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 Revision: Original
 Issue Date: 12/15/15

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

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

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0025.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.		
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.		
1.7	Check oil level and replenish if required. If engine has been stationary for more than 12 hours, run affected power section for two minutes, shut down and check oil level.	Ref. 72-00-00, ENGINE - SERVICING	
A 0025.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0025.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0025.4 FUSELAGE - NOSE SECTION			
4.1	Pitot tubes and static ports for visible obstruction and damage.	Chp 95	
4.2	Nose doors for damage, corrosion, security of attachment, and for missing or damaged twist fasteners, seal for condition.	Chp 52	
4.3	Fuselage;	Chp 53	
4.3.1	Forward fuselage area structure and skin for damage, corrosion, cleanliness and damage to protective finish.		
4.3.2	Avionics and electrical compartment for water entrapment.		

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7 INSPECTIONS

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



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

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.3.7 Tail skid for deformation and security of attachment.		
7.2 5.3.8 Emergency float reservoir pressure indicator for proper charge indication (if installed).		
5.3.9 Floats for proper stowage and condition (if installed).		
5.5 Antennas for damage, cleanliness, and security.	Chp 97	
5.6 Passenger/cargo doors (and surrounding structure) for damage, corrosion, and proper operation. Window seals for condition.	Chp 52	
5.7 Crew seats;	Chp 25	
5.3.1 Seats for condition, security, and proper operation.		
5.3.2 Cushions and backs for cleanliness, excessive deterioration, and tears.		
5.3.3 Crew seat restraint assemblies for condition, security, and proper operation.		
5.3.4 Crew seat attenuator for compression; inspect witness line. If line is not visible, repair attenuator assembly.		
5.8 Passenger seats;	Chp 25	
5.3.1 Seats for condition and security.		
5.3.2 Cushions and backs for cleanliness, excessive deterioration, and tears.		
5.3.3 Passenger seat restraint assemblies for condition, security, and proper operation		
5.9 Instruments;	Chp 95	
5.3.1 Instrument panel for cleanliness.		
5.3.2 All instrument, placards, decals, and markings for appearance and legibility.		
5.3.3 Check magnetic compass for condition and security.		
5.3.4 All compass cards for validity.		
5.10 Avionics and electrical equipment;	Chp 96/97	
5.3.1 Pedestal mounted avionics/electrical equipment for condition, cleanliness, and security.		
5.3.2 Overhead console for condition, cleanliness, and security.		

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 NOTE:

	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.21	5.3.3 All instrument lights, integrally lit panels, secondary lights, and map lights for serviceability.		
9.23	5.3.4 All caution and warning lights for proper operation by using master caution, fire test, and baggage compartment smoke detector press to test functions.		
	5.3.5 Landing and search lights for condition and security.		
	5.3.6 Navigation and anti-collision lights for condition and security.		
6.33	5.11 Two portable fire extinguishers for condition, mounting and valid inspection certificate.	Chp 26	
	5.12 Cabin heating and ventilating system.	Chp 21	
6.42	5.3.1 Ventilating system components for condition and security.		
	5.3.2 Heat/vent air ducts for condition and proper operation.		
	5.3.3 Ventilation/defog components for condition and security.		
	5.13 Miscellaneous furnishings for condition and security;	Chp 25	
8.29	5.3.1 Map and data case		
	5.3.2 First aid kit		
	5.3.3 Emergency equipment		
	5.14 Main rotor transmission;	Chp 63	
6.76	5.3.1 Proper oil level.		
9.16	5.3.2 External oil filter for bypass indication.		
	5.3.3 Cases for damage, corrosion, condition, and evidence of leakage.		
	5.3.4 Accessories for condition, corrosion, damage, and security of attachment.		
	5.3.5 External oil lines and hoses for condition, damage, chafing, and leaks, paying particular attention to lines running aft of the thermostatic relief valve.		
	5.3.6 Transmission mount dust boots for condition.		

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT		
6.12x 5.3.7 Transmission tail rotor output quill coupling (and surrounding area) for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black, indicates an overheat condition, and may require replacement of both outer and inner couplings (see step 8.3.8).		
5.15 Flight control tubes for condition, corrosion, and security.	Chp 29	
A 0025.6 FUSELAGE - AFT OF CABIN LEFT AND RIGHT SIDE		
5.1 Avionics/electrical and heater compartment doors for condition and security of attachment. Latches for proper operation.	Chp 52	
5.2 Fuselage structure;	Chp 53	
7.70 5.3.1 Avionics/electrical and heater compartments for evidence of water entrapment.		
5.3.2 Engine decks for condition and evidence of delamination.		
6.18 5.3 Avionics and electrical equipment for security and condition.	Chp 96/97	
6.17 5.4 Heater compartment for cleanliness, condition, and security of heating system components, wiring, ducts and supports. Structure for damage and corrosion (including connections and fasteners).	Chp 21	
6.3 6.14 5.5 Tail rotor hydraulic actuator and hoses for leakage, corrosion and security.	Chp 29	
5.6 Tail rotor control tubes for condition, corrosion and security.	Chp 67	
5.7 Transmission oil cooling system;	Chp 63	
6.12 5.3.1 Oil coolers for leakage, damage, and obstruction.		
5.3.2 Oil cooler hoses and tubes for leakage, damage, chafing, and fraying.		
6.12/7.17 5.3.3 Oil cooler blowers for damage, corrosion and obstruction.		
6.12 5.8 Engine oil system;	Chp 79	
5.3.1 Oil coolers for leakage, corrosion, damage and obstruction.		
5.3.2 Oil cooler hoses and tubes for leakage, damage, chafing and fraying.		

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	MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
7.19	5.3.3 Reduction gearbox oil filter impending bypass indicator button — not extended.		
6.21	5.3.4 Power section 1 for proper oil level.		
7.11	5.3.5 Power section 2 for proper oil level.		
6.10	5.3.6 Reduction gearbox for proper oil level.		
6.13	5.9 Engine compartment fire extinguisher containers for proper charge, condition, and mounting.	Chp 26	
7.16	5.10 Engine and reduction gearbox mounts for loose bearings and security.	Chp 71	
6.11	5.11 No.1 (left) engine power section;	Chp 71	
7.10	5.3.1 Exhaust ejector and duct for damage and security.		
7.10	5.3.2 Gas generator case for cracks, buckled areas and hot spots.		
6.10 - 6.21	5.3.3 Oil and fuel hoses and tubes for chafing, leaking and security.		
+	5.3.4 Electrical wiring for fraying, chafing, and security.		
7.10 - 7.17	5.12 No.2 (right) engine power section;	Chp 71	
	5.3.1 Exhaust ejector and duct for damage and security.		
	5.3.2 Gas generator case for cracks, buckled areas and hot spots.		
	5.3.3 Oil and fuel hoses and tubes for chafing, leaking and security.		
	5.3.4 Electrical wiring for fraying, chafing, and security.		
	5.13 Engine firewalls, air intake ducts, and plenum for cracks, distortion, missing rivets, broken spot welds, and deteriorating seals or gaskets.	Chp 71	
	5.14 Engine cowling for missing fasteners and cracks. Latches for proper operation.	Chp 71	
A 0025.7 FUSELAGE AFT/TAILOOM ATTACHMENT			
6.6	7.1 Inspect fuselage tailboom attachment points for security and evidence of fretting.	Chp 53	
A 0025.8 TAILBOOM			
4.1	8.1 Tailboom structure;	Chp 53	
	8.1.1 Exterior structure for condition, damage, and corrosion.		
5.17	8.1.2 Baggage compartment interior for condition and cleanliness.		

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.17 8.2 Baggage compartment door for damage, proper operation, and security.	Chp 52	
8.3 Driveshaft and intermediate gearbox covers for damage and security	Chp 52	
8.4 Tailboom mounted avionics equipment for condition and security.	Chp 67	
8.5 Tailboom mounted avionics equipment for condition and security.	Chp 97	
8.6 Tail rotor driveshaft.	Chp 65	
WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT		
8.6.1 Hanger assemblies — bearings and surrounding areas for evidence of grease leakage, condition, damage, security, corrosion, and overheating. Discoloration of bearing (color change to blue or blue/black) or multi-color appearance of hanger that darkens adjacent to bearing is evidence of overheating. Brown color of bearing shield is normal and is not evidence of overheating		
8.6.2 Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, and damage to anodized finish		
8.6.3 Clamp sets for condition, security, and proper installation.		
8.6.4 Flexible couplings and surrounding areas for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step 10.5.5).	Chp 67	
8.6.5 Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy over coating.		

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
8.7	Tail rotor driveshaft.	Chp 65	
NOTE: Steps 7.6.1 - 7.5 pertains to helicopters S/N 36020 and subsequent and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade).			
8.7.1	Hanger assemblies — bearings and surrounding areas for evidence of grease leakage, condition, damage, security, corrosion, and overheating. Discoloration of bearing (blue to blue/black in color) or multi-color appearance of hanger that darkens adjacent to bearing is evidence of overheating. Brown color of bearing shield is normal and is not evidence of overheating.		
WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT			
8.7.2	Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, and for damage to anodized finish		
8.7.3	Disc pack couplings for separation, deflection, distortion, cracks, or missing sections, and correct installation of bolts and washers		
8.7.4	Coupling assembly at first hanger and adjacent to transmission and surrounding area for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step 7.6.5).		
8.7.5	Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy over coating.		
8.8	Intermediate gearbox.	Chp 65	
NOTE: Steps 7.7.1 - 7.4 pertains to helicopters S/N 36020 and subsequent and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade).			
8.8.1	Gearbox assembly for security, condition, corrosion, damage, and oil leaking.		
WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT			
8.8.2	Output quill outer couplings (and surrounding area) for grease leakage, damage, corrosion, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of one or more of the red bordered TEMP-PLATE dots from white/off-white to black indicates an overheat condition and may require replacement of both outer and inner couplings (step 7.7.4).		
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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
8.8.4 Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy over coating.		
8.8.5 Gearbox for proper oil level and oil for evidence of contamination.		
8.9 Tail rotor gearbox. NOTE: Steps 7.8.1 - 8.4 pertains to helicopters S/N 36020 and subsequent and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade).	Chp 65	
8.9.1 Gearbox assembly for security, condition, corrosion, damage, and oil leaking.		
8.9.2 Gearbox for proper oil level and oil for evidence of contamination.		
8.10 Tail rotor hub and blade assembly. WARNING NO CRACKS ARE PERMITTED ON ANY SURFACE OF THE TAIL ROTOR BLADES	Chp 64	
8.10.1 Tail rotor blades for condition of bond lines, cracks, corrosion, leading edge erosion, damage, security, and cleanliness. Clean blades are required to maintain enhanced visibility for safety		
8.10.2 Tail rotor hub for security, corrosion, and condition.		
8.10.3 Flapping bearings and pitch change bearings for excessive looseness and freedom of movement through full range of travel with anti-torque pedals positioned full right and then full left		
8.10.4 Tail rotor pitch change links, crosshead, pitch horns, counterweight arms, and links for security, corrosion, and condition.		
8.10.5 Pitch link bearing and counterweight link bearing looseness shall not exceed 0.015 inch (0.381 mm) axial. Check freedom of movement through full range of travel with anti-torque pedals positioned full right and then full left.		
8.10.6 Pitch change links for binding with tail rotor blade moved to both full flapping positions. Binding is not acceptable.		
8.10.7 Lubricate Tail Rotor Trunnion Bearings (two). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0025.9 CABIN ROOF			
9.1	Cabin structure and cowlings/fairings for condition.	Chp 52/53	
9.2	Transmission and transmission oil lines for condition, corrosion, and leaks.	Chp 63	
9.3	Rotor brake quill, disc, and brake assembly (if installed);	Chp 63 BHT-412-SI-12	
9.3.1	Brake quill for condition, damage, and leakage.		
9.3.2	Brake disc for condition, damage, security, warpage, and evidence of overheat.		
9.3.3	Caliper switches and wiring for condition and security of attachment.		
9.4	Hydraulic systems;	Chp 29	
9.4.1	1 and 2 pumps for leakage, damage, and security.		
9.4.2	Lines for leaks, chafing, and kinking		
9.4.3	1 and 2 reservoirs for proper fluid levels, damage, corrosion, and security.		
9.4.4	1 and 2 filter bypass indicator buttons — not extended		
9.4.5	Collective and cyclic servo actuators for leaks, corrosion, damage, and security.		
9.4.6	1 and 2 valve and filter modules for leaks, damage, and security.		
9.4.7	1 and 2 lines, hoses, and fittings for leaks, damage, chafing, kinking, and security.		
9.5	Main Rotor Blades;	Chp 62	
9.5.1	Wash main rotor blades.		
9.5.2	Main rotor blades for condition, damage, and security.		
	NOTE: Waxing is not required for blades 412-015-300-109 and subsequent or for any blade finished with polyurethane paint.		
9.5.3	Apply a coat of wax to main rotor blades.		

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.6 Main Rotor Hub;	Chp 62	
9.6.1 Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing.		
9.6.2 Inspect pitch horns for condition, security, and corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted.		
9.6.3 Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting		
9.6.4 Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke		
9.6.5 Functionally check arm and bearing (pendulum) assemblies. Apply a minimum of 5 pounds (22.24 N) of axial force to each arm and bearing assembly. Cycle arm and bearing through full travel.		
9.6.6 Apply force away from center of yoke. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable.		
9.6.7 Functionally check droop restraint system. Check for engagement of restraint arms in lower detent of cam window. Relieve load on each blade and verify lower clevis moves freely through cam window envelope. Binding and roughness in inboard clevis is not acceptable		
9.7 Main Rotor Controls;	Chp 62	
9.7.1 Visually inspect swashplate and support assembly, and collective lever for condition and security.		
9.7.2 Visually inspect hub and sleeve assembly for condition and security, NOTE: Use swashplate link and drive link bearings — workaid (Chapter 62) to assist with determining condition of main rotor control bearings.		
9.7.3 Visually inspect drive hub and rephasing levers for bearing looseness and security of attachment.		
9.7.4 Visually inspect pitch links for condition, security, and bearing looseness.		
9.7.5 Lubricate drive link (two places per link). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.6 Lubricate rephasing lever bearing (four places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
9.7.7 Lubricate swashplate inner ring trunnion rod ends (two) and collective lever trunnion rod end (one) . Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.8 Lubricate collective hub and sleeve (two fittings). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.9 Lubricate swashplate bearings (two). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.10 Lubricate main rotor hub pendulum absorbers bearing assembly (eight places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.7.11 Lubricate droop restraint arm, inboard clevis race two fittings (four places). Do not intermix grease types. Purge until same grease appears.	Table 12-3 Lubrication Chart	
9.8 Main Rotor Mast;	Chp 63	
9.8.1 Inspect mast assembly for security, corrosion, and mechanical damage.		
9.8.2 Inspect for evidence of oil leaks at mast bearing cap.		
9.9 Engine-to-transmission (main) driveshaft; WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT	Chp 63	
9.9.1 Main driveshaft for corrosion, condition, and security.		
9.9.2 Main driveshaft forward and aft couplings, boots, seals (and surrounding area), for grease leakage, damage corrosion and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. A change in color of any yellow bordered TEMP-PLATE, from white/off-white to black, will indicate a possible overheat condition and /or component degradation (step 8.9.3). If one or more of the red bordered TEMP-PLATE dots change from white/off-white to black, an overheat condition is present and may require replacement of both outer and inner couplings		
9.9.3 Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of overtemperature indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating.		

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

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NOTE:

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

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

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

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

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

I certify that this aircraft has been inspected in accordance with Maritime Helicopters' Bell 412 CAMP – A 0025 – 25 Hour / 30 Day Inspection and was determined to be in an airworthy condition.

Registration No.: N End Aircraft Ending Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Ending Total Cycles: _____
Signature: _____ Certificate Type & No: _____

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

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

Reference: BHT 412 MM-2 Chapter 5

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