

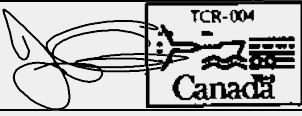




LARGE AIRCRAFT MAINTENANCE SCHEDULE APPROVAL

Operator Capital Helicopters (1995) Inc.		Aircraft type/model(s) Bell 407	
Type of Operation <input type="checkbox"/> Flight training operations pursuant to CAR IV <input checked="" type="checkbox"/> Commercial operations pursuant to CAR VII <input type="checkbox"/> Private operation pursuant to CAR VI			
Aircraft role(s) 702 Aerial Work 703 Air Taxi			
ANNUAL UTILIZATION (Complete this section only where the maintenance schedule approval is predicated upon an anticipated level of utilization.)			
Minimum hours 100	Minimum cycles 300	Maximum hours 500	Maximum cycles 1500
This approval is conditional upon the information specified above. In the event an aircraft's actual annual utilization is outside the range specified, or the type of operation or aircraft role differs from that stated, the operator must undertake a review of this schedule, identify any amendments necessary to cater for the change in circumstances, and obtain Transport Canada approval to incorporate those amendments.			
 Signature of Operator		2022-01-20 Date (yyyy-mm-dd)	

APPROVAL (Transport Canada use only) Jayson Calder For the Minister of Transport TCCA Inspector/Officer (Signature, Print Name, Stamp)			2022-01-24 Date (yyyy-mm-dd)	RAX-WHI-10053-BH407 Transport Canada Approval Number
REVISION STATUS Revision section refers to all pages in the approved schedule, including this approval document. Where the same page is referenced in more than one block, the most recent revision indicated supersedes all earlier references				
Pages	Revision	Date (yyyy-mm-dd)	TCCA Inspector/Officer (Sign and Stamp)	
1-8	1	2022-01-24		

GENERAL CONDITIONS

- This document, together with the additional pages referenced herein, constitutes the minimum scheduled maintenance to be performed. Nothing contained in, or omitted from the maintenance schedule absolves the operator from the responsibility for ensuring the aircraft are maintained in an airworthy condition.
- Nothing in this document shall be construed as exempting the operator from responsibility for compliance with all applicable component life limits, Airworthiness Limitations, or other mandatory requirements.
- The operator shall ensure that all inspections or tasks listed in the currently approved revision of this schedule are completed within the intervals specified and the maintenance schedule continues to conform to the Aircraft Equipment and Maintenance Standards.
- Change in the type of operation or operating role that affects the maximum and minimum utilization, which the MSA is based on, should be evaluated by the operator to determine if an amendment to their MSA is required. Approval is also required for any task deletions, increases in intervals, or other significant changes. Any approval request shall be accompanied by substantiating data. Transport Canada approval is not required for amendments that involve only the addition of tasks or a reduction of intervals; however the operator shall notify Transport Canada of these changes.
- Exceptions or deviations from this maintenance schedule must be submitted to Transport Canada for approval, together with substantiating data.
- The tolerances specified in this schedule shall not apply to any Airworthiness Limitations or Airworthiness Directives.

SCHEDULED INSPECTION

The aircraft will be inspected in accordance with the schedule specified in table 1 below. Intervals are specified in hours, cycles or calendar time and may be varied within the tolerances specified. Detailed instructions and procedures for scheduled maintenance are contained in the attached check list (the pages of which are identified in the revision status block) or in maintenance schedule reference.

Maintenance Schedule Reference

Bell Helicopter 407-mm-1 and Rolls Royce M250-C47B Table 606CSP21001 O&M Manual

Revision Number

Latest

TABLE 1 – CHECK CYCLE

Inspection/Task (e.g. A Check)	Interval	Tolerance
Engine 150 Hour inspection as Per Table 606	150 hours	10%
Engine 300 Hour inspection as per table 606	300 hours	10%
Airframe 300 hour optional equipment inspection as per paragraph 5-19	300 hours	10%
Airframe progressive inspection (As per paragraph 5-9) or Airframe Periodic inspection (as per paragraph 5-10)	for progressive: see note 2 For periodic: see note 3	10%
Airframe 600 hour inspection as per paragraph 5-20	600 hours	10%
Airframe 600 hour / 12 month inspection as per paragraph 5-21	600 hours/12 months whichever occurs first	10%
Airframe 12 month inspection as per paragraph 5-22	12 months	10%
Airframe 24 month inspection as per paragraph 5-23	24 months	10%
Airframe 1200 hour / 24 month inspection as per paragraph 5-24	1200 hours or 24 months whichever occurs first	10%
Airframe 1200 hour inspection as per paragraph 5-23A	1200 hours	10%
Engine 2000 hour inspection as per table 606	2000 hours	10%
Airframe 2500 hour pitch link inspection as per paragraph 5-24A	2500 hours	10%

Notes (Use this section if necessary, to explain the operation of the inspection schedule)

1. The most current airframe and powerplant manufacturers inspections sheet should be used for all scheduled maintenance.

2. Progressive inspection events (1-6) shall be completed each 50 hours of operation based on a 300 hour inspection cycle. After completion of event #6 the cycle begins again with event #1. A minimum of one complete cycle (all 6 events) must be carried out in a 12 month period.

3. The periodic/annual inspection shall be completed each 300 hours of 12 months of operation and require the completion of all six events (events 1 through 6).

4. Capital Helicopters (1995) Inc. may alternate between progressive airframe inspection program and the periodic airframe inspection program by doing a complete 300 hour airframe periodic inspection to "zero" out the events.
5. All applicable STC's, modifications, and special inspections will be maintained in accordance with individual manufacturers recommendations. These items will be tracked on the appropriate CAP documents specific to the individual aircraft.
6. Alternative method of completion for the 10-25 hour disc pack coupling re-torque procedure may be replaced with Capital Helicopters "AMOC to Bell 10-25 hour disc pack re-torque special inspection - penalty run". The log book entry will reflect which method was used at the time of the re-torque inspection. Ref. e-mail from Bell Helicopters March 22, 2018.
7. All special and conditional inspections will be completed in accordance with manufacturers recommendations, unless otherwise approved.

OUT OF PHASE TASKS AND EQUIPMENT MAINTENANCE REQUIREMENTS

Engine and propeller overhauls and other maintenance tasks scheduled to occur out of phase with the inspection schedule, shall be performed as indicated in table 3 below. Where applicable, the tasks may be identified by reference to separate documents, provided the documents are listed in table 2. Any out of phase tasks not listed shall be performed at the intervals specified in STD 625, Appendix C.

Note: Reference to other documents or to STD 625, Appendix C, does not relieve the owner/operator from the responsibility for determining the applicability of the tasks and intervals concerned, nor from the responsibility for identifying any other applicable maintenance requirements not listed therein.

TABLE 2 – REFERENCE DOCUMENTS		
Document Name	Reference Number	Revision Number
Bell Helicopters Textron Maintenance Manual	BHT-407-MM-1	Latest
Rolls Royce Operation and Maintenance Manual	CSP21001	Latest
ICA's for Mod's, Kits, etc. as per CAP 505a & 505b	STC or Approved data	Latest

TABLE 3 – OUT OF PHASE TASKS AND EQUIPMENT MAINTENANCE REQUIREMENTS (Include additional pages where required.)			
Item	Task	Interval ¹	Tolerance
Magnetic Compass	Swing	12 months	10%
ELT operational test	Test	12 months	10%
ELT Performance Test	Test	24 months	10%
ELT battery	Replacement	as per manufacture rs recommenda tions	none
Fire extinguisher	Inspect	12 months	10%
First Aid Kit	Inspect	12 months	10%
Survival Kit	Inspect	as per manufacture rs recommenda tions	10% up to 3 months
Transponder & Encoder	Test	24 months	10%
Altimeter and Pitot static system	Test	24 months	10%
Concorde Battery	Test	12 months	10%
Ni-cad Battery	deep cycle	1000 hrs	10%
Life preservers	Inspect	as per manufacture rs recommenda tions	10% up to 3 months

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Cargo Hook	overhaul	as per manufacture rs recommendat ions	10% up to 3 months
Aiframe	Component overhaul schedule as stated in the current Bell Textron 407-MM-1 chapter 5	as per manufacture rs recommendat ions	10% - 500 hours or 3 months whichever is less
Airframe	Airworthiness Limitations as stated in the current Bell Textron 407-MM-1 Chapter 4	as per manufacture rs recommendat ions	none
Engine	Modular Overhaul as stated in the current RR MM section 72-00-00 table 6	as per manufacture rs recommendat ions	10% - 500 hours or 3 months whichever is less
Engine	Accessories recommended time between overhaul as stated in the current RR MM section 72-00-00 table 6	as per manufacture rs recommendat ions	10% - 500 hours or 3 months whichever is less
Engine	Airworthiness limitations as stated in the current RR MM section 05	as per manufacture rs recommendat ions	none
Airframe servicing	Service requirements as stated in Bell Textron 407-MM-1 Chapter 12	as per manufacture rs recommendat ions	10%
Airframe special inspsections	Inspect	as per manufacture rs recommendat ions	none
Airframe conditional inspections	Inspect	as per manufacture rs recommendat ions	none
Engine special inspections	Inspect	as per manufacture rs recommendat ions	none
All installed ICA items as per CAP 505a & 505b	Inspect	as per manufacture rs recommendat ions	10% - 500 hours/3 months whichever is less

Airframe special inspection - Tail rotor driveshaft disc pack coupling torque check - Alternate procedure	Inspect - as per CAP 112	After Installation	none
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¹ Insert interval, specifying whether in hours, cycles or calendar time

APPLICATION AND MAINTENANCE SCHEDULE DESCRIPTION

The data on this page is provided for information purposes only to facilitate Transport Canada evaluation of the schedule

The maintenance schedules and interim schedules are based upon

Check one of the following

☐ The MRB report

Revision number

☒ The following manufacturer's recommendations

Maintenance Planning Document

N/A

Revision number

N/A

Airframe Document

Bell 407 maintenance Manual

Revision number

Issue 003

Engine Document

Rolls Royce CSP 21001 operations and Maintenance manual

Revision number

22

Propeller Document

N/A

Revision number

N/A

Other Document

N/A

Revision number

N/A

☐ Another operator's maintenance schedule

Other operator

Approval number

Other data (described below)

The program incorporates the requirements of the following additional maintenance instructions

Check as applicable

☐ SID document

Revision number

☐ CPCP document

Revision number

Other document

☒ **Capital Helicopters AMOC (CAP 112) Disc pack couplings**

CAP 505a

CAP 505b

Revision number

22 mar/18

12 may/21

11 June/21