

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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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.		
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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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
5.3.3	All instrument lights, integrally lit panels, secondary lights, and map lights for serviceability.		
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.		
5.11	Two portable fire extinguishers for condition, mounting and valid inspection certificate.	Chp 26	
5.12	Cabin heating and ventilating system.	Chp 21	
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	
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	
5.3.1	Proper oil level.		
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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NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT			
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	Hydraulic systems;	Chp 29	
5.3.1	1 and 2 filter bypass indicator buttons — not extended		
5.3.2	Collective and cyclic servo actuators for leaks, corrosion, damage, and security.		
5.3.3	1 and 2 valve and filter modules for leaks, damage, and security		
5.3.4	1 and 2 lines, hoses, and fittings for leaks, damage, chafing, kinking, and security.		
5.16	Flight control tubes for condition, corrosion, and security.	Chp 29	
A 0025.6 FUSELAGE AFT/TAILBOOM ATTACHMENT			
6.1	Inspect fuselage tailboom attachment points for security and evidence of fretting.	Chp 53	
A 0025.7 TAILBOOM			
7.1	Tailboom structure;	Chp 53	
7.1.1	Exterior structure for condition, damage, and corrosion.		
7.1.2	Baggage compartment interior for condition and cleanliness.		
7.2	Baggage compartment door for damage, proper operation, and security.	Chp 52	
7.3	Driveshaft and intermediate gearbox covers for damage and security	Chp 52	
7.4	Tailboom mounted avionics equipment for condition and security	Chp 97	

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
7.5	Tail rotor driveshaft.	Chp 65	
WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT			
7.5.1	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		
7.5.2	Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, and damage to anodized finish		
7.5.3	Clamp sets for condition, security, and proper installation.		
7.5.4	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	
7.5.5	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.		
7.6	Tail rotor driveshaft. NOTE: Steps 10.6.1 - 6.5 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).	Chp 65	
7.6.1	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			
7.6.2	Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, and for damage to anodized finish		

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MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
7.6.3	Disc pack couplings for separation, deflection, distortion, cracks, or missing sections, and correct installation of bolts and washers		
7.6.4	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 10.6.5).		
7.6.5	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.		
7.7	Intermediate gearbox. NOTE: Steps 10.7.1 - 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).	Chp 65	
7.7.1	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		
7.7.2	Input and output quill flexible 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 10.7.3).		
7.7.3	Overheat TEMP-PLATES for condition and security. TEMP-PLATES must not show evidence of over temperature indication, deterioration, debonding, or excessive discoloration of the epoxy over coating.		
7.7.4	Gearbox for proper oil level and oil for evidence of contamination.		
7.8	Tail rotor gearbox. NOTE: Steps 10.8.1 - 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	
7.8.1	Gearbox assembly for security, condition, corrosion, damage, and oil leaking.		

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
7.8.2 Gearbox for proper oil level and oil for evidence of contamination.		
7.9 Tail rotor hub and blade assembly. WARNING NO CRACKS ARE PERMITTED ON ANY SURFACE OF THE TAIL ROTOR BLADES	Chp 64 	
7.9.1 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		
7.9.2 Tail rotor hub for security, corrosion, and condition.		
7.9.3 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		
7.9.4 Tail rotor pitch change links, crosshead, pitch horns, counterweight arms, and links for security, corrosion, and condition.		
7.9.5 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.		
7.9.6 Pitch change links for binding with tail rotor blade moved to both full flapping positions. Binding is not acceptable.		
A 0025.8 CABIN ROOF		
8.1 Cabin structure and cowlings/fairings for condition.	Chp 52/53	
8.2 Transmission and transmission oil lines for condition, corrosion, and leaks.	Chp 63	
8.3 Rotor brake quill, disc, and brake assembly (if installed);	Chp 63 BHT-412-SI-12	
8.3.1 Brake quill for condition, damage, and leakage.		
8.3.2 Brake disc for condition, damage, security, warpage, and evidence of overheating.		
8.3.3 Caliper switches and wiring for condition and security of attachment.		

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NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
8.4 Hydraulic systems;	Chp 29	
8.4.1 1 and 2 pumps for leakage, damage, and security.		
8.4.2 Lines for leaks, chafing, and kinking		
8.4.3 1 and 2 reservoirs for proper fluid levels, damage, corrosion, and security.		
8.5 Main Rotor Blades; 8.5.1 Wash main rotor blades.	Chp 62	
8.5.2 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.		
8.5.3 Apply a coat of wax to main rotor blades.		
8.6 Main Rotor Hub;	Chp 62	
8.6.1 Inspect hub assembly for condition, corrosion, and security, paying particular attention to the integrity of sealing.		
8.6.2 Inspect pitch horns for condition, security, and corrosion and cracks in areas surrounding torque transfer pin holes. No cracks permitted.		
8.6.3 Inspect pivot bearings, spindle bearings, and damper set for elastomeric bearing delamination, elastomer degradation, shim cracks, crazing, cracking, or sheeting		
8.6.4 Inspect damper bearing bumper pads for deterioration or deformation due to contact with yoke		
8.6.5 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.		
8.6.6 Apply force away from center of yoke. Arm and bearing assembly should cycle free and smooth. Roughness and binding are not acceptable.		
8.6.7 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		

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MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
8.7 Main Rotor Controls;	Chp 62	
8.7.1 Visually inspect swashplate and support assembly, and collective lever for condition and security.		
8.7.2 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.		
8.7.3 Visually inspect drive hub and rephasing levers for bearing looseness and security of attachment.		
8.7.4 Visually inspect pitch links for condition, security, and bearing looseness.		
8.8 Main Rotor Mast;	Chp 63	
8.8.1 Inspect mast assembly for security, corrosion, and mechanical damage.		
8.8.2 Inspect for evidence of oil leaks at mast bearing cap.		
8.9 Engine-to-transmission (main) driveshaft; WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT	Chp 63	
8.9.1 Main driveshaft for corrosion, condition, and security.		
8.9.2 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 c). 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		
8.9.3 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
A 0025.9 POST INSPECTION			
9.1	Replace or close all applicable trim panels, covers, access and inspection doors/covers as necessary.		
9.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
9.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
9.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
9.5	If required, confirm all required RII have been completed and signed off.		

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SECTION: A 0025 – AIRFRAME INSPECTION PROGRAM
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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 0100 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY BATTERY INSPECTION
NOTE:

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

Reference: BHT 412 MM-10 Chapter 96

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0100.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
A 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.	Chapter 11	
A 0100.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0100.4 BATTERY INSTALLATION			
4.1	Battery and external connections for security, corrosion, and condition.		
4.2	Remove Battery. S/N _____		
4.3	Battery vent and drain tubes — unobstructed.		
4.4	Check battery mounts for corrosion and service battery in accordance with battery manufacturers recommendation.		
4.5	Install/Reinstall Battery, function check. S/N _____		

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SECTION: A 0100 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY BATTERY INSPECTION
NOTE:

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

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

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

<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 0100 – 100 Hour / 120 Day Battery 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 0101 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY CABIN HEATER INSPECTION
NOTE:

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

Reference: BHT 412 MM-10 Chapter 96/97

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0101.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
A 0101.2 CORROSION CONTROL			
2.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0101.3 CABIN HEATER			
3.1	Operationally check cabin heater system.		
3.2	Check bleed air shutoff		
3.3	Inspect line check valve.		

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SECTION: A 0101 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY CABIN HEATER INSPECTION
NOTE:

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

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

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

<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 0101 – 100 Hour / 120 Day Cabin Heater 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 0102 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY TAILBOOM INSPECTION
NOTE:

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

Reference: BHT 412 MM-5 Chapter 53, BHT 412 MM-7 Chapter 64/65, BHT 412 MM-8 Chapter 67

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0102.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
A 0102.2 CORROSION CONTROL			
2.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0102.3 TAILBOOM			
3.1	Attachment;		
3.1.1	Inspect fuselage and tailboom attachment components and hardware for cracks with 10X magnifying glass. Pay particular attention to interface between forward end of tailboom attachment fitting and cap angle, and main beam web area below cap angle.	Figure 5-6	
3.2	Inspect vertical fin caps for cracks and/or corrosion.		
3.3	Inspect interior structure (including joints, splices, longerons, attach fittings, and hardware) for condition, corrosion, damage, and cracks.		

SECTION: A 0102 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY TAILBOOM INSPECTION
NOTE:

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
NOTE: Step 3.4 and step 3.5 pertain to helicopters modified with the BLR FastFin™ system kit 412-705-040-101. For helicopters equipped with the Dual Tailboom Strakes and FastFin™ system Supplemental Type Certificate (STC), refer to the applicable BLR Aerospace documents for inspection criteria.		
3.4 Inspect upper and lower tail fairings for visible damage to the exterior skin and cracks at the attachment points. If paint is missing locally or has scratches, inspect the fairing for delamination and voids with a tap hammer. Inspect fairings for loose or missing attaching hardware.		
3.5 Inspect upper and lower strakes for visible damage, deformation, cracks at the attachment points, and loose or missing rivets.	Chp 67	
3.6 Check;		
3.6.1 Elevator attachment lugs at each end of elevator horn for cracks, corrosion, and security		
3.6.2 Elevator horn to elevator spar attaching bolts and surrounding joint for cracks, corrosion, and security.		
3.6.3 Elevator control tube, support, attaching hardware, and surrounding structure, for corrosion, damage and security.		
3.6.4 Torque on tail rotor gearbox mounting nuts by applying torque in tightening direction, do not exceed 200 inch-pounds. If any nut rotates under torque, inspect attachment hardware and tail rotor gearbox for serviceability.	Chp 65	
3.6.5 Torque on intermediate gearbox mounting bolts by applying torque in tightening direction, do not exceed 50 inch-pounds. If any bolt turns under torque, inspect attachment hardware and intermediate gearbox for serviceability.		
CAUTION COUNTERWEIGHT BELLCRANK RETENTION NUT MS14145L6, OR ITS EQUIVALENT MS17826-6, IS DESIGNATED AS ONE TIME USE ONLY. IF MAINTENANCE ACTION REQUIRES THAT IT BE REMOVED, THE COUNTERWEIGHT BELLCRANK NUT IS TO BE DISCARDED AND REPLACED WITH A NEW NUT. OVERTORQUING OR INCORRECT APPLICATION OF THE NUT COULD CAUSE MECHANICAL FAILURE RESULTING IN EXCESSIVE VIBRATION OR DAMAGE TO THE TAIL ROTOR BLADES		
3.7 Inspect the tail rotor counterweight bellcrank 212-011-705-001 retention nuts for cracks, corrosion, and security. Reapply corrosion preventive compound (C-101) if nuts are not completely covered.		

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SECTION: A 0102 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY TAILBOOM INSPECTION
NOTE:

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

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

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

<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 0102 – 100 Hour / 120 Day Tailboom 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: _____

Page No: 1
Revision: Original
Issue Date: 12/15/15

SECTION: A 0103 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY MAIN ROTOR INSPECTION
NOTE:

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

Reference: BHT 412 MM-6 Chapter 62

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0103.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
A 0103.2 CORROSION CONTROL			
2.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0103.3 MAIN ROTOR CONTROLS			
NOTE: Disconnect pitch link upper rod ends from the pitch horns to determine main rotor control bearing wear.			
3.1	Inspect:		
3.1.1	Swashplate and support assembly for condition and security with special attention to gimbal ring attachment lugs.		
NOTE: The presence of black oxide powder will require investigation to determine the cause.			
3.1.2	Gimble ring bearings, liners, and attaching hardware for excessive looseness and wear. Gimble ring bearing and attaching bolt axial or radial looseness shall not exceed 0.005 inch (0.127 mm) with no binding allowed.		
3.1.3	Trunnion bearings and attaching hardware for excessive looseness and wear. Bearings shall not exceed 0.020 inch (0.508 mm) axial looseness		
3.1.4	Drive hub and rephasing levers for wear and bearing looseness		

Page No: 2
Revision: Original
Issue Date: 12/15/15

SECTION: A 0103 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY MAIN ROTOR INSPECTION
NOTE:

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
3.1.5	Drive links' spherical bearings for axial looseness. They shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm).		
3.1.6	Swashplate link non-elastomeric bearing for looseness. It shall not exceed 0.015 inch (0.381 mm) axial.		
3.1.7	Collective lever trunnion bearing for axial looseness. It shall not exceed 0.020 inch (0.508 mm).		
3.1.8	Pitch link's non-elastomeric bearing for looseness. It shall not exceed 0.007 inch (0.178 mm) radial or 0.015 inch (0.381 mm) axial		

Page No: 3
Revision: Original
Issue Date: 12/15/15

SECTION: A 0103 – AIRFRAME INSPECTION PROGRAM
TYPE: 100 HOUR / 120 DAY MAIN ROTOR INSPECTION
NOTE:

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

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

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

<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 0103 – 100 Hour / 120 Day Main Rotor Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

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

Registration No.: N Start _____ 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
A 0301.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0301.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0301.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0301.4 GENERAL			
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0301.5 FUSELAGE — CABIN			
5.1	Forward fuselage;	Chp 53	
5.1.1	Cabin exterior structure for corrosion and damage.		
5.1.2	Cabin interior structure for corrosion and damage.		
5.1.3	Ensure all drain holes are open.		
5.1.4	All compartments for evidence of water entrapment and corrosion.		

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

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

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
5.5	Forward crosstube support structure for working fasteners, cracks, corrosion, and excessive wear.		
5.6	Aft crosstube support structure for working fasteners, cracks, corrosion, and excessive wear.		
A 0301.6 ENGINE FUEL AND POWER CONTROLS			
6.1	Engine control linkages for looseness, lost motion, chafing, damage, and security of attachment.	Chp 76	
6.2	Bellcranks, mounts, and jackshafts for looseness, damage, and security of attachment.	Chp 76	
6.3	Check controls for smooth movement throughout full range of travel.	Chp 76	
6.4	Engine fire detection systems for condition and security.	Chp 26	
A 0301.7 CABIN ROOF			
7.1	Cabin roof structure.	Chp 52/53	
7.1.1	Cabin roof structure, cowlings and fairings for damage, delamination, and general condition.		
7.1.2	Cabin roof and cowlings/fairing mounted antennas for condition and security.		
A 0301.8 BAGGAGE COMPARTMENT			
8.1	Baggage compartment door for corrosion, damage, distortion, and positive locking mechanism.	Chp 52	
8.2	Baggage compartment smoke detector for condition and security.	Chp 26	
8.3	Inspect wire bundles and clamping for chafing, condition, and security.	Chp 96	

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0301.9 POST INSPECTION			
9.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
9.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
9.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
9.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
9.5	Confirm all required RII have been completed and signed off.		

Page No: 5
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Issue Date: 12/15/15

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

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

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

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

<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 0301 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

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

Registration No.: N Start _____ 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
A 0302.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0302.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0302.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0302.4 GENERAL			
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0302.5 FLIGHT CONTROLS			
5.1	Collective flight control actuator;	Chp 67	
5.1.1	Universal bearings for looseness.		
5.1.2	Input lever bearings and bolts for wear and looseness.		
5.1.3	Fasteners attaching cylinder lower supports to structure for looseness		
5.1.4	Cylinder lower bearings for looseness		

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

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

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

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

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

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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 0302 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

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

Registration No.: N Start _____ 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
A 0303.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0303.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0303.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0303.4 GENERAL			
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0303.5 TRANSMISSION			
5.1	Transmission;	Chp 63	
5.1.1	Check all transmission chip detectors for debris.		
5.1.2	Clean all transmission chip detectors.		
5.1.3	Test all transmission chip detector electrical circuits.		
5.1.4	Transmission internal oil filter or full flow oil debris monitor for debris.		

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
5.1.5	Clean transmission internal oil filter or full flow oil debris monitor.		
5.1.6	Move pylon fore and aft, using mast as lever. Check friction dampers for freedom of movement and smooth operation.		
5.1.7	Mounts for damage and security.		
5.1.8	Lift link and attachments for corrosion, damage, and security. Bearings for looseness.		
5.1.9	Mast torque sensor (if installed) installation for condition and security.		
5.1.10	Torque check: top case to ring gear case nuts, ring gear case to main case nuts and main case to support case nuts 230 to 250 inch-pounds. Re-torque as required.	BHT-412-CR&O	
A 0303.6 POST INSPECTION			
6.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
6.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
6.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
6.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
6.5	Confirm all required RII have been completed and signed off.		

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

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

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

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

<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 0303 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

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SECTION: A 0304 – 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
A 0304.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0304.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0304.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0304.4 GENERAL			
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0304.5 TAILBOOM			
5.1	Tailboom structure;	Chapter 53	
5.1.1	Tailboom exterior structure for corrosion and damage.		
5.1.2	Tailboom interior structure for corrosion and damage.		
5.1.3	Inspect tailboom joints, splices, longerons, attach fittings, and attaching hardware for corrosion, damage, and cracks		

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

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

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

MAINTENANCE ACTION	REFERENCE	MECHANIC'S INITIALS
5.3.5 Functionally check operation of tube as follows; CAUTION DO NOT RELEASE ELEVATOR AND ALLOW THE SPRING TO DRIVE ELEVATOR BACK TO ORIGINAL POSITION		
5.3.5.1 Move elevator to extreme nose down position and while holding allow elevator to slowly return to original position. Failure to return to original position, binding and/or lock-up are not acceptable.		
5.3.5.2 If any of these conditions exist, replace tube.		
5.3.6 If any of these conditions exist, replace tube.		
5.3.7 Functionally check elevator rigging for proper setting and travel.		
5.3.8 Inspect and measure elevator trailing edge tab for 16° ±1/4° angle down from upper surface of elevator.		
A 0304.6		
6.1		
6.2		
6.3		
6.4		
6.5		
A 0304.7 POST INSPECTION		
7.1 Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
7.2 Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
7.3 Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
7.4 Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
7.5 Confirm all required RII have been completed and signed off.		

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SECTION: A 0304 – AIRFRAME INSPECTION PROGRAM
TYPE: 300 HOUR / 12 MONTH INSPECTION
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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 0304 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

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SECTION: A 0305 – 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
A 0305.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0305.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0305.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0305.4 GENERAL			
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0305.5 TAIL ROTOR DRIVE TRAIN			
5.1	Tail rotor driveshaft;	Chp 65	
5.1.1	Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment.		
5.1.2	Hanger supports for condition and security of attachment.		
5.1.3	Driveshaft sections and attaching hardware for condition and security.		
5.1.4	Coupling clamps for cracks in or near bolt lugs. Clamps for proper position.		

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
NOTE: Step 5.2 pertains to helicopters S/N 36020 and subsequent and helicopters modified by 412-570-001-103 or Post BHT-412-SI-74 (412SP to 412HP Upgrade).			
5.2	Tail rotor driveshaft;	Chp 65	
5.2.1	Hanger assemblies for cracks at mounting ears, corrosion, and security of attachment.		
5.2.2	Hanger supports for condition and security of attachment.		
5.2.3	Hanger supports for condition and security of attachment.		
5.2.4	Disc pack couplings and attaching hardware for condition and security.		
5.3	Intermediate gearbox;	Chp 65	
5.3.1	Chip detector for debris.		
5.3.2	Clean chip detector.		
5.3.3	Functionally test chip detector electrical circuit.		
5.3.4	Service gearbox as required.	Chp 12	
5.4	Tail rotor gearbox;	Chp 65	
5.4.1	Chip detector for debris.		
5.4.2	Clean chip detector.		
5.4.3	Functionally test chip detector electrical circuit.		
5.4.4	Service gearbox as required.	Chp 12	
5.5	Tail rotor hub and blade assembly;	Chp 64	
5.5.1	Dynamically balance tail rotor.	Chp 18	
5.5.2	Torque check nuts on tail rotor blade retention bolts.		
5.5.3	Torque check tail rotor retaining nut.		

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

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

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SECTION: A 0305 – AIRFRAME INSPECTION PROGRAM
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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 0305 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____

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

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

Reference: BHT 412 MM-2 Chapter 5

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
A 0306.1 GENERAL			
1.1	Logbook review for recorded discrepancies. Correct discrepancies on installed equipment.		
1.2	Ensure all applicable and required Special Inspections, Alert Service Bulletins (ASB's), Engine Service Bulletins, and Airworthiness Directives (AD's) are accomplished.		
1.3	Replace all life limited components that have completed published operating limits.	Bell 412 MP	
1.4	Overhaul all components that have completed published operating limits.	Bell 412 MP	
1.5	Review Special Inspections and carry out applicable Inspections.	Chp 5	
1.6	Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter for service.	Chp 5	
A 0306.2 PLACARDS AND MARKINGS			
2.1	Examine the placards, decals, and markings. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	Chapter 11	
A 0306.3 CORROSION CONTROL			
3.1	Perform corrosion inspection in accordance with the Corrosion Guide on any area's access during this CAMP inspection.	CSSD-PSE-87-001	
A 0306.4 GENERAL			
4.1	Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
A 0306.5 MAIN ROTOR			
5.1	Main rotor controls;	Chp 62	
5.1.1	Torque check swashplate link elastomeric rod end bearings (as applicable) attachment bolts 165 to 200 inch-pounds.		
5.1.2	Torque check swashplate outer ring through bolts to 165 to 175 inch-pounds.		

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
5.1.3	Torque check four hub and sleeve to rephasing lever attachment bolts to 24 to 34 foot-pounds for ½ inch bolts or to 160 to 200 inch-pounds for 3/8 inch bolts (if installed).		
5.1.4	Torque check four drive link to rephasing lever attachment bolts to 165 to 200 inch-pounds.		
5.1.5	Torque check swashplate support to mast plate bolts AN5H-6A to 130 to 140 inch-pounds.		
5.2	Main rotor hub and blade assembly;	Chp 62	
5.2.1	Main rotor blades upper and lower surfaces for condition of bond lines and doublers. Leading edge for erosion. Blade surfaces for corrosion, cracks, damage, and voids.		
5.2.2	Main rotor hub assembly for corrosion and damage.		
5.2.3	Blade retention bolts for condition and security.		
5.2.4	Torque check eight main rotor yoke assembly through bolt nuts to 70 to 80 foot-pounds.		
5.2.5	Ensure bolts EWB0420 are installed (16 places) for simple pendulum absorber bracket. Torque check bolts. Apply 29 to 33 foot-pounds in increasing torque direction.		
A 0306.6 ELECTRICAL			
NOTE: Helicopters S/N 33001 through 33107, except those modified for CAA, remove screw, spacer, and washer installed in the emergency load switch guard.			
6.1	Emergency bus interconnect circuit breaker and diodes;	Chp 96	
6.1.1	Inspect EMERG BUS INTC circuit breaker for wear. Operate circuit breaker manually and check by feel. Worn or loose circuit breaker is not acceptable. Close circuit breaker.		
6.1.2	Place all switches in OFF or NORM position and close all circuit breakers.		
6.1.3	Connect battery.		
6.1.4	Place BATTERY BUS 1 switch and BATTERY BUS 2 switch in the ON position. Position INV 1 and INV 2 switches in the ON position. Caution panel INVERTER 1 and INVERTER 2 segments should not be illuminated.		
6.1.5	Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handle warning lights illuminate.		

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

MAINTENANCE ACTION		REFERENCE	MECHANIC'S INITIALS
6.1.6	Position emergency bus switch to EMERG LOAD position. Check emergency bus power by pressing the FIRE EXT PRESS TO TEST button momentarily. Observe both FIRE PULL handles illuminate. Verify INVERTER 1 and INVERTER 2 segments are illuminated on the caution panel.		
NOTE: S/N 33108 and subsequent — Check INVERTER 1 light segment on the caution panel is not illuminated and INVERTER 2 segment is illuminated.			
6.1.7	Position BATTERY BUS 1 and BATTERY BUS 2 switches off. Check emergency bus power by pressing FIRE EXT PRESS TO TEST button momentarily. Observe FIRE PULL handles illuminate.		
6.1.8	Position INVERTER 1 and INVERTER 2 switches OFF. Position emergency bus switch to NORMAL. Disconnect battery.		
6.1.9	Install screw, spacer, and washer in the emergency load switch guard if removed.		
6.2	Perform functional check of power diodes.		
A 0306.7 POST INSPECTION			
7.1	Replace or close all applicable trim panels, fairings, covers, access and inspection doors/covers as necessary.		
7.2	Complete a ground run at 100% NR to check for leaks and confirm system operation.	BHT-412-FM-1	
7.3	Perform Functional Check Flight if required per Bell 412 Maintenance Manual or RFM as appropriate.		
7.4	Make an entry in the appropriate logbook (refer to the following page for wording of approval for return to service).		
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<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 0306 – 300 Hour / 12 Month Inspection and was determined to be in an airworthy condition.

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

Signature: _____ Certificate Type & No: _____