# TYPE CERTIFICATE
# DATA SHEET

No. EASA.R.140

**for**

AB206 Series

**Type Certificate Holder**

Leonardo S.p.A.

Helicopters

Piazza Monte Grappa, 4

00195 Roma

Italy

For Models: AB206A, AB206B

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**SECTION 1: AB206A**

I. General

| | | |
|---|---|---|
| 1. | Type/ Model/ Variant | |
| | 1.1 Type | AB206 |
| | 1.2 Model | AB206A |
| | 1.3 Variant | n/a |
| 2. | Airworthiness Category | Small Rotorcraft |
| 3. | Manufacturer | See "Section: Notes (Pertinent to both models)", Note 1 |
| 4. | Type Certification Application Date to RAI | 20 October 1966 |
| 5. | State of Design Authority | EASA<br>(pre EASA: RAI/ENAC, Italy) |
| 6. | Type Certificate Date by RAI | 8 August 1967 |
| 7. | Type Certificate n° by RAI | A 140 |
| 8. | Type Certificate Data Sheet n° by RAI | SO/A 140 |
| 9. | EASA Type Certification Date | 28 September 2003,<br>in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 1st bullet |

II. Certification Basis

| | | |
|---|---|---|
| 1. | Reference Date for determining the applicable requirements | 20 October 1966 |
| 2. | Airworthiness Requirements | CAR 6, dated 20 December 1956<br>Amdt. from 6-1 to 6-4 and paragraphs 6.307 (b) and 6.637 of Amdt. 6-5 |
| 3. | Special Conditions | FAA Special Conditions, dated 2 October 1962<br>and revised on 8 February 1966 |
| 4. | Exemptions | FAA Exemption n° 595 |
| 5. | Deviations | none |
| 6. | Equivalent Safety Findings | none |
| 7. | Requirements elected to comply | none |
| 8. | Environmental Protection Requirements | |
| | 8.1 Noise Requirements | See TCDSN EASA.R.140 |
| | 8.2 Emission Requirements | n/a |
| 9. | Operational Suitability Data (OSD) | Not required for rotorcraft that are no longer in production.<br>CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.). |

III. Technical Characteristics and Operational Limitations

1. Type Design Definition — Document n° 206G0000X001 issue A, and subsequent approved revisions

2. Description — Single-engine helicopter with seating provisions for four (4) passengers and one (1) pilot or three (3) passengers and a crew of two (2).

| | |
|---|---|
| Main rotor: | metal blades, twin-bladed semi-rigid teetering type |
| Tail rotor: | twin bladed semi-rigid type |
| Fuselage: | all-metal semi-monocoque |
| Landing gear: | skid type landing gear |
| Powerplant: | single turbine engine |

3. Equipment — Basic equipment required by the airworthiness rules (see II. Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release.

Approved mandatory and optional equipment are listed in reports 206-08-01 and 206-08-04 “Equipment List”.

Refer also to the Equipment list in RFM.

4. Dimensions

| | | |
|---|---|---|
| 4.1 Fuselage | Length: | 9.57 m |
| | Width: | 1.32 m |
| | Height (fin): | 2.80 m |
| 4.2 Main Rotor | Diameter: | 10.16 m |
| 4.3 Tail Rotor | Diameter: | 1.65 m |

5. Engine

5.1 Model — Rolls-Royce Corporation (former: Allison)
- 1 x Model 250-C18, (see Note 2) or,
- 1 x Model 250-C18B (see Notes 2 and 3), or,
- 1 x Model 250-C20

5.2 Type Certificate

| | |
|---|---|
| FAA TC/TCDS n°: | E4CE |
| EASA TC/TCDS n°: | EASA.IM.E.052 |

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

Refer to approved RFM

5.3.2 Other Engine and Transmission Torque Limits

Refer to approved RFM

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel — ASTM D-1655, Type Jet B (JP-4)
for all temperatures.
ASTM D-1655, Type Jet A or A-1 (JP-5)
above -18°C (0°F), (see Note 1).

6.2 Oil — Engine:
MIL-L-7808, MIL-L-23699 or Turbine Oil 555.

Transmission:
MIL-L-7808, MIL-L-23699 or Turbine Oil 555.
For detailed information refer to approved RFM.

6.3 Additives — Refer to approved RFM

| | | | |
|---|---|---|---|
| 7. | Fluid capacities | | |
| | 7.1 Fuel | Usable fuel: | 288 litres (76 US gal) |
| | | Unusable fuel: | 4.5 kg (10 lb) |
| | 7.2 Oil | Engine: | 5.2 litres (5.5 quarts (US gal)) |
| | | Transmission: | 4.7 litres (5.0 quarts (US gal)) |
| | 7.3 Coolant System Capacity | n/a | |
| 8. | Air Speed Limitations | $V_{NE}$ 130 knots (150 mph) CAS, sea level to 3 000 ft (915 m).<br>Decrease $V_{NE}$ 3.5 knots (4 mph), per 1 000 ft (305 m) above 3 000 ft (915 m). | |
| 9. | Rotor Speed Limitations | Power on: | |
| | | Maximum | 100 % (394 rpm) |
| | | Minimum | 95 % (374 rpm) |
| | | Power off: | |
| | | Maximum | 107 % (422 rpm) |
| | | Minimum | 90 % (355 rpm) |
| 10. | Maximum Operating Altitude and Temperature | | |
| | 10.1 Altitude | Maximum 20 000 ft (6 100 m) PA | |
| | 10.2 Temperature | Refer to approved RFM | |
| 11. | Operating Limitations | VFR day and night<br>Non-icing conditions | |
| 12. | Maximum Mass | 1 360 kg (3 000 lb), if equipped with skid landing gear.<br>1 315 kg (2 900 lb), if equipped with other types of landing gear.<br>See “Section: Notes (Pertinent to all models)”, Note 7 for configuration information with external load. | |
| 13. | Centre of Gravity Range | Refer to approved RFM | |
| 14. | Datum | The datum line (STA 0) is located at 1 401 mm (55.16 in) forward of forward jack-point centre line.<br>For detailed information refer to approved RFM. | |
| 15. | Levelling Means | Plumb line from top of left door frame to the index plate located on left passengers’ compartment floor.<br>For detailed information refer to approved RFM. | |
| 16. | Minimum Flight Crew | 1 pilot, who shall operate the aircraft from the right cockpit seat. | |
| 17. | Maximum Passenger Seating Capacity | 4 passengers | |
| 18. | Passenger Emergency Exit | 2, one on each side of the passengers’ cabin | |
| 19. | Maximum Baggage/ Cargo Loads | Baggage compartment:<br>113 kg (250 lb), see approved RFM loading schedule.<br>Cabin compartment:<br>Cargo floor loading 366 kg/m² (75 lb/ft²). | |
| 20. | Rotor Blade Control Movement | For rigging information refer to the Model AB206 Maintenance Manual | |
| 21. | Auxiliary Power Unit (APU) | n/a | |
| 22. | Life-limited Parts | Refer to approved AB206A/B-Series-MPM | |

IV. Operating and Service Instructions

| | | |
|---|---|---|
| 1. | Flight Manual | Helicopters AB206A up to s/n 8312, refer to the Flight Manual (Manuale di Volo) approved by letter 60.334/T, dated 8 August 1967, and subsequent approved revisions |
| 2. | Maintenance Manual | - AB206A/B-Series-MPM Maintenance Planning Manual (formerly: Manuale delle Ispezioni e Sostituzioni Obbligatorie, RAI approved with letter N. 60.334/T, dated 8 August 1967, and subsequent revisions)<br>- AB206A/B-Series-MM |
| 3. | Structural Repair Manual | - BHT-ALL-SRM Structural Repair Manual<br>- BHT-206-SRM-1 Structural Repair Manual for Bell Model 206 Series Helicopters<br>- BHT-206A/B/L-Series-CR&O Component Repair and Overhaul Manual |
| 4. | Weight and Balance Manual | See “Section: Notes (Pertinent to all models)”, Note 2 |
| 5. | Illustrated Parts Catalogue | AB206A/B-Series-IPC |
| 6. | Miscellaneous Manuals | n/a |
| 7. | Service Letters and Service Bulletins | As published by the Type Certificate Holder as per “Section: Notes (pertinent to both models)”, Note 1 |
| 8. | Required Equipment | Refer to III.3. above and approved RFM for the approved mandatory and optional equipment |

V. Notes (Model AB206A only)

1. For all operations below 4°C (40°F) ambient temperature, all fuel used in the model AB206A must contain Phillips PFA-55MB (MIL-I-27686) anti-icing additive in concentrations of not less than 0.035% or more than 0.15% by volume. Blending this additive into the fuel and checking its concentration must be conducted in the manner prescribed by the RFM.
   Note: Anti-ice additive is eligible but not required and the above does not apply for model AB206A helicopters equipped with fuel filter kit P/N 206-706-603. See the relevant annex to the RFM.
2. Engine fuel system components as listed below are required to assure satisfactory engine/rotor drive system torsional stability.
   Model AB206A with Allison 250-C18 or 250-C18B engine:

| | | |
|---|---|---|
| Accumulator Assy. | (*) | P/N 6848165 |
| Double Check Valve | (*) | P/N 6854622 |
| with Accumulator Assy. Kit | | P/N 6858338 |
| or, | | |
| Accumulator Assy. | (*) | P/N 6848165 |
| Double Check Valve | (*) | P/N 6873599 |
| with Accumulator Assy. Kit | | P/N 6874921 |

   (*) These items are included in basic 250-C18 and 250-C18B engines.
3. Allison model 250-C18B engine is required with water-alcohol P/N 206-706-400 for improved performance shown in RFM Supplement.
   The Allison model 250-C18B engine is also eligible without water-alcohol power augmentation at limitations and performance shown for the 250 C18 engine.
4. Model AB206A helicopters may be converted to model AB206B helicopters in accordance with Bollettino Tecnico Agusta No. 206-52, dated 27 July 1972 and subsequent updates.

* * *

**SECTION 2: AB206B**

I. General

| | | |
|---|---|---|
| 1. | Type/ Model/ Variant | |
| | 1.1 Type | AB206 |
| | 1.2 Model | AB206B |
| | 1.3 Variant | n/a |
| 2. | Airworthiness Category | Small Rotorcraft |
| 3. | Manufacturer | see “Section: Notes (Pertinent to both models)”, Note 1 |
| 4. | Type Certification Application Date to RAI | 2 November 1971 |
| 5. | State of Design Authority | EASA<br>(pre EASA: RAI/ENAC, Italy) |
| 6. | Type Certificate Date by RAI | 14 June 1972 |
| 7. | Type Certificate n° by RAI | A 140 |
| 8. | Type Certificate Data Sheet n° by RAI | SO/A 140 |
| 9. | EASA Type Certification Date | 28 September 2003,<br>in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 1st bullet. |

II. Certification Basis

| | | |
|---|---|---|
| 1. | Reference Date for determining the applicable requirements | 2 November 1971 |
| 2. | Airworthiness Requirements | CAR 6, dated 20 December 1956<br>Amdt. from 6-1 to 6-4 and paragraphs 6.307 (b) and 6.637 of Amdt. 6-5 |
| 3. | Special Conditions | FAA Special Conditions, dated 2 October 1962<br>and revised on 8 February 1966 |
| 4. | Exemptions | FAA Exemption n° 595 |
| 5. | Deviations | none |
| 6. | Equivalent Safety Findings | none |
| 7. | Requirements elected to comply | none |
| 8. | Environmental Protection Requirements | |
| | 8.1 Noise Requirements | See TCDSN EASA.R.140 |
| | 8.2 Emission Requirements | n/a |
| 9. | Operational Suitability Data (OSD) | Not required for rotorcraft that are no longer in production.<br>CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.). |

III. Technical Characteristics and Operational Limitations

1. Type Design Definition — Document n° 206G0000X001 issue A and subsequent approved revisions

2. Description — Single-engine helicopter with seating provisions for four (4) passengers and one (1) pilot or three (3) passengers and a crew of two (2).

| | |
|---|---|
| Main rotor: | metal blades, twin-bladed semi-rigid teetering type |
| Tail rotor: | twin bladed semi-rigid type |
| Fuselage: | all-metal semi-monocoque |
| Landing gear: | skid type landing gear |
| Powerplant: | single turbine engine |

3. Equipment — Basic equipment required by the airworthiness rules (see II. Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release.
Approved mandatory and optional equipment are listed in reports 206-08-03 and 206-08-06 “Equipment List”.
Refer also to the Equipment list in RFM.

4. Dimensions

| | | |
|---|---|---|
| 4.1 Fuselage | Length: | 9.57 m |
| | Width: | 1.32 m |
| | Height (fin): | 2.80 m |
| 4.2 Main Rotor | Diameter: | 10.16 m |
| 4.3 Tail Rotor | Diameter: | 1.65 m |

5. Engine

5.1 Model — Rolls-Royce Corporation (former: Allison)
- 1 x Model 250-C20 with Chandler Evans Model MC-40 Fuel Control System (see Note 3), or,
- 1 x Model 250-C20B with Bendix P/N DP-N2 Fuel Control, or,
- 1 x Model 250-C20J with Bendix P/N DP-N2 and Bendix power turbine governor AL-AAI, or,
- 1 x Model 250-C20R/4 with Bendix P/N DP-N2 and Bendix power turbine governor AL-AAI

(See Note 5).

5.2 Type Certificate

| | |
|---|---|
| FAA TC/TCDS n°: | E4CE |
| EASA TC/TCDS n°: | EASA.IM.E.052 |

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

Refer to approved RFM

5.3.2 Other Engine and Transmission Torque Limits

Refer to approved RFM

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel — ASTM D-1655,Type Jet B (JP-4) for all temperatures.
ASTM D-1655, Type Jet A or A-1 (JP-5) above -18°C (0°F), (see Note 1 for model with 250-C20 engine).
See approved RFM Section 1 for model with 250-C20B or 250-C20J engine.

See Section VI – appendix 30 of the RFM for model with 250-C20R/4 engine.

6.2 Oil

Engine:
MIL-L-7808, MIL-L-23699 or Turbine Oil 555.
Transmission:
MIL-L-7808, MIL-L-23699 or Turbine Oil 555.
For detailed information refer to approved RFM.

6.3 Additives

Refer to approved RFM

7. Fluid capacities

7.1 Fuel

Usable fuel: 288 litres (76 US gal)
Unusable fuel: 4.5 kg (10 lb)
Helicopters s/n 8693 and subsequent:
Usable fuel : 344 litres (91 US gal)
Unusable fuel: 4.5 kg (10 lb)

7.2 Oil

Engine:
5.2 litres(5.5 quarts (US gal))
Transmission:
4.7 litres (5.0 quarts (US gal))

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

Helicopters with 1 360 kg (3 000 lb) gross mass and below:
$V_{NE}$ 130 knots (150 mph) CAS,
sea level to 3 000 ft (915 m).
Decrease $V_{NE}$ 3.5 knots (4 mph), per 1 000 ft (305 m) above 3 000 ft (915 m).

Helicopters with gross mass from 1 360 kg (3 000 lb) to 1 450 kg (3 200 lb):
$V_{NE}$ 122 knots (140 mph) CAS,
sea level to 3 000 ft (915 m).
Decrease $V_{NE}$ 7.0 knots (8.0 mph), per 1 000 ft (305 m) above 3 000 ft (915 m).

9. Rotor Speed Limitations

Allison 250-C20:

| | | | |
|---|---|---|---|
| Power on: | Gross mass of 1 360 kg (3 000 lb) and below: | | |
| | Maximum | 100% | (394 rpm) |
| | Minimum | 95% | (374 rpm) |
| | Gross mass of 1 360 kg (3 000 lb) to 1 450 kg (3 200 lb): | | |
| | Maximum | 100% | (394 rpm) |
| | Minimum | 95% | (374 rpm) |
| Power off: | Maximum | 107% | (422 rpm) |
| | Minimum | 90% | (355 rpm) |

Allison 250-C20B / -C20J:

| | | | |
|---|---|---|---|
| Power off: | Maximum | 107% | (422 rpm) |
| | Minimum | 90% | (355 rpm) |
| Power on: | Maximum | 100% | (394 rpm) |
| | Minimum | 97% | (382 rpm) |

Allison 250-C20R/4:

| | | | |
|---|---|---|---|
| Power on: | Gross mass of 1 360 kg (3 000 lb) and below: | | |
| | Maximum | 100% | (394 rpm) |
| | Minimum | 95% | (374 rpm) |
| | Gross mass of 1 360 kg (3 000 lb) | | |

| | | | |
|---|---|---|---|
| | to 1 450 kg (3 200 lb): | | |
| | Maximum | 100% | (394 rpm) |
| | Minimum | 97% | (382 rpm) |
| Power off: | Maximum | 107% | (422 rpm) |
| | Minimum | 90% | (355 rpm) |

10. Maximum Operating Altitude and Temperature

| | |
|---|---|
| 10.1 Altitude | Maximum 20 000 ft (6 100 m) PA for gross mass of 1 360 kg (3 000 lb) and below.<br>Maximum 13 500 ft (4 115 m) PA for gross mass from 1 360 kg (3 000 lb) to 1 450 kg (3 200 lb). |
| 10.2 Temperature | Refer to approved RFM |
| 11. Operating Limitations | VFR day and night<br>Non-icing conditions |
| 12. Maximum Mass | 1 450 kg (3 200 lb)<br>See "Section: Notes (Pertinent to all models)", Note 7 for configuration information with external load. |
| 13. Centre of Gravity Range | Refer to approved RFM |
| 14. Datum | The datum line (STA 0) is located at 1 401 mm (55.16 in) forward of forward jack-point centre line.<br>For detailed information refer to approved RFM. |
| 15. Levelling Means | Plumb line from top of left door frame to the index plate located on left passengers' compartment floor.<br>For detailed information refer to approved RFM. |
| 16. Minimum Flight Crew | 1 pilot, who shall operate the aircraft from the right cockpit seat. |
| 17. Maximum Passenger Seating Capacity | 4 passengers |
| 18. Passenger Emergency Exit | 2, one on each side of the passengers' cabin |
| 19. Maximum Baggage/ Cargo Loads | Baggage compartment:<br>113 kg ( 250 lb), see approved RFM loading schedule<br>Cabin compartment:<br>Cargo floor loading 366 kg/m² (75 lb/ft²) |
| 20. Rotor Blade Control Movement | For rigging information refer to the Model AB206 Maintenance Manual |
| 21. Auxiliary Power Unit (APU) | n/a |
| 22. Life-limited Parts | Refer to approved AB206A/B-Series-MPM |

<u>IV. Operating and Service Instructions</u>

| | |
|---|---|
| 1. Flight Manual | For helicopters AB206B s/n 8313 to 8589, refer to the Flight Manual (Manuale di Volo) approved by letter 102.009/T, dated 14 June 1972, and subsequent approved revisions.<br>For helicopters AB206B "Jet Ranger III" 250-C20B / 20J engine from s/n 8590 and subsequent, refer to the Flight Manual (Manuale di Volo) approved with letter 149.434/T, dated 19 July 1978, and subsequent approved revisions.<br>For helicopters AB206B "Jet Ranger III" 250-C20R/4 engine from s/n 8731 and subsequent, refer to the |

| | | |
|---|---|---|
| | | Appendix 30 of Flight Manual (Manuale di Volo), approved by letter 95/2247/MAE, dated 21 July 1995. |
| 2. | Maintenance Manual | - AB206A/B-Series-MPM Maintenance Planning Manual (formerly: Manuale delle Ispezioni e Sostituzioni Obbligatorie, RAI approved with letter N. 60.334/T, dated 8 August 1967, and letter N. 149.491/T, dated 21 July 1978)<br>- AB206A/B-Series-MM |
| 3. | Structural Repair Manual | - BHT-ALL-SRM Structural Repair Manual<br>- BHT-206-SRM-1 Structural Repair Manual for Bell Model 206 Series Helicopters<br>- BHT-206A/B/L-Series-CR&O Component Repair And Overhaul Manual<br>- BHT-206B3-CR&O Component Repair And Overhaul Manual |
| 4. | Weight and Balance Manual | See “Section: Notes (Pertinent to all models)”, Note 2 |
| 5. | Illustrated Parts Catalogue | AB206A/B-Series-IPC |
| 6. | Miscellaneous Manuals | n/a |
| 7. | Service Letters and Service Bulletins | As published by the Type Certificate Holder as per “Section: Notes (pertinent to both models)”, Note 1 |
| 8. | Required Equipment | Refer to point III.3. above and approved RFM for the approved mandatory and optional equipment |

V. Notes (Model AB206B only)

1. For all operations below 4°C (40°F) ambient temperature, all fuel used in the model AB206B with 250-C20 engine must contain Phillips PFA-55MB (MIL-I-27686) anti-icing additive in concentrations of not less than 0.035% or more than 0.15% by volume. Blending this additive into the fuel and checking its concentration must be conducted in the manner prescribed by the RFM.
   This additive is eligible as described above but not required for use in the model AB206B with Allison 250-C20 engine.
2. Engine fuel system components as listed below are required to assure satisfactory engine/rotor drive system torsional stability.
   Model AB206B with Bendix fuel control:
   Accumulator Assy. P/N 6887645 (see Allison Installation Bulletin No. 1004).
3. As an alternative to the fuel control system type Chandler Evans MC-40 model, can be installed the Bendix system P/N DP-N1 or DP-N2 in accordance with Bell Technical Bulletin No. 206-03-74-1, dated 16 July 1974 and subsequent updates, and Allison Commercial Engine Bulletin No. 250-C20 CEB-1109, dated 23 December 1977, and subsequent updates.
4. Model AB206B helicopters, equipped with 250-C20, by s/n 8260 to s/n 8589, may be converted to model AB206B with 250-C20B / C20J engine, applying the retrofit kit P/N 206-704-135 according to the Bell Service Instruction No. 206-112, dated 17 March 1978, and subsequent updates.
5. Model AB206B helicopters s/n 8731 and subsequent, may be equipped with Allison 250-C20/R4 applying retrofit kit P/N 206-9518-23-101 and can be used in accordance with the relevant annex to the Flight Manual, Flight Manual and the type certification basis for helicopter CAR Part 6, 20 December 1956 and Amdt. from 6-1 to 6-4 and for the engine Type Certificate No. E4CE issued by the FAA on 5 December 1989, and subsequent updates.
6. Model AB206B helicopters s/n 8731 and subsequent, have a fire detector system engine P/N 206-899-945-3103 (Ref. FAR 27.1195).

* * *

**SECTION: NOTES PERTINENT TO BOTH MODELS**

1. Type Certificate Holder and Manufacturer Record

| **Type Certificate Holder and Manufacturer** | **Period** |
|---|---|
| Costruzioni Aeronautiche Giovanni Agusta<br>Via Giovanni Agusta, 520; 21017 Cascina Costa di Samarate (VA) – Italy | until<br>29 November 1988 |
| Agusta S.p.A.<br>Via Giovanni Agusta, 520; 21017 Cascina Costa di Samarate (VA) – Italy | 30 November 1988 -<br>19 December 1996 |
| Agusta un'azienda di Finmeccanica S.p.A.<br>Via Giovanni Agusta, 520; 21017 Cascina Costa di Samarate (VA) – Italy | 20 December 1996 -<br>27 December 1999 |
| Agusta S.p.A.<br>Via Giovanni Agusta, 520; 21017 Cascina Costa di Samarate (VA) – Italy | 28 December 1999 -<br>31 May 2011 |
| AgustaWestland S.p.A.<br>Via Giovanni Agusta, 520; 21017 Cascina Costa di Samarate (VA) – Italy | 1 June 2011 -<br>30 July 2014 |
| AgustaWestland S.p.A.<br>Piazza Monte Grappa, 4; 00195 Roma - Italy | 31 July 2014 -<br>31 December 2015 |
| Finmeccanica S.p.A., Helicopter Division<br>Piazza Monte Grappa, 4; 00195 Roma - Italy | 1 January 2016 -<br>14 July 2016 |
| Leonardo S.p.A., Helicopter Division<br>Piazza Monte Grappa, 4; 00195 Roma - Italy | since<br>15 July 2016 |

2. For each helicopter when certificate is released in the Chart "A" of RFM the weight and balance data have to be recorded. These data should list all the prescribed equipment and those included in the empty mass.
   The empty mass and the corresponding centre of gravity position have to include the not drainable lubricant and the fuel not usable.

3. The following placards must be displayed in front of and in clear view of the pilot:
   "This helicopter must be operated in compliance with the operating limitations specified in the approved Flight Manual".
   All placards required in the approved RFM must be installed in the appropriate locations.

4. The mandatory inspection and airworthiness limitation are reported in:
   "Maintenance Planning Manual AB206A/B-MPM".
   The retirement life limits and the inspection intervals must not be increased without EASA approval.

5. The engine air induction systems have been substantiated for icing characteristics as necessary to demonstrate that ice accumulation on the engine air inlet will not adversely affect engine operation or cause a serious loss of power when the helicopter is operated in icing conditions within the capability of the remainder of the helicopter to operate under such conditions.

6. Special installations: For the list of special installations, refer to the approved relevant RFM.

7. Helicopters equipped with the external cargo suspension P/N 206-706-101 or P/N 206-706-104 or P/N 206-706-335 installation are in accordance and meet the structural and design requirements of the certification basis when operated to 1 520 kg (3 350 lb) gross mass in accordance with the relevant limits annex to the RFM.

8. As an alternative to the fuel control system type Chandler Evans MC-40 model, can be installed the Bendix system P/N DP-N1 or DP-N2 in accordance with Bell Technical Bulletin No. 206-03-74-1, dated 16 July 1974 and subsequent updates, and Allison Commercial Engine Bulletin No. 250-C20 CEB-1109, dated 23 December 1977, and subsequent updates.

* * *

**SECTION: ADMINISTRATIVE**

I. Acronyms and Abbreviations

| | | | |
|---|---|---|---|
| Amdt. | Amendment | OSD | Operational Suitability Data |
| C.G. | Centre of Gravity | P/N | Part Number |
| CAA | Civil Aviation Authority | PA | Pressure Altitude |
| CAR | Civil Air Regulations | PWR | Power |
| CR | (European) Commission Regulation | RAI | Registro Aeronautico Italiano (Aviation Authority of Italy) predecessor of ENAC |
| ENAC | Ente Nazionale per l'Aviazione Civile (Civil Aviation Authority of Italy) | RFM | Rotorcraft Flight Manual |
| FAA | Federal Aviation Administration | RFMS | Rotorcraft Flight Manual Supplement |
| MM | Maintenance Manual | s/n | Serial Number |
| MMEL | Master Minimum Equipment List | STA | Station |
| MPM | Maintenance Planning Manual | VFR | Visual Flight Rules |
| MSL | Mean Sea Level | $V_{NE}$ | Never Exceed Speed |

II. Type Certificate Holder Record

see “Section: Notes (Pertinent to both models)”, Note 1

III. Change Record

| Issue | Date | Changes | TC issue |
|---|---|---|---|
| Issue 1 | 24 Oct 2014 | Initial EASA Issue;<br>transfer of RAI/ENAC TCDS SO/A 140 into EASA format | Initial Issue<br>8 August 1967<br>Initial EASA Issue<br>24 October 2014 |
| Issue 2 | 15 Mar 2016 | Change of TC holder name, TCDS reformatted to include OSD reference | Re-issued<br>15 March 2016 |
| - - - | - - - | Change of TC holder name | Re-issued<br>6 September 2016 |
| Issue 3 | 13 Feb 2017 | TCDS updated and data refined, rearranged unchanged data not marked; reference to type design corrected in TC | Re-issued<br>13 February 2017 |

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