

- 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 cycle of Maintenance Manual inspections for upcoming and completed inspections

5.6 INSPECTION FORMS

Maritime Helicopters Continuous Airworthiness Maintenance Program Maintenance Manual 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 Completed Inspection forms will remain on record for each inspection until superseded by the next same inspection.

5.7 INSPECTION ITEMS

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 assuring the inspection form is current with the Maintenance Manual published on the MHI Portal and making the logbook entry shown at the conclusion of this inspection.

NOTE:

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

5.8 REQUIRED INSPECTION ITEMS (RII)

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

- Flight Controls
- Landing Gear (Excludes removals/reinstallations not requiring disassembly i.e., tire assembly)
- Propellers
- Engine Installation
- Engine Controls

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

5.9 REQUIRED INSPECTION METHODS

RII function shall be performed I/A/W Maritime Helicopters Maintenance Manual using the RII Management Process. RII inspectors are the final authority as to the status of all maintenance, preventive maintenance, and alterations functions performed that require a RII approval. The approved RII Inspector list is maintained by the DOM

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

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

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

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

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