
CAS MEMORANDUM M-19-01

DATE: 03/28/19
TO: ALL MAINTENANCE STAFF
FROM: DIRECTOR OF MAINTENANCE
RE: RELEASE OF REV 5 TO THE 407 AAIP

All,

Revision 5 to the Bell 407 AAIP has been FAA approved and posted to the Portal. The changes are now reflected on your CALM sheets. Following are some of the Highlight of Change;

- Section 4.3 Schedule of Inspections - Modified the **NOTE** on pages 4-5 and 4-6 to read just perform inspections in order. No “occurs 50 hours after” requirement.
- Added A0100 100-hour Inspection
- A0052 - 52.7 LUBRICATION – Moved to A0100
- A0052 - 52.8 TAILBOOM STRUCTURE - Moved to A0100
- A0052 - 52.9 MAIN ROTOR - Moved to A0100
- A0053 – Removed and incorporated the 53.3 TAIL ROTOR AFT and 53.4 FWD SHORT SHAFT inspections into A0100. Removed A 0053.8. Now tracked as AD 2015-05-04 on CALM.
- A0054 – 54.4.3 ASB - Moved to A0100
- A0054 – 54.5 TAIL ROTOR DRIVESHAFT - Moved to A0100
- A0054 – 54.8 MAIN ROTOR Moved to A0100
- A0056 - 56.4 AIRFRAME - Removed steps 4.4 thru 4.7 as these inspection items are already tracked as AD 2012-18-09 in our CALM system.
- A0056 – 56.7 MAIN ROTOR Moved to A0100
- A0056 – 56.8 TAILBOOM STRUCTURE Moved to A0100
- A0056 – 56.9 LUBRICATION Moved to A0100
- A0600 – 600.2 ROTOR BRAKE – Identified part number of rotor brake disk that requires a 600-hour inspection.
- A1200 – Added section A 1200.3 for the part number rotor brake disk that requires a 1200-hour inspection.
- Added - B0150 150-hour inspection.
- B0051 – Removed 51.4.4 thru 51.4.7 Removed 51.4.9 and 10. Added 51.5.2
- B0052 – Added 52.5.2 compressor fresh water rinse. Moved 52.5.3 HMU MANUAL MODE check to B0150.
- B0054 – Moved 54.3.5 thru 10 to B0150.
- B0055 – Added 55.5.2 compressor fresh water rinse. Moved 55.5.3 HMU MANUAL MODE check to B0150.
- C0550 - 50.2 Updated ICA for the Float Inspection.
- B-1 – Added Engine Compressor Wash to INPECTIONS EXCLUDED FROM AAIP. Will now be tracked on aircraft CALM sheets.

In summary, removed the 100-hour inspections that were scattered about every other inspection in A 0051 – A 0056 series and moved them to their own A 0100 100-hour. This was mostly lube’s with a few “look-sees” that occurred every 100 hours. This precluded possible overflights.

CAS MEMORANDUM M-19-02

DATE: 12/17/19
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: 206/407 MEL REV 11

The MHI 206/407 MEL Rev 11 has been approved and is now available on the maritime maintenance website <http://www.rotor-app.com/index.html#!>. Please take some time and review the changes:

Page xi – Added procedure if fault occurs after engine start.
Page 18-1 – Page was deleted; not install on MHI aircraft
Page 21-1 – 2140-01 Changed Repair category on Cabin Heating from C to D
Page 21-2 – 2140-02 Updated to match MMEL. (M) requirement removed from Defogging system.
Page 22-1 – Page was deleted; not install on MHI aircraft
Page 23-1 – 2310-02 “NOTE” removed from Satellite Tracking/Phone Remarks
Page 23-2 – 2340-02 “Cockpit” added to ICS Systems REMARKS.
Page 24-1 – 2425-01 Ammeter and 2434-02 Gen Caution System Repair Cat changed from “B” to “C”
Page 24-1 – 2437-01 Changed REMARKS to “or” instead of “and” for Gen Caution System
Page 25-1 – 2500-09 Updated (O) procedure on REMARKS for Printed Supplemental Safety Info
Page 25-2 – 2510-01 was deleted. Crewmember/Passenger Shoulder Harness now in 2520-01 now included in “all configurations”.
Page 25-2 – 2550-01 “NOTE” in Cargo Suspension System REMARKS deleted.
Page 27-1 – 2700-02 Added TRACS for N316MH.
Page 28-1 – 2800-01 Added “(Pushbutton)” to DESCRIPTION and “(no leaks)” to REMARKS.
Page 28-1 – 2810-01 Removed (407) from Aux Tank Caution Light DESCRIPTION.
Page 28-1 – 2822-02 Removed (407) from Boost Pump Caution Light DESCRIPTION.
Page 28-1 – 2822-03 Removed Right Fuel Boost Pump Caution light; now covered in 2822-02
Page 28-2 – 2822-05 a) Removed Ejector Pump (206L)
Page 28-2 – 2841-01 FAA MMEL Rev 6 deleted relief for Fuel Quantity Gauge; must be operational.
Page 29-1 – Page was deleted by FAA MMEL Rev 6; Hyd System Lights not available.
Page 30-1 – 3030-01 407 Anti-Ice Lights was deleted by FAA MMEL Rev 6.
Page 30-1 – 3030-01 Added (Anti-Ice off) to clarify system is INOP ONLY if Anti-Ice fails in off position.
Page 30-1 – 3030-03 Added additional clarifying REMARKS.
Page 30-1 – 3080-01 Added models to component DESCRIPTION.
Page 31-1 – 3100-03 Now STC specific.
Page 31-1 – 3110-05 FAA MMEL Rev 6 deleted relief for EFB’s; contrary to AC 102-76D
Page 31-1 – 3120-01 Clock changed from “D” to “C”; D not allowed by CFR’s.
Page 31-1 – 3120-02 Added Elapsed Timer relief.
Page 32-1 – 3211-02 Added (O) and (M) procedures to snow pads
Page 32-2 – 3150-02 Updated to provide relief for Warning Horn Mute System in both aircraft.
Page 32-2 – 3300-01 Added NVG relief for N315MH

Page 33-1 – 3320-04 Cabin Lighting may be inop day/night or with passengers
Page 33-1 – 3330-01 Baggage Comp Lights moved to 5210-02
Page 33-2 – 3340-08 Removed “External” from DESCRIPTION.
Page 34-1 – 3416-03 Removed Altitude Encoder; included with 3452-01 I/A/W PL-76.
Page 34-3 – 3434-01 Removed Marker Beacon.
Page 34-3 – 3444-01 Added additional REMARKS to Radar Altimeter
Page 34-3 – Deleted 3444-02, 3445-01 and 3445-02; Not Installed on MHI aircraft.
Page 34-4 – 3452-01 Updated REMARKS on Transponders.
Page 34-7 – 3461-01 Added Navigation Database I/A/W PL-98
Page 52-1 – 5210-02 Baggage Door Caution System Repair Category changed from “C” to “D “
Page 52-1 – 5270-01 Revised REMARKS on Litter Dour Caution System.
Page 63-2 – 6300-04 Revised REMARKS on.
Page 71-1 – 7160-01 Revised Repair Category on for L-1, from “C” to “B”. Added (O) procedure.
Page 79-1 – Page was deleted by FAA MMEL Rev 6

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

1915 Donald Ave.
Fairbanks, AK 99712
Tel 907 452-1197
Cell 907 378-8421

Created the B 0150 NT, 150-hour inspection to remove a few 150-hour items from the B 0051 – B 0056 series. It is a very short inspection and all line items may not even be applicable for your aircraft.

Once all the above were extracted, the A 0051 – A 0056, B 0051NT – B 0056NT and C 0010 – C0060 are now “stand-alone” inspections and are not “hourly predicated” on when the previous was completed. i.e. A 0053 is not mandatorily due 50 hours after the A 0052. Although, I would recommend keeping them separated roughly 50 hours apart so as to not have too many inspections come due at the same time.

This will allow you to perform each series of inspections that best fit your flight schedule. For instance, you may perform two at once if your aircraft may be leaving on a field job for 100 hours.

With the removal of the proviso “occurs 50 hours after,” each AAIP inspection now falls ONLY under the MM Chp 5, Section 5-6 INSPECTION AND OVERHAUL TOLERANCE in that each may be now be overflown by 10%. Again, no hourly dependence on when the previous inspection was completed.

Further, for the series mentioned above, with the tolerance now 10%, except the B series on the engine which has No Tolerance or NT, they now can be extended 30 hours. Once each inspection is completed, it will be due again in 300 hours or 12 Months, whichever occurs first, from when the inspection was completed, not when it was previously due.

Please note that even if you do complete two at once, when they both come due again in 300 hours, you may spread them out by pulling one a few hours early while pushing the second out a few hours late to keep you from a large day/night of maintenance. Then continue to spread them back out again, at your scheduling convenience.

With these changes, it prevents any possible overflight of inspections, while allowing more flexibility on AAIP maintenance scheduling, plus making each a little shorter.

If you have questions, concerns or comments, please feel free to call or email me and I'll walk you thru each. Be sure to refresh your browsers. You may have to clear your computer caches to see the new AAIP

Also, would like to take this time to thank everyone for their hard work. With the season almost on us, scheduled maintenance events are going to start ramping up.

On another note, please make sure we are all following the maintenance manuals, even if you've done a particular job before. Take the time to reread thru each job in case there is anything that you may have forgotten or something the manufacturer may have added.



Steve Slade

Director of Maintenance/Part 145 Accountable Manager



3520 FAA Rd.

Homer, AK 99603

Tel: 907.235.7771

Fax: 907.235.7773

www.maritimehelicopters.com