.7	**POST INSPECTION**		
7.1	Inspect for operation and leaks.		
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 Rotorcraft Flight Manual and/or Manufacturer ICA.		
7.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		

SECTION: C 0351 – 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' AW119MKII 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' AW119MKII AAIP – C 0351 – 30 Hour 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

Maritime Helicopters

MARITIME HELICOPTERS

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APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

ATTACHMENT A

CONTINUED AIRWORTHINESS ITEMS

PROPRIETARY: ALL RIGHTS RESERVED. NO PORTION OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING BY PHOTOCOPYING, RECORDING OR USE OF ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM WITHOUT EXPRESS WRITTEN PERMISSION OF MARITIME HELICOPTERS. **ã 2019 MARITIME HELICOPTERS**

INSTRUCTION FOR CONTINUED AIRWORTHINESS LISTING

	ITEM	INSPECTION INTERVAL	SECTION
1	AAI Tail Rotor Pedal Lock Out Kit	12 Month	C0120
2	Dart Cable Cutter Kit – ICA119-2	12 Month	C0120
3	Dart Bubble Window – ICA-D119-755	300 Hour / 12 Month	C0351
4	Dart Bear Paw – ICA-D119-647	300 Hour / 12 Month	C0351
5	Donaldson IBF System – AFS-AA119-IBF	300 Hour / 12 Month	C0351
6	External ITT & Torque Indicating System – MMS407001	12 Month	C0120
7	Paravion Blade Folding Kit – PR-1A109BF-120M	300 Hour / 12 Month	C0351
8	Tanis Heli-Preheat System – TCA0003	12 Month	C0120
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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. Main Transmission Oil Change

F. Tail Rotor 90 Degree Gearbox Oil Change

G. Levers of Main and Tail Rotor Servo Actuator lubrication

H. Main Rotor Dampers (4 places)

I. Tail Rotor Gearbox 2400 Hour Inspection – Now Tracked on CALM

J. Engine Fuel Pump 1500 Hour Inspection – Now Tracked on CALM

K. Compressor Bleed Valve 1500 Hour Inspection – Now Tracked on CALM