

TYPE CERTIFICATE DATA SHEET

No. EASA.IM.R.131

for 269

Type Certificate Holder

Schweizer RSG LLC

3901 N Main St. Fort Worth, Texas 76106 USA

For Model: 269A 269B 269C, 269C-1 269D



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SECTION 1: Model 269A

| SECTION | 1: Model 269A | | | |
|--------------|----------------------------------|---|--|--|
| I. General | | | | |
| 1. Тур | e/ Model/ Variant | | | |
| 1.1 | Туре | 269 | | |
| 1.2 | Model | 269A | | |
| 1.3 | Variant | | | |
| 2. Airv | vorthiness Category | Small Rotor | craft, Normal Category | |
| 3. Mar | nufacturer | Schweizer R 3901 N Main Fort Worth, U.S.A. | | |
| 4. Тур | e Certification Application Date | to FAA: 23 J | anuary 1956 | |
| 5. Stat | e of Design Authority | Federal Avia | ation Administration (FAA), USA | |
| 6. Тур | e Certificate Date | by FAA: by LBA: | 9 April 1959 15 June 1962 | |
| 7. Тур | e Certificate n° | by FAA: by LBA: | 4H12 3018/RC | |
| 8. Тур | e Certificate Data Sheet n° | by FAA: by LBA: | 4H12 3018/RC | |
| 9. EAS | A Type Certification Date | | rer 2003, ce with CR (EU) 1702/2003, Article 2, 3., (a), t, 2 nd indented bullet. | |
| II. Certific | II. Certification Basis | | | |

1. Reference Date for determining the 1 April 1957 applicable requirements

2. Airworthiness Requirements

CAR Part 6, dated 15 January 1951, including Amdts. 6-1 through 6-7 and 6-8, except for CAR 6.604(c). In addition, compliance with CAR 6.401(b) effective 17 May 1958 and CAR 6.637 effective 1 April 1957 has been required, based on the conditions of Director, Bureau of Flight Standards letter dated 27 March 1959, granting extension of effectiveness of Application for Type Certificate until 1 July 1959.

| 3. | Special Conditions | none |
|----|---------------------------------------|---|
| 4. | Exemptions | none |
| 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.IM.R.131 |
| | 8.2 Emission Requirements | n/a |
| 9. | Operational Suitability Data (OSD) | Not required for rotorcraft that are no longer in production. 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

| <u>III.</u> | echn | ical Characteristics and Operat | lonal Limitatio | <u>115</u> | | |
|-------------|------|----------------------------------|-----------------|--|---|--|
| 1. | Туре | e Design Definition | D | rawing 269A0045- | BCS/-1 | |
| 2. | Des | cription | aı sk | ght single reciproc rticulated main rot kid type standard la assenger (see appr | or, twin blade te anding gear, one | pilot and one |
| 3. | Equi | ipment | Cu th Ru | ertification Basis) s ne Airworthiness C | hall be installed ertificate release | worthiness rules (see on the helicopter for e. A Helicopter" Report |
| 4. | Dim | ensions | | | | |
| | 4.1 | Fuselage | W | ength: /idth: eight: | 6.81 m 1.30 m 2.52 m | |
| | 4.2 | Main Rotor | (it bl D | lade assembly) iameter: | 7.71 m | A1145 main rotor otor blade assembly) |
| | 4.3 | Tail Rotor | D | iameter: | 1.30 m | |
| 5. | Engi | ine | | | | |
| | 5.1 | Model | 1 1 | /coming Engines x Model HO-360-E x Model O-360-C2 x Model HIO 360-I | D, or, | |
| | 5.2 | Type Certificate | | AA TC/TCDS n°: ASA TC/TCDS n°: | E-286, 1E10 EASA.IM.E.032 | |
| | 5.3 | Limitations | In | istalled Engine Lim | itations | |
| | | For: HO-360-B1A, HO-360-B1B | Power [hp] | Rpm [min ⁻¹] | Man. Press. [in Hg] | Altitude [ft] |
| | | Max Continuous | 160 | 2 900 | 26.0 | MSL |
| | | Max Continuous | 160 | 2 900 | 24.8 | 4 000 |
| | | ТКОҒ | 160 | 2 900 | 25.0 | to 300 above GND |
| | | Max PWR (5 min) | 180 | 2 900 | full throttle | more than 300 above GND |
| | | For: 0-360-C2D | Power [hp] | Rpm [min ⁻¹] | Man. Press. [in Hg] | Altitude [ft] |
| | | Max Continuous | 160 | 2 700 | 26.0 | MSL |
| | | Max Continuous | 160 | 2 700 | 24.8 | 4 000 |
| | | TKOF (5 min) | 165 | 2 900 | 26.0 | MSL |
| | | | Power | Rpm | Man. Press. | Altitude |
| | | For: HIO-360-B1A, HIO-360-B1B | [hp] | [min ⁻¹] | [in Hg] | [ft] |
| | | - | | - | [in Hg] 26.2 | [ft] MSL |
| | | HIO-360-B1B | [hp] | [min ⁻¹] | | |



| 6. | Fluids (Fuel/ Oil/ Additives) | | |
|-----|--|---|--|
| | 6.1 Fuel | MIL-G-5572, Grade gasoline | 91/96 minimum grade aviation |
| | 6.2 Oil | MIL-L-6082 or SAE J For detailed inform No. 1014. Main and tail rotor f MIL-L-2105E or SAE | |
| | 6.3 Additives | n/a | |
| 7. | Fluid capacities | | |
| | 7.1 Fuel | Fuel tank capacity: | 94.6 litres STA 107 (25 US gal), 113.6 litres STA 107 (30 US gal) with optional tank |
| | 7.2 Oil | Engine: Main transmission: Tail rotor transm.: | 7.6 litres STA 91 (2 US gal) 2.84 litres (0.75 US gal) 0.24 litres (0.063 US gal) |
| | 7.3 Coolant System Capacity | n/a | |
| 8. | Air Speed Limitations | | MSL ∈ with altitude see approved 269A I and related Supplements. |
| 9. | Rotor Speed Limitations | main rotor blades:Power on:EnMaximum2 5Minimum2 7Power off:RoMaximum53Minimum40 | 0 |
| | | or 269A1190 main r Power on: En Maximum 2.9 | 9B1145, 269B1145-1, 269B1145-25, otor blades: gine [rpm] 900 500 |
| | | Power off:RoMaximum53Minimum40 | |
| 10. | Maximum Operating Altitude and Temperature | | |
| | 10.1 Altitude | | DA with altitude see approved Pilot's elated Supplements. |
| | 10.2 Temperature | none given | |
| 11. | Operating Limitations | the airworthiness a | nstruments and equipment, required by and/or operating rules, are approved, operable condition. See approved Pilot's |



12. Maximum Mass

s/n 0011 through 0314: 703 kg (1 550 lb)

Max. mass may be increased to 726 kg (1 600 lb) if all the following components are installed:

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| Component | p/n |
|-----------------------------|--|
| Blade Assembly - Main Rotor | 269A1131, 269A1131-1, 269B1145, 269B1145-25, or 269B1145-1 |
| Blade Dampers - Main Rotor | 269A1222, 269A1927 or 269A1927-3 |
| Engine | HO-360-B1A, HO-360-B1B, HIO-360-B1A, or HIO-360-B1B |
| Landing Gear Assembly | 269A3240 |

s/n 0315 and up: 757 kg (1 670 lb), see Note 2

| 13. | Centre of Gravity Range | Longitudinal: STA 95 to 100. For limits with accessories installed, see approved Pilot's Flight Manual. Lateral: See Loading Instructions in approved Pilot's Flight Manual. | | |
|-----|---|---|--|--|
| 14. | Datum | Longitudinal: the datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline. Lateral: the datum line (B.L. 0) is at helicopter centreline. | | |
| 15. | Levelling Means | Top of main rotor hub | | |
| 16. | Minimum Flight Crew | 1 pilot, operating from the left seat at STA 84.9 | | |
| 17. | Maximum Passenger Seating Capacity | 1, at STA 84.9 | | |
| 18. | Passenger Emergency Exit | 2, one on each side of the cockpit | | |
| 19. | Maximum Baggage/ Cargo Loads | See Loading Instructions and Limitations in approved Pilot's Flight Manual. | | |
| 20. | Rotor Blade Control Movement | | | |
| | Main rotor (relative to rigging position): | | | |
| | Collective pitch (up and down): | 12°±1° | | |
| | Cyclic pitch (longitudinal): | Forward 7.5° to 9.4° Aft 6.0° to 7.5° | | |
| | Cyclic pitch (lateral): | Left 6.5° to 7.5° Right 5.3° to 6.3° | | |
| | With tail rotor assembly 269A6004 or 269A6003 installed (relative to rigging position): | | | |
| | Collective pitch: | Full-left pedal (thrust to right) +19.0° to +21.0° Full-right pedal (thrust to left) -9.0° to -11.0° | | |
| | With tail rotor assembly 269A6034 or 269ASK16 installed (relative to rigging position): | | | |
| | Collective pitch: | Full-left pedal (thrust to right) +24.0° to +26.0° Full-right pedal (thrust to left) -11.0° to -13.0° | | |
| | For rigging information of main rotor and tail A-1, B & C Helicopters Handbook of Maintena | rotor refer to latest issue of Sikorsky Models 269A, TH-55A, ince Instructions. | | |
| 21. | Auxiliary Power Unit (APU) | n/a | | |





Refer to Publication No. CSP-C-2 Sikorsky Models 269A,

22. Life-limited Parts

Maintenance Instructions, Appendix B, Periodic Inspection Overhaul and Retirement Schedule, and Weight and Balance Procedures.

IV. Operating and Service Instructions

| 1. | Flight Manual | Refer to Publication No. CSP-AA-1 approved Rotorcraft Flight Manual Schweizer Model 269A Helicopter |
|----|---------------------------------------|--|
| 2. | Maintenance Manual | Refer to Publication No. CSP-C-2 Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Basic Handbook of Maintenance Instructions. |
| 3. | Structural Repair Manual | n/a |
| 4. | Weight and Balance Manual | Refer to Publication No. CSP-AA-1 approved Rotorcraft Flight Manual Schweizer Model 269A Helicopter Section IV |
| 5. | Illustrated Parts Catalogue | Refer to Publication No. CSP-C-7 Model 269A, 200 Model 269A-1, 300 Model 269B, 300C Model 269C, U.S. Army Model TH-55A Illustrated Parts Catalog |
| 6. | Service Letters and Service Bulletins | As published by Schweizer RSG. |
| | | For information published by previous Type Certificate holders see Note 4 in 'Section: Notes (data pertinent to all Models [])'. |
| 7. | Required Equipment | Refer to "Equipment List Model 269A Helicopter" Report No. JW-00-1. |

V. Notes (Model 269A only)

- Manufacturer's eligible serial numbers: s/n --0001 through --0008, --0011 and subsequent. s/n --0650 through --1109 were manufactured under the Delegation Option provisions of FAR 21.
- 2. Current weight and balance report, including list of equipment including certificated empty weight and loading instructions, must be provided for each helicopter at the time of original airworthiness certification and at all times thereafter (except in the case of operators having an appropriate weight control system). Ballast, when necessary, must be carried in accordance with the loading instructions in the approved Pilot's Flight Manual.



| SEC | TION 2: Model 269B | | |
|--------------|---|--|---|
| <u>I. G</u> | eneral | | |
| 1. | Type/ Model/ Variant | | |
| | 1.1 Type | 269 | |
| | 1.2 Model | 269B | |
| | 1.3 Variant | | |
| 2. | Airworthiness Category | Small Rotorc | craft, Normal Category |
| 3. | Manufacturer | Schweizer RS 3901 N Main Fort Worth, U.S.A. | n St. |
| 4. | Type Certification Application Date | to FAA: 28 A | ugust 1963 |
| 5. | State of Design Authority | Federal Avia | tion Administration (FAA), USA |
| 6. | Type Certificate Date | by FAA: by LBA: | 30 December 1963 1 April 1965 |
| 7. | Type Certificate n° | by FAA: by LBA: | 4H12 3018/RC |
| 8. | Type Certificate Data Sheet n° | by FAA: by LBA: | 4H12 3018/RC |
| 9. | EASA Type Certification Date | | er 2003, ce with CR (EU) 1702/2003, Article 2, 3., (a), c, 2 nd indented bullet. |
| <u>II. C</u> | Certification Basis | | |
| 1. | Reference Date for determining the applicable requirements | 1 April 1957 | |
| 2. | Airworthiness Requirements | | |
| | CAR Part 6, dated 15 January 1951, including a addition, compliance with CAR 6.401(b) effect 27.1323 of Amendment 27-2 effective 25 Feb | tive 17 May 19 | 958, CAR 6.637 effective 1 April 1957 and FAR |
| 3. | Special Conditions | none | |
| 4. | Exemptions | none | |
| 5. | Deviations | none | |
| 6. | Equivalent Safety Findings | none | |
| 7. | Requirements elected to comply | none | |
| 8. | Environmental Protection Requirements | | |
| | 8.1 Noise Requirements | See TCDSN E | ASA.IM.R.131 |
| | 8.2 Emission Requirements | n/a | |
| 9. | Operational Suitability Data (OSD) | production. | d for rotorcraft that are no longer in CR (EU) 748/2012, as amended by CR (EU) es not require OSD elements for this model 7a, 1.). |

III. Technical Characteristics and Operational Limitations

| 1. | Type Design Definition | Drawing 269A0046-BCS/-1 |
|----|------------------------|--|
| 2. | Description | Light single reciprocating engine rotorcraft, three blades |



| TCDS No.: EASA.IM.R.131 Issue: 2 | 269 Date: 4 July 2019 |
|-------------------------------------|---|
| | articulated main rotor, twin blade teetering tail rotor, skid type standard landing gear, one pilot and two passengers (see approved Pilot's Flight Manual). |
| 3. Equipment | Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. Refer to "Equipment List for FAA Certification 269B Helicopter" Report No. 269B-X-8001. |
| 4. Dimensions | |
| 4.1 Fuselage | Length: 6.81 m Width: 1.30 m Height: 2.52 m |
| 4.2 Main Rotor | Diameter: 7.62 m (if equipped with p/n 1125, 1131, or A1145 main rotor blade assembly) Diameter: 7.71 m (if equipped with p/n B1145 main rotor blade assembly) |
| 4.3 Tail Rotor | Diameter: 1.30 m |
| 5. Engine | |
| 5.1 Model | Lycoming Engines 1 x Model HIO-360-A1A |
| 5.2 Type Certificate | FAA TC/TCDS n°: 1E10 |

5.3 Limitations

Installed Engine Limitations

EASA.IM.E.032

EASA TC/TCDS n°:

| | Power [hp] | Rpm [min ⁻¹] | Man. Press. [in Hg] | Altitude [ft] |
|-----------------|---------------|-----------------------------|------------------------|------------------|
| Max Continuous | 160 | 2 900 | 23.5 | MSL |
| Max Continuous | 160 | 2 900 | 22.0 | 7 200 |
| TKOF | 180 | 2 900 | 26.1 | MSL |
| Max PWR (5 min) | 180 | 2 900 | 25.0 | 3 900 |

- 6. Fluids (Fuel/ Oil/ Additives)
- 6.1 Fuel Grade 100/130 (green) 6.2 Oil Engine: MIL-L-22851 or SAE J1899 (ashless dispersant type)* MIL-L-6082 or SAE J1966 (straight mineral type)* * For detailed information see Lycoming Service Instruction No. 1014. Main and tail rotor transmission: MIL-L-2105E or SAE J2360** ** For detailed information see S-300C Basic HMI. 6.3 Additives n/a 7. Fluid capacities 7.1 Fuel Fuel tank capacity: 94.6 litres STA 107 (25 US gal) 113.6 litres STA 107 (30 US gal) with optional tank 7.2 Oil Engine: 7.6 litres STA 91 (2 US gal) Main transmission: 2.84 litres (0.75 US gal) Tail rotor transm.: 0.24 litres (0.063 US gal) 7.3 Coolant System Capacity n/a



Date: 4 July 2019

| 8. | Air Speed Limitations | V _{NE} : 87 KIAS | at MSL | |
|-----|--|--|--|--|
| | | For reduction on V_{NE} with altitude see approved Pilot's Flight Manual and related Supplements. | | |
| 9. | Rotor Speed Limitations | Power on: Maximum Minimum | Engine [rpm] 2 900 2 700 | |
| | | Power off: Maximum Minimum | Rotor [rpm] 530 400 | |
| 10. | Maximum Operating Altitude and Temperature | | | |
| | 10.1 Altitude | 10 000 ft (3 048 m) DA For reduction of V _{NE} with altitude see approved Pilot's Flight Manual and related Supplements. | | |
| | 10.2 Temperature | none given | | |
| 11. | Operating Limitations | VFR day and night* Non-icing conditions * With appropriate instruments and equipment, required by the airworthiness and/or operating rules, are approved, installed and are in operable condition. See approved Pilot's Flight Manual for further limitations. | | |
| 12. | Maximum Mass | 757 kg (1 670 lb) Normal Category, see SECTION NOTES, Note 1 | | |
| 13. | Centre of Gravity Range | Longitudinal: STA 95 to 101. For limits with accessories installed, see approved Pilot's Flight Manual. Lateral: See Loading Instructions in approved Pilot's Flight Manual. | | |
| 14. | Datum | Longitudinal: The datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline. Lateral: The datum line (B.L. 0) is at helicopter centreline. | | |
| 15. | Levelling Means | Top of main rotor hub | | |
| 16. | Minimum Flight Crew | 1 pilot, operating | g from the left seat at STA 84.9 | |
| 17. | Maximum Passenger Seating Capacity | 2, 1 at STA 78.5 | and 1 at STA 84.9 | |
| 18. | Passenger Emergency Exit | 2, one on each s | ide of the cockpit | |
| 19. | Maximum Baggage/ Cargo Loads | See Loading Inst Pilot's Flight Ma | ructions and Limitations in approved nual. | |
| 20. | Rotor Blade Control Movement | | | |
| | Main rotor (relative to rigging position): | | | |
| | Collective pitch (up and down): | 12°±1° | | |
| | Cyclic pitch (longitudinal): | Forward 7.5° to Aft 6.0° to 7.5° | 9.4° | |
| | Cyclic pitch (lateral): | Left 6.5° to 7.5° Right 5.3° to 6.3 | | |
| | With tail rotor assembly 269A6004 or 269A600 | 03 installed (relati | ive to rigging position): | |
| | Collective pitch: | Full-left pedal (t +19.0° to +21.0° Full-right pedal -9.0° to -11.0° | | |



With tail rotor assembly 269A6034 or 269ASK16 installed (relative to rigging position):

| Collective pitch: | Full-left pedal (thrust to right) |
|-------------------|-----------------------------------|
| | +24.0° to +26.0° |
| | Full-right pedal (thrust to left) |
| | -11.0° to -13.0° |
| | |

For rigging information of main rotor and tail rotor refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions.

| 21. | Auxiliary Power Unit (APU) | n/a |
|--------------|---------------------------------------|---|
| 22. | Life-limited Parts | Refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions, Appendix B – Periodic Inspection Overhaul and Retirement Schedule, and Weight and Balance Procedures. |
| <u>IV. (</u> | Operating and Service Instructions | |
| 1. | Flight Manual | Refer to latest issue of approved Pilot's Flight Manual. |
| 2. | Maintenance Manual | Refer to latest issue of Sikorsky Models 269A, TH-55A, A- 1, B & C Helicopters Handbook of Maintenance Instructions. |
| 3. | Structural Repair Manual | n/a |
| 4. | Weight and Balance Manual | Refer to Publication No. CSP-BA-1 approved Rotorcraft Flight Manual Schweizer Model 269B Helicopter Section IV. |
| 5. | Illustrated Parts Catalogue | Refer to Publication No. CSP-C-7 Model 269A, 200 Model 269A-1, 300 Model 269B, 300C Model 269C, U.S. Army Model TH-55A Illustrated Parts Catalog |
| 6. | Service Letters and Service Bulletins | As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section: Notes (data pertinent to all Models [])'. |
| 7. | Required Equipment | Refer to "Equipment List for FAA Certification 269B Helicopter", Report No. 269B-X-8001. |

V. Notes (Model 269B only)

 Manufacturer's eligible serial numbers: s/n --0001 and up. s/n --0236 through --0475 were manufactured under the Delegation Option provisions of FAR 21.



I

SECTION 3: Model 269C

| 9 | SECTION 3: Model 269C | |
|----------|--|--|
| <u> </u> | . General | |
| - | 1. Type/ Model/ Variant | |
| | 1.1 Type | 269 |
| | 1.2 Model | 269C |
| | 1.3 Variant | |
| 2 | 2. Airworthiness Category | Small Rotorcraft, Normal Category |
| 3 | 3. Manufacturer | Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106 U.S.A. |
| 4 | 4. Type Certification Application Date | to FAA: 13 August 1968 |
| ļ | 5. State of Design Authority | Federal Aviation Administration (FAA), USA |
| (| 5. Type Certificate Date | by FAA: 15 May 1970 by LBA: 3 September 1970 |
| | | by DGAC FR: 3 November 1988 |
| - | 7. Type Certificate n° | by FAA: 4H12 by LBA: 3018/RC |
| | | by DGAC FR: IM 90 |
| 8 | Type Certificate Data Sheet n° | by FAA: 4H12 by LBA: 3018/RC |
| | | by DGAC FR: IM 90 |
| ġ | 9. EASA Type Certification Date | 28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 2 nd bullet, 2 nd indented bullet. |
| I | I. Certification Basis | |
| | Reference Date for determining the applicable requirements | 25 February 1968 |
| 2 | 2. Airworthiness Requirements | |
| | addition, compliance with CAR 6.401(b) effec 27.1323 of Amdt. 27-2 effective 25 February | Amdts. 6-1 through 6-7 and 6-8, except CAR 6.604(c). In tive 17 May 1958, CAR 6.637 effective 1 April 1957 and FAR 1968 in lieu of CAR 6.612(a) has been required. ion Option Authorization Provisions of FAR 21. |
| | 3. Special Conditions | none |
| 4 | 4. Exemptions | none |
| ļ | 5. Deviations | none |
| (| 6. Equivalent Safety Findings | none |
| 7 | 7. Requirements elected to comply | none |
| 8 | 8. Environmental Protection Requirements | |
| | 8.1 Noise Requirements | See TCDSN EASA.IM.R.131 (see also Note 2) |
| | 8.2 Emission Requirements | n/a |
| | | |

9. Operational Suitability Data (OSD) See Section 7 below



III. Technical Characteristics and Operational Limitations

| <u>III.</u> ⁻ | Technical Characteristics and Oper | ational Limitations | <u>5</u> | | |
|--------------------------|------------------------------------|--------------------------------|---|--------------------------------------|--|
| 1. | Type Design Definition | Dra | wing 269A0050- | BCS/-003 | |
| 2. | Description | arti skic | Light single reciprocating engine rotorcraft, three blades articulated main rotor, twin bladed teetering tail rotor, skid type standard landing gear, one pilot and two passengers (see approved Pilot's Flight Manual). | | |
| 3. | Equipment | Cer the "Eq | tification Basis) s Airworthiness Co uipment List Mo | | ter S/N 1796 – |
| 4. | Dimensions | | | | |
| | 4.1 Fuselage | Wic | gth: Jth: ght: | 6.81 m 1.30 m 2.52 m | |
| | 4.2 Main Rotor | (if e blao Dia | de assembly) meter: | 7.71 m | A1145 main rotor tor blade assembly) |
| | 4.3 Tail Rotor | Dia | meter: | 1.30 m | |
| 5. | Engine | | | | |
| | 5.1 Model | | oming Engines Model HIO-360-I | D1A | |
| | 5.2 Type Certificate | | A TC/TCDS n°: SA TC/TCDS n°: | 1E10 EASA.IM.E.032 | |
| | 5.3 Limitations | Inst | alled Engine Lim | itations | |
| | | Power [kW (hp)] | Rpm [min⁻¹] | Man. Press. [in Hg] | Altitude [ft] |
| | Max Continuous | 141.7 (190) | 3 200 | 26.0 | MSL |
| | Max Continuous | 141.7 (190) | 3 200 | 24.7 | 4 200 |
| 6. | Fluids (Fuel/ Oil/ Additives) | | | | |
| | 6.1 Fuel | AST | M D910A, Grade | e 100/130 (green) |) |
| | 6.2 Oil | MIL MIL * F Ma MIL | -L-6082 or SAE J For detailed inform No. 1014. in and tail rotor t -L-2105E or SAE | ransmission: | neral type)* g Service Instruction |
| | 6.3 Additives | n/a | | | |
| 7. | Fluid capacities | | | | |
| | 7.1 Fuel | Fue | l tank capacity: | | A 107 (30 US gal) A 107 (49 US gal) tank |
| | | Usa | ble fuel: | 112.8 litres (29 | |
| | 7.2 Oil | - | ine: in transmission: | 7.6 litres STA 9 2.84 litres (0.7 | · - · |
| | | | | | |



| | | Tail rotor transm | .: 0.24 litres (0.06 | 3 US gal) |
|-----|--|--|---|--------------------|
| | 7.3 Coolant System Capacity | n/a | | |
| 8. | Air Speed Limitations | VNE:95 KIAS at MSLVDoors 'OFF':89 KIAS at MSLFor reduction on VNE with altitude see approved PilFlight Manual and related Supplements. | | |
| 9. | Rotor Speed Limitations | Power on: Maximum Minimum | Engine [rpm] 3 200 3 000 | |
| | | Power off: Maximum Minimum | Rotor [rpm] 504 390 | |
| 10. | Maximum Operating Altitude and Temperature | | | |
| | 10.1 Altitude | 12 000 ft (3 657 | up to 771 kg (1 700 lb) | |
| | 10.2 Temperature | none given | | |
| 11. | Operating Limitations | VFR day and night* Non-icing conditions * With appropriate instruments and equipment, required by the airworthiness and/or operating rules, are approved, installed and are in operable condition. See approved Pilot Flight Manual for further limitations. | | |
| 12. | Maximum Mass | 930 kg (2 050 lb) Normal Category, see SECTION NOTES, Note 1 | | |
| | | Maximum mass | may be increased to: | |
| | | 975 kg (2 150 lb) for take-off, with agricultural kit (p/n 269A4153-1001) installed, in accordance with specific limitations shown on Supplement C of appr Pilot's Flight Manual. | | |
| | | installed, in acco | with Cargo Hook kit (rdance with specific lin approved Pilot's Fligh | mitations shown in |
| 13. | Centre of Gravity Range | | Longitudinal | |
| | | Forward STA [in (mm)] | | STA mm)] |
| | | 95.0 (2 413) | 101.0 | (2 565) |
| | | | Lateral | |
| | | STA [in (mm)] | LH [in (mm)] | RH [in (mm)] |
| | | 95.0 (2 413) | -1.0 (-25) | +3 (+76) |
| | | 99.5 (2 527) | -2.12 (-54) | +4.0 (+102) |
| | | 101.0 (2 565) | -2.5 (-63) | +2.0 (+51) |
| | | Note: Looking forv | vard, "+" indicates right o | of helicopter |

<u>Note:</u> Looking forward, "+" indicates right of helicopter centreline, and "- " indicates left of helicopter centreline. For limits with accessories installed, see approved Pilot's Flight Manual.

Longitudinal: The datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline.

14. Datum



| | | Lateral: The datum line (B.L. 0) is at helicopter centreline. |
|-----|--|--|
| 15. | Levelling Means | Top of main rotor hub |
| 16. | Minimum Flight Crew | 1 pilot, operating from the left seat at STA 83.2 |
| 17. | Maximum Passenger Seating Capacity | 2, 1 at STA 80.0 and 1 at STA 83.2 |
| 18. | Passenger Emergency Exit | 2, one on each side of the cockpit |
| 19. | Maximum Baggage/ Cargo Loads | See Loading Instructions and Limitations in approved Pilot's Flight Manual. |
| 20. | Rotor Blade Control Movement | |
| | Main rotor (relative to rigging position): | |
| | Collective pitch (up and down): | 12°±1° |
| | Cyclic pitch (longitudinal): | Forward 8.5° to 9.75° Aft 6.5° to 7.5° |
| | Cyclic pitch (lateral): | Left 6.5° to 7.5° Right 4.5° to 6.5° |
| | Tail rotor (relative to rigging position): | |
| | Collective pitch: | Full-left pedal (thrust to right) +25.0° to +27.0° Full-right pedal (thrust to left) -11.0° to -13.0° |

For rigging information of main rotor and tail rotor refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions, or,

to latest issue of Sikorsky S-300C Model 269C Helicopter Basic Handbook of Maintenance Instructions (Effective S/N S1809 and Subsequent) as applicable.

| 21. | Auxiliary Power Unit (APU) | n/a |
|--------------|------------------------------------|--|
| 22. | Life-limited Parts | Refer to latest issue of Sikorsky Models 269A, TH-55A, A- 1, B & C Helicopters Handbook of Maintenance Instructions, Appendix B – Periodic Inspection Overhaul and Retirement Schedule, and Weight and Balance Procedures, or, to latest issue of Sikorsky S-300C Model 269C Helicopter Basic Handbook of Maintenance Instructions (Effective S/N S1809 and Subsequent), Appendix B - Periodic Inspection Overhaul and Retirement Schedule, and Weight and Balance Procedures, as applicable. |
| <u>IV. (</u> | Operating and Service Instructions | |

n/a

Flight Manual 1.

2. Maintenance Manual Refer to latest issue of S-300C Pilot's Flight Manual.

Refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions, or,

to latest issue of Sikorsky S-300C Model 269C Helicopter Basic Handbook of Maintenance Instructions (Effective S/N S1809 and Subsequent), as applicable.

- Structural Repair Manual
- 4. Weight and Balance Manual
- 5. Illustrated Parts Catalogue

Refer to Publication No. CSP-C-1 Pilot's Flight Manual containing the approved Rotorcraft Flight Manual for Sikorsky S-300C Helicopter Model 269C Section VI.22.

Refer to Publication No. CSP-C-9 Schweizer Model 269C Helicopter Illustrated Parts Catalog (IPC) Serial Numbers 1166 and subsequent



3.

| 6. | Service Letters and Service Bulletins | As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section: Notes (data pertinent to all Models [])'. |
|----|---------------------------------------|--|
| 7. | Required Equipment | Refer to "Equipment List Model 269C Helicopter S/N 1796 – Subsequent", Report No. SA-269C-22-4. |

V. Notes (Model 269C only)

 Manufacturer's eligible serial numbers: s/n --0004 and subsequent, except --1246, --1643 and --1660. s/n --0004 through --0082 were manufactured under the Delegation Option provisions of FAR 21.

 Noise Substantiation: Although not part of the Certification Basis, the Model 269C Helicopter is compliant with the requirements of FAR Part 36 Appendix J, Amendment 20.



SECTION A. Model 260C 1

| SEC | TION 4: Model 269C-1 | | | |
|--------------|---|---|---|--|
| <u>I. G</u> | eneral | | | |
| 1. | Type/ Model/ Variant | | | |
| | 1.1 Туре | 269 | | |
| | 1.2 Model | 269C-1 | | |
| | 1.3 Variant | | | |
| 2. | Airworthiness Category | Small Rotor | craft, Normal Category | |
| 3. | Manufacturer | Schweizer R 3901 N Maiı Fort Worth, U.S.A. | | |
| 4. | Type Certification Application Date | to FAA: 9 Fe | bruary 1995 | |
| 5. | State of Design Authority | Federal Avia | ation Administration (FAA), USA | |
| 6. | Type Certificate Date | by FAA: by LBA: | 31 July 1995 25 March 1996 | |
| 7. | Type Certificate n° | by FAA: by LBA: | 4H12 3018/RC | |
| 8. | Type Certificate Data Sheet n° | by FAA: by LBA: | 4H12 3018/RC | |
| 9. | EASA Type Certification Date | | er 2003, ce with CR (EU) 1702/2003, Article 2, 3., (a), t, 2 nd indented bullet. | |
| <u>II. C</u> | Certification Basis | | | |
| 1. | Reference Date for determining the applicable requirements | 25 February | 1968 | |
| 2. | Airworthiness Requirements | | | |
| | CAR Part 6, dated 15 January 1951, including Amdts. 6-1 through 6-7 and 6-8, except CAR 6.604(c). In addition, compliance with CAR 6.401(b) effective 17 May 1958, CAR 6.637 effective 1 April 1957 and FAR 27.1323 of Amdt. 27-2 effective 25 February 1968 in lieu of CAR 6.612(a). | | | |
| 3. | Special Conditions | none | | |
| 4. | Exemptions | none | | |
| 5. | Deviations | none | | |
| 6. | Equivalent Safety Findings | none | | |
| _ | | | | |

Operational Suitability Data (OSD) See SECTION 7 below **III.** Technical Characteristics and Operational Limitations

Requirements elected to comply

8.1 Noise Requirements 8.2 Emission Requirements

Environmental Protection Requirements

1. Type Design Definition Drawing 269A0051--001/-003/-005/-007. 2. Description Light single reciprocating engine rotorcraft, three blades articulated main rotor, twin bladed teetering tail rotor, skid type standard landing gear, one pilot and two passengers (see approved Pilot's Flight Manual).

none

n/a

See TCDSN EASA.IM.R.131



7.

8.

9.

| 3. | Equipment | Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. Refer to "Equipment List/ Weight and Balance Model 269C-1", | | | |
|----|-------------------------------|--|---|--|------------------|
| | | Report No. SA-269C-22-5. | | | |
| 4. | Dimensions 4.1 Fuselage | Length: Width: Height: | 6.81 m 1.30 m 2.52 m | | |
| | 4.2 Main Rotor | Diameter: (if equipped with blade assembly) Diameter: (if equipped with | 7.620 m p/n 1125, 11 7.708 m | | |
| | 4.3 Tail Rotor | Diameter: | 1.295 m | | |
| 5. | Engine | | | | |
| | 5.1 Model | Lycoming Engines 1 x Model HIO-360-D1A, or, 1 x Model HIO-360-G1A | | | |
| | 5.2 Type Certificate | FAA TC/TCDS n°: EASA TC/TCDS n° | 1E10 : EASA.IM.I | E.032 | |
| | 5.3 Limitations | Installed Engine L | imitations | | |
| | | Power [kW (hp)] | Rpm [min ⁻¹] | Man. Press. [in Hg] | Altitude [ft] |
| | Max Continuous | 134.2 (180) | 2 700 | full throttle | MSL |
| 6. | Fluids (Fuel/ Oil/ Additives) | | | | |
| | 6.1 Fuel | ASTM D910A, Gra (purple) MIL-F-55 | | | |
| | 6.2 Oil | (purple) MIL-F-5572, or Grade100LL (blue) ASTM-D910 Engine: MIL-L-22851 or SAE J1899 (ashless dispersant type)* MIL-L-6082 or SAE J1966 (straight mineral type)* * For detailed information see Lycoming Service Instruction No. 1014. Main and tail rotor transmission: MIL-L-2105E or SAE J2360** ** For detailed information see S-300C Basic HMI. | | | e)* |
| | 6.3 Additives | n/a | | | |
| 7. | Fluid capacities | | | | |
| | 7.1 Fuel | For s/n 0001 thro Standard at STA 1 Fuel tank capacit Usable fuel: Standard + Auxili Fuel tank capacit Usable fuel: For s/n 0106 and Standard at STA 1 Fuel tank capacit Usable fuel: Standard + Auxili Fuel tank capacit | 108.5: y: 133.2 lit 132.5 lit ary (optional) y: 246.8 lit 238.5 lit subsequent 108.5: y: 124.9 lit 123.0 lit ary (optional) | tres (65.2 US gal tres (63.0 US gal tres (33.0 US gal tres (32.5 US gal |))) |



| | | Usable fuel: | | 242.2 litr | es (64.0 US gal) |
|---|--|--|---|---|---|
| | 7.2 Oil | Engine: | | | STA 91 (2 US gal) |
| | | Main transmissio | n: : | 2.84 litre | es (0.75 US gal) es (0.063 US gal) |
| | 7.3 Coolant System Capacity | n/a | | 0.24 1110 | 5 (0.005 05 gal) |
| 8. | Air Speed Limitations | • | <ias at<="" td=""><td>t MSL</td><td></td></ias> | t MSL | |
| | | VDoors 'OFF': 90 k | <ias at<="" td=""><td>t MSL</td><td></td></ias> | t MSL | |
| | | For reduction on Flight Manual and | | | de see approved Pilot's lements |
| 9. | Rotor Speed Limitations | Power on: | | e [rpm] | iements. |
| 0. | | Maximum | 2 700 | | |
| | | Minimum | 2 534 | | |
| | | Power off: Maximum | Rotor 504 | [rpm] | |
| | | Minimum | 390 | | |
| 10. | Maximum Operating Altitude and Temperature | | | | |
| | 10.1 Altitude | Enroute: | | 000 ft | (3 048 m) DA |
| | | Take-off/Landing | : 8 | 000 ft | (2 438 m) DA |
| 11 | 10.2 Temperature | none given | * * | | |
| 11. | Operating Limitations | VFR day and nigh Non-icing conditi | | | |
| | | * With appropriate instruments and equipment, required by the airworthiness and/or operating rules, are approved, | | | |
| | | | | | ndition. See approved Pilot's |
| | | Flight Manual fo | or furth | ner limitat | ions. |
| | | | | | |
| 12. | Maximum Mass | 794 kg (1 750 lb) see SECTION NO | | | pry, |
| | Maximum Mass Centre of Gravity Range | | TES, N | | |
| | | see SECTION NOT | TES, N | ote 1 | inal Aft STA |
| | | see SECTION NOT Forward STA [in (mm)] | TES, N | ote 1 | inal Aft STA [in (mm)] |
| | | see SECTION NOT | TES, N | ote 1 Longitud | inal Aft STA [in (mm)] 101.0 (2 565) |
| | | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) | TES, N | ote 1 Longitud Latera | inal Aft STA [in (mm)] 101.0 (2 565) |
| | | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) | ading | ote 1 Longitud Latera | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved |
| | | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The | ading Pilot | ote 1 Longitud Latera instructio 's Flight I m line (S | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at |
| 13. | Centre of Gravity Range | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The | ading Pilot | ote 1 Longitud Latera instructio 's Flight I m line (S | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. |
| 13. | Centre of Gravity Range | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The 2 540 mm (100.0 centreline. | ading Pilot e datur | ote 1 Longitud Latera instructio 's Flight I m line (S' rward of | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at |
| 13. | Centre of Gravity Range | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The 2 540 mm (100.0 centreline. | ading Pilot datur in) foi | ote 1 Longitud Latera instructio 's Flight I m line (S' rward of | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at the main rotor hub |
| 13. | Centre of Gravity Range Datum | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The 2 540 mm (100.0 centreline. Lateral: The datu | ading Pilot datur in) for m line r hub | ote 1 Longitud Latera instructi 's Flight I m line (S ⁻ rward of e (B.L. 0) i | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at the main rotor hub is at helicopter centreline. |
| 13. 14. 15. | Centre of Gravity Range Datum Levelling Means | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The 2 540 mm (100.0 centreline. Lateral: The datu Top of main roto | ading Pilot e datur in) for m line r hub g from | ote 1 Longitud Latera instruction 's Flight I m line (S ⁻ rward of e (B.L. 0) i the left s | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at the main rotor hub is at helicopter centreline. |
| 13. 14. 15. 16. 17. 18. | Centre of Gravity Range Datum Levelling Means Minimum Flight Crew Maximum Passenger Seating Capacity Passenger Emergency Exit | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The 2 540 mm (100.0 centreline. Lateral: The datu Top of main roto 1 pilot, operating 2, 1 at STA 80.0 a 2, one on each sid | ading Pilot e datur in) for m line r hub g from and 1 a de of t | ote 1 Longitud Latera instruction 's Flight I m line (S' rward of e (B.L. 0) i the left s at STA 83 the cockp | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at the main rotor hub is at helicopter centreline. Seat at STA 83.2 .2 bit |
| 13. 14. 15. 16. 17. | Centre of Gravity Range Datum Levelling Means Minimum Flight Crew Maximum Passenger Seating Capacity | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The 2 540 mm (100.0 centreline. Lateral: The datu Top of main roto 1 pilot, operating 2, 1 at STA 80.0 a 2, one on each sid | ading Pilot e datur in) for m line g from and 1 a de of t ructior | ote 1 Longitud Latera instruction 's Flight I m line (S' rward of e (B.L. 0) i the left s at STA 83 the cockp | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at the main rotor hub is at helicopter centreline. |
| 13. 14. 15. 16. 17. 18. | Centre of Gravity Range Datum Levelling Means Minimum Flight Crew Maximum Passenger Seating Capacity Passenger Emergency Exit | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The 2 540 mm (100.0 centreline. Lateral: The datu Top of main roto 1 pilot, operating 2, 1 at STA 80.0 a 2, one on each sin See Loading Instr | ading Pilot e datur in) for m line g from and 1 a de of t ructior | ote 1 Longitud Latera instruction 's Flight I m line (S' rward of e (B.L. 0) i the left s at STA 83 the cockp | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at the main rotor hub is at helicopter centreline. Seat at STA 83.2 .2 bit |
| 13. 14. 15. 16. 17. 18. 19. | Centre of Gravity Range Datum Levelling Means Minimum Flight Crew Maximum Passenger Seating Capacity Passenger Emergency Exit Maximum Baggage/ Cargo Loads | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The 2 540 mm (100.0 centreline. Lateral: The datu Top of main roto 1 pilot, operating 2, 1 at STA 80.0 a 2, one on each sin See Loading Instr | ading Pilot e datur in) for m line g from and 1 a de of t ructior | ote 1 Longitud Latera instruction 's Flight I m line (S' rward of e (B.L. 0) i the left s at STA 83 the cockp | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at the main rotor hub is at helicopter centreline. Seat at STA 83.2 .2 bit |
| 13. 14. 15. 16. 17. 18. 19. | Centre of Gravity Range Datum Levelling Means Minimum Flight Crew Maximum Passenger Seating Capacity Passenger Emergency Exit Maximum Baggage/ Cargo Loads Rotor Blade Control Movement | see SECTION NOT Forward STA [in (mm)] 95.0 (2 413) See Lo Longitudinal: The 2 540 mm (100.0 centreline. Lateral: The datu Top of main roto 1 pilot, operating 2, 1 at STA 80.0 a 2, one on each sin See Loading Instr | ading Pilot e datur in) for m line g from and 1 a de of t ructior | ote 1 Longitud Latera instruction 's Flight I m line (S' rward of e (B.L. 0) i the left s at STA 83 the cockp | inal Aft STA [in (mm)] 101.0 (2 565) al ons in approved Manual. TA 0) is located at the main rotor hub is at helicopter centreline. Seat at STA 83.2 .2 bit |



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| | | Aft 6.5° to 7.5° |
|--------------|---|--|
| | Cyclic pitch (lateral): | Left 6.5° to 7.5° |
| | | Right 4.5° to 6.5° |
| | Tail rotor (relative to rigging position): | |
| | Collective pitch: | Full-left pedal (thrust to right) +25.0° to +27.0° Full-right pedal (thrust to left) -11.0° to -13.0° |
| | For rigging information of main rotor and tail Basic Handbook of Maintenance Instructions. | rotor refer to Sikorsky S-300CB Model 269C-1 Helicopter |
| 21. | Auxiliary Power Unit (APU) | n/a |
| 22. | Life-limited Parts | Refer to latest issue of Sikorsky S-300CB Model 269C-1 Helicopter Basic Handbook of Maintenance Instructions, Appendix B - Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures. |
| <u>IV. (</u> | Operating and Service Instructions | |
| 1. | Flight Manual | Refer to latest issue of S-300CB Pilot's Flight Manual. |
| 2. | Maintenance Manual | Refer to latest issue of Sikorsky S-300CB Model 269C-1 Helicopter Basic Handbook of Maintenance Instructions. |
| 3. | Structural Repair Manual | n/a |
| 4. | Weight and Balance Manual | Refer to Publication No. CSP-C1-1 Pilot's Flight Manual containing the approved Rotorcraft Flight Manual for Schweizer 300CB Helicopter Model 269C-1 Section VI 22. |
| 5. | Illustrated Parts Catalogue | Refer to Publication No. CSP-C1-6 Schweizer Model 269C-1 Helicopter Illustrated Parts Catalog (IPC) |
| 6. | Service Letters and Service Bulletins | As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section: Notes (data pertinent to all Models [])'. |
| 7 | Required Equipment | |

7. Required Equipment

Refer to "Equipment List/ Weight and Balance Model 269C-1", Report No. SA-269C-22-5.

V. Notes (Model 269C-1 only)

 Manufacturer's eligible serial numbers: s/n --0001 and subsequent, except --0002, --0013 and --0255.



SECTION 5: Model 269D

| JEC | Section 5. Model 2050 | | | |
|-------------|-------------------------------------|---|---|--|
| <u>I. G</u> | I. General | | | |
| 1. | Type/ Model/ Variant | | | |
| | 1.1 Type | 269 | | |
| | 1.2 Model | 269D | | |
| | 1.3 Variant | | | |
| 2. | Airworthiness Category | Small Rotor | craft, Normal Category | |
| 3. | Manufacturer | Schweizer R 3901 N Mair Fort Worth, U.S.A. | | |
| 4. | Type Certification Application Date | to FAA: 21 N | lovember 1987 | |
| 5. | State of Design Authority | Federal Avia | ition Administration (FAA), USA | |
| 6. | Type Certificate Date | by FAA: by CAA SE: | 14 September 1992 28 February 1994 | |
| | | by RLD: | 29 May 1995 | |
| 7. | Type Certificate n° | by FAA: by CAA SE: | 4H12 4/94 | |
| | | by RLD: | R-088-95 | |
| 8. | Type Certificate Data Sheet n° | by FAA: by CAA SE: | 4H12 see Note 2 | |
| | | by RLD: | none | |
| 9. | EASA Type Certification Date | | er 2003, ce with CR (EU) 1702/2003, Article 2, 3., (a), t, 2 nd indented bullet. | |

II. Certification Basis

| 1. | Reference Date for determining the | 3 November 1987 | |
|----|------------------------------------|-----------------|--|
| | applicable requirements | | |
| 2. | Airworthiness Requirements | | |

2

The certification basis for the Model 269D includes that of the 269C CAR Part 6, dated 15 January 1951, including Amdt. 6-1 through 6-7, and 6-8 except CAR 6.604(c). Compliance with CAR 6.401(b) effective 17 May 1958, CAR 6.637 effective 1 April 1957 and FAR 27.1323 Amdt. 27-2 effective 25 February 1968 in lieu of CAR 6.612(a) has been shown. Applicable FAR requirements covering the turbine engine installation per FAR 27 through Amdts. 27-21 in effect at time of application (3 November 1987) and noise standards per FAR 36 at time of certification are:

FAR 21.35(b)(2); 27.73(a)(2)(ii); 27.337; 27.339; 27.341; 27.361(a); 27.395; 27.397; 27.399; 27.547; 27.671; 27.901(b)(4)(c); 27.903(c); 27.907; 27.923; 27.927; 27.931; 27.939; 27.951(c); 27.955; 27.959; 27.961; 27.963; 27.965; 27.969; 27.971; 27.973; 27.975; 27.977(a)(2)(b)(c)(d); 27.993; 27.995; 27.997; 27.999; 27.1013(c); 27.1015; 27.1019; 27.1091(d)(e); 27.1093(b); 27.1121; 27.1141(d); 27.1143(d); 27.1145(b); 27.1191(a); 27.1194; 27.1195; 27.1305(f)(g)(n) through (s); 27.1323; 27.1353(f)(g); 27.1461; 27.1521(b)(5), (c)(3)(d thru f); 27.1529; 27.1557(c)(i)(iii) and 27.1583(b)(1); FAR 36 Appendix J, Amdt. 20.

3. **Special Conditions** none 4. Exemptions none 5. Deviations none 6. **Equivalent Safety Findings** none 7. Requirements elected to comply none



9.

I

8. Environmental Protection Requirements

| 8.1 Noise Requirements | See TCDSN EASA.IM.R.131 |
|------------------------------------|-------------------------|
| 8.2 Emission Requirements | n/a |
| Operational Suitability Data (OSD) | See SECTION 7 below |

III. Technical Characteristics and Operational Limitations

| 1. | Type Design Definition | Drawing 269D0 | 000-1/-5. |
|----|------------------------|--------------------------------------|---|
| 2. | Description | articulated main skid type standa | nine power rotorcraft, three blades n rotor, twin blade teetering tail rotor, ard landing gear, one pilot and three approved Pilot's Flight Manual) |
| 3. | Equipment | Certification Bat the Airworthine | t required by the airworthiness rules (see sis) shall be installed on the helicopter for ess Certificate release. Refer to latest issue List 330 Helicopter" Report No. SA-269D- |
| 4. | Dimensions | | |
| | 4.1 Fuselage | Length: Width: Height: | 9.42 m 2.08 m 2.61 m |
| | 4.2 Main Rotor | Diameter: | 8.18 m |
| | 4.3 Tail Rotor | Diameter: | 1.30 m |
| 5. | Engine | | |
| | 5.1 Model | Rolls-Royce | |

| | | 1 x Model 250-C20V | V |
|-----|------------------|--------------------|---------------|
| 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

| | Power [kW (hp)] | Torque [psi] | N₁ [% rpm] | ТОТ [°С] |
|-----------------------------|--------------------|-----------------|---------------|-------------|
| TKOF (5 min) | 175 (235) | 61.7 | 105 | 810 |
| Max Continuous | 164 (220) | 57.8 | | 738 |
| Start up/Shut down (10 sec) | | | | 810 - 927 |
| Idle speed | | | 59 - 65 | |

<u>Note:</u> 100% N₁ = 50 970 rpm

5.3.2 Output shaft (N₂)

| | Normal Operating Range N ₂ | 90% - 91% |
|-------|--|--|
| | Installed PWR Turbine Limit 91% N ₂ | 30 294 rpm |
| | Installed PWR Output Shaft Limit 90% N ₂ | 5 475 rpm |
| | Engine torque | 100% = 491.5 Nm(362.5 lb·ft) |
| 5.3.3 | Transmission Torque Limits | 61.7 psi maximum 57.8 to 61.7 psi (5 min limit) 0 to 57.8 psi normal operating range |



| 6. | Fluids (Fuel/ Oil/ Additives) | | |
|-----|--|--|--|
| | 6.1 Fuel | - | ^r MIL-T-5624, Jet A, A-1, or B per ade JP-8 per MIL-T-83133 |
| | 6.2 Oil | Main and tail rotor tra MIL-L-2105E, or SAE J | e Maintenance Manual 10W2. ansmission: |
| | 6.3 Additives | n/a | |
| 7. | Fluid capacities | | |
| | 7.1 Fuel | Standard at STA 104.2 Fuel tank capacity: Usable fuel: Extended Range Capa Fuel tank capacity: Usable fuel: | 230.1 litres (60.8 US gal) 227.1 litres (60.0 US gal) |
| | 7.2 Oil | Engine: Main transmission: Tail rotor transm.: | 4.26 litres STA 114.4 (1.125 US gal) 2.84 litres (0.75 US gal) 0.24 litres (0.063 US gal) |
| | 7.3 Coolant System Capacity | n/a | |
| 8. | Air Speed Limitations | For reduction on V _{NE} V Flight Manual. | 5 at MSL 5 at MSL with altitude see approved Pilot's any combination of cabin doors |
| 9. | Rotor Speed Limitations | Power on:Nr [rMaximum471 | (at 91% N ₂) (at 90% N ₂) |
| 10. | Maximum Operating Altitude and Temperature | Avoid operational are Flight Manual. | as shown in the approved Pilot's |
| | 10.1 Altitude | 10 000 ft (3 048 m) PA 12 800 ft (3 901 m) PA if equipped with 269A 269D7100-3 "ext. heig | A, \1002-11 main rotor inst. and |
| | 10.2 Temperature | -17.8°C (0°F) minimun | n operating temperature |
| 11. | Operating Limitations | the airworthiness and | truments and equipment, required by d/or operating rules, are approved, perable condition. See approved Pilot's ther limitations. |
| 12. | Maximum Mass | | rmal Category equipped with 269A1002-11 main 100-3 "ext. height" landing gear |



An agency of the European Union

| 13. | Centre of Gravity Range | | Longitudinal |
|-----|--|-----------------|--|
| | | Fwd | 94.0 in at 1 157 kg (2 550 lb) varying linearly to 92.0 in at 907 kg (2 000 lb) and below. |
| | | Aft | 96.0 in at 1 157 kg (2 550 lb) varying linearly to 101.0 in at 907 kg (2 000 lb and below. |
| | | | Lateral |
| | | Right | B.L. +2.0 in at 1 157 kg (2 550 lb) varying linearly to +4.0 in at 907 kg 2 000 lb and below. |
| | | Left | B.L. –1.0 in at 1 157 kg (2 550 lb) varying linearly to -3.0 in at 907 kg (2 000 lb) and below. |
| | | | ateral "+" CG is right of aircraft centreline, "-" is left of centreline when looking forward. |
| 14. | Datum | 2 540 centre | - |
| | | | I: The datum line (B.L. 0) is at helicopter centreline. |
| 15. | Levelling Means | - | main rotor hub |
| 16. | Minimum Flight Crew | 1 pilot | , operating from the left seat at STA 68.6 |
| 17. | Maximum Passenger Seating Capacity | - | e configuration: (1 at STA 68.6, 1 at STA 78.6) e configuration (1 at STA 68.6, 2 at STA 78.6) |
| 18. | Passenger Emergency Exit | 2, one | on each side of the cockpit |
| 19. | Maximum Baggage/ Cargo Loads | | ading Instructions and Limitations in approved Flight Manual. |
| 20. | Rotor Blade Control Movement | | |
| | Main rotor (relative to rigging position): | | |
| | Collective pitch (up and down): | 12°±1 | • |
| | Cyclic pitch (longitudinal): | | ard 8.5° to 9.5° 5° to 10.0° |
| | Cyclic pitch (lateral): | | .5° to 7.5° 6.0° to 7.0° |
| | Tail rotor (relative to rigging position): | | |
| | Collective pitch: | | ft pedal (thrust to right) +27.0° to +29.0° ght pedal (thrust to left) -11.0° to -13.0° |
| | For rigging information of main rotor and tail Handbook of Maintenance Instructions | rotor re | fer to Sikorsky S-330 Model 269D Helicopter Basic |
| 21. | Auxiliary Power Unit (APU) | n/a | |
| | | | |

22. Life-limited Parts

Refer to latest issue of Sikorsky S-330 Model 269D Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures"



IV. Operating and Service Instructions

| 1. | Flight Manual | Refer to latest issue of S-330 Pilot's Flight Manual. |
|----|---------------------------------------|--|
| 2. | Maintenance Manual | Refer to latest issue of Sikorsky S-330 Model 269D Helicopter Basic Handbook of Maintenance Instructions. |
| 3. | Structural Repair Manual | n/a |
| 4. | Weight and Balance Manual | Publication No. CSP-D-1 Pilot's Flight Manual containing the approved Rotorcraft Flight Manual for Schweizer 330 Helicopter Model 269D Section VI. |
| 5. | Illustrated Parts Catalogue | Publication No. CSP-D-6 Sikorsky 330 & 333 Models 269D/269D Config. "A" Helicopters Illustrated Parts Catalog (IPC) |
| 6. | Service Letters and Service Bulletins | As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section: Notes (data pertinent to all Models [])'. |
| - | Described Frankright | |

7. Required Equipment

Refer to latest issue of "Equipment List 330 Helicopter" Report No. SA-269D-22-2.

V. Notes (Model 269D only)

- Manufacturer's eligible serial numbers: s/n --0001 and subsequent, except --0007, --0011, --0013, --0017 and --0030 and all s/n containing the suffix "M" or "MB".
- 2. For the Swedish type acceptance (No 4/94) no Swedish TCDS was issued since it was a type acceptance process of the US TC 4H12. The validation is documented in the "Import Evaluation Report Nr 4/94", dated 28 February 1994.



SECTION 6: Model 269D, variant: Configuration 'A'

I. General

| 1. Type/ Model/ Variant | |
|-------------------------|--|
|-------------------------|--|

| | 1.1 Type | 269 |
|----|-------------------------------------|--|
| | 1.2 Model | 269D |
| | 1.3 Variant | 269D Configuration 'A' |
| 2. | Airworthiness Category | Small Rotorcraft, Normal Category |
| 3. | Manufacturer | Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106 U.S.A. |
| 4. | Type Certification Application Date | to FAA: 6 July 1999 |
| 5. | State of Design Authority | Federal Aviation Administration (FAA), USA |
| 6. | Type Certificate Date | by FAA: 28 September 2000 by ENAC IT: 9 April 2002 |
| 7. | Type Certificate n° | by FAA: 4H12 by ENAC IT: A 386 |
| 8. | Type Certificate Data Sheet n° | by FAA: 4H12 by ENAC IT: SO/A 386 |
| 9. | EASA Type Certification Date | 28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 2 nd bullet, 2 nd indented bullet. |

II. Certification Basis

| 1. | Reference Date for determining the applicable requirements | 3 November 1987 |
|----|--|----------------------|
| 2. | Airworthiness Requirements | |
| | The contification have fourthe Mandel 2000 Con | Constinue (A) in the |

The certification basis for the Model 269D Configuration 'A' is the same as the Model 269D along with the following FAR 27 compliance upgrades as of 1 January 1999: FAR 27.337; 27.339; 27.341; 27.547; 27.923 and 27.927.

| 3. | Special Conditions | none |
|----|---------------------------------------|-------------------------|
| 4. | Exemptions | none |
| 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.IM.R.131 |
| | 8.2 Emission Requirements | n/a |
| 9. | Operational Suitability Data (OSD) | See SECTION 7 below |

III. Technical Characteristics and Operational Limitations

| 1. | Type Design Definition | Drawing 269D0000-1/-5. |
|----|------------------------|--|
| 2. | Description | Light single turbine power rotorcraft, three blades articulated main rotor, twin blade teetering tail rotor, skid type standard landing gear, one pilot and three passengers (see approved Pilot's Flight Manual) |



Equipment

Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. Refer to latest issue of "Equipment List 330 Helicopter" Report No. SA-269D-22-2

4. Dimensions

3.

5.

| 4.1 Fuselage | Length: | 9.42 m |
|----------------------|-------------------|---------------|
| | Width: | 2.08 m |
| | Height: | 2.61 m |
| 4.2 Main Rotor | Diameter: | 8.18 m |
| 4.3 Tail Rotor | Diameter: | 1.30 m |
| Engine | | |
| 5.1 Model | Rolls-Royce | |
| | 1 x Model 250-C20 | W |
| 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

| | Power [kW (hp)] | Torque [psi] | N1 [% rpm] | тот [°С] |
|-----------------------------|--------------------|-----------------|---------------|-------------|
| TKOF (5 min) | 188.7 (253) | 67.6 | 105 | 810 |
| Max Continuous | 173 (232) | 62.2 | | 738 |
| Start up/Shut down (10 sec) | | | | 810 – 927 |
| Idle speed | | | 59 - 65 | |

<u>Note:</u> 100% N₁ = 50 970 rpm

5.3.2 Output shaft (N₂)

| | Normal Operating Range N ₂ | 89% - 90% |
|------------|--|--|
| | Installed PWR Turbine Limit 90% N2 | 29 961 rpm |
| | Installed PWR Output Shaft Limit 90% N2 | 5 414 rpm |
| | Engine torque | 100% = 491.5 Nm (362.5 lb·ft) |
| 5.3.3 | Transmission Torque Limits | 67.6 psi Maximum 62.2 to 67.6 psi (5 min limit) 0 to 62.2 psi normal operating range |
| Fluids (Fu | el/ Oil/ Additives) | |
| 6.1 Fuel | | Grade JP-4 or JP-5 per MIL-T-5624, Jet A, A-1, or B per ASTM D-1655, and Grade JP-8 per MIL-T-83133 |
| 6.2 Oil | | Engine: MIL-L-7808*, or MIL-L-23699 * Reference Rolls-Royce Maintenance Manual 10W2. Main and tail rotor transmission: MIL-L-2105E, or SAE J2360** ** For detailed information see S-333 Basic HMI. |
| 6.3 Addi | tives | n/a |
| | | |



6.

| 7. | Fluid capacities | | | |
|-----|--|-------------------------------------|--------------------------------------|---|
| | 7.1 Fuel | Fuel ta Usable Extend | ed Range Capao nk capacity: | : 230.1 litres (60.8 US gal) 227.1 litres (60.0 US gal) city at STA 104.2: 280.5 litres (74.1 US gal) 276.3 litres (73.0 US gal) |
| | 7.2 Oil | | : ransmission: cor transm.: | 4.26 litres STA 114.4 (1.125 US gal) 2.84 litres (0.75 US gal) 0.24 litres (0.063 US gal) |
| | 7.3 Coolant System Capacity | n/a | | |
| 8. | Air Speed Limitations | VNE: VNE PWR VNE Door | 120 KIAS (Max. ma off: 94 KIAS | ass 2 301-2 550 lb) at MSL ass 2 300 lb and below) at MSL for any combination of |
| | | | | vith altitude see approved Pilot's ited Supplements. |
| 9. | Rotor Speed Limitations | Norma Power Maxim Minim | on: N _r [r um 471 | ange [rpm]: 466 – 471 pm] (at 90% N2) (at 89% N2) |
| | | Power Maxim Minim | um 500 | pm] |
| 10. | Maximum Operating Altitude and Temperature | | operational area Manual. | as shown in the approved Pilot's |
| | 10.1 Altitude | 13 000 | ft (3 962 m) PA | |
| | 10.2 Temperature | -17.8°C | C (0°F) minimum | n operating temperature |
| 11. | Operating Limitations | Non-ici * With the a insta | airworthiness and | ruments and equipment, required by I/or operating rules, are approved, perable condition. See approved Pilot's her limitations. |
| 12. | Maximum Mass | | g (2 550 lb) No CTION NOTES, | |
| 13. | Centre of Gravity Range | | | Longitudinal |
| | | Fwd | | 7 kg (2 550 lb) varying linearly to kg (2 000 lb) and below. |
| | | Aft | | 7 kg (2 550 lb) varying linearly to 7 kg (2 000 lb and below. |
| | | L | | Lateral |
| | | Right | | 1 157 kg (2 550 lb) varying linearly 07 kg 2 000 lb and below. |
| | | Left | | 1 157 kg (2 550 lb) varying linearly 17 kg (2 000 lb) and below. |
| | | N | | abt of allowedt accetualized "" " is laft of |

<u>Note:</u> Lateral "+" CG is right of aircraft centreline, "-" is left of aircraft centreline when looking forward.



| 14. | Datum | Longitudinal: The datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline. |
|---|---|---|
| 45 | | Lateral: The datum line (B.L. 0) is at helicopter centreline. |
| 15. | Levelling Means | Top of main rotor hub |
| 16. | Minimum Flight Crew | 1 pilot, operating from the left seat at STA 68.6 |
| 17. | Maximum Passenger Seating Capacity | 3 place configuration: (1 at STA 68.6, 1 at STA 78.6) 4 place configuration (1 at STA 68.6, 2 at STA 78.6) |
| 18. | Passenger Emergency Exit | 2, one on each side of the cockpit |
| 19. | Maximum Baggage/ Cargo Loads | See Loading Instructions and Limitations in approved Pilot's Flight Manual. |
| 20. | Rotor Blade Control Movement | |
| | Main rotor (relative to rigging position): | |
| | Collective pitch (up and down): | 12°±1° |
| | Cyclic pitch (longitudinal): | Forward 8.5° to 9.5° Aft 9.5° to 10.0° |
| | Cyclic pitch (lateral): | Left 6.5° to 7.5° Right 6.0° to 7.0° |
| | Tail rotor (relative to rigging position): | |
| | Collective pitch: | Full-left pedal (thrust to right) +27.0° to +29.0° Full-right pedal (thrust to left) -11.0° to -13.0° |
| | For rigging information of main rotor and tail | rotor refer to S-333 Basic HMI. |
| ~ ~ | | |
| 21. | Auxiliary Power Unit (APU) | n/a |
| 21. 22. | Life-limited Parts | n/a Refer to latest issue of Sikorsky S-333 Model 269D Configuration "A" Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures". |
| 22. | | Refer to latest issue of Sikorsky S-333 Model 269D Configuration "A" Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and |
| 22. | Life-limited Parts | Refer to latest issue of Sikorsky S-333 Model 269D Configuration "A" Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and |
| 22. <u>IV. (</u> | Life-limited Parts Dperating and Service Instructions | Refer to latest issue of Sikorsky S-333 Model 269D Configuration "A" Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures". |
| 22. <u>IV. (</u> 1. | Life-limited Parts Operating and Service Instructions Flight Manual | Refer to latest issue of Sikorsky S-333 Model 269D Configuration "A" Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures". Refer to latest issue of S-333 Pilot's Flight Manual. Refer to latest issue of Sikorsky S-333 Model 269D Config. 'A' Helicopter Basic Handbook of Maintenance |
| 22. <u>IV. (</u> 1. 2. | Life-limited Parts Operating and Service Instructions Flight Manual Maintenance Manual | Refer to latest issue of Sikorsky S-333 Model 269D Configuration "A" Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures". Refer to latest issue of S-333 Pilot's Flight Manual. Refer to latest issue of Sikorsky S-333 Model 269D Config. 'A' Helicopter Basic Handbook of Maintenance Instructions. |
| 22. <u>IV. (</u> 1. 2. 3. | Life-limited Parts Deperating and Service Instructions Flight Manual Maintenance Manual Structural Repair Manual | Refer to latest issue of Sikorsky S-333 Model 269D Configuration "A" Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures". Refer to latest issue of S-333 Pilot's Flight Manual. Refer to latest issue of Sikorsky S-333 Model 269D Config. 'A' Helicopter Basic Handbook of Maintenance Instructions. n/a Publication No. CSP-D-8 Pilot's Flight Manual containing the approved Rotorcraft Flight Manual for Schweizer 333 |
| 22. <u>IV. (</u> 1. 2. 3. 4. | Life-limited Parts Deperating and Service Instructions Flight Manual Maintenance Manual Structural Repair Manual Weight and Balance Manual | Refer to latest issue of Sikorsky S-333 Model 269D Configuration "A" Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures". Refer to latest issue of S-333 Pilot's Flight Manual. Refer to latest issue of Sikorsky S-333 Model 269D Config. 'A' Helicopter Basic Handbook of Maintenance Instructions. n/a Publication No. CSP-D-8 Pilot's Flight Manual containing the approved Rotorcraft Flight Manual for Schweizer 333 Helicopter Model 269D Configuration 'A' Section VI Publication No. CSP-D-6 Sikorsky 330 & 333 Models 269D/269D Config. 'A' Helicopters Illustrated Parts |



V. Notes (Model 269D, variant Configuration 'A' only)

 Manufacturer's eligible serial numbers: Optional configuration for production helicopters s/n --0026 and subsequent and for all other helicopters incorporating Retrofit Kit no. SA-269D-K-20. Production Configuration A helicopters have 'A' at the end of s/n. Retrofit Configuration 'A' helicopters have no '-A' at the end of s/n. Both production and retrofit helicopters have an additional 'Configuration A' Data Plate affixed next to standard data plate.



SECTION: NOTES (data pertinent to all Models except when specifically indicated)

- 1. Aircraft serial numbers are coded to show the month and year of manufacture sequence. Example: 1130103
 - 11 month of manufacture was November
 - 3 year of manufacture was 1963

0103 Serial number in consecutive order from 0001 for each model

Model 269C Helicopters, s/n 1065, s/n 1075 and subsequent will be delivered without the manufacturing date coding as part of the serial number. Serial numbers are prefixed by the letter "S" starting with s/n S1166 and up.

- 2. Current weight and balance report, including list of equipment including certificated empty weight and loading instructions, must be provided for each helicopter at the time of original airworthiness certification and at all times thereafter (except in the case of operators having an appropriate weight control system). Ballast, when necessary, must be carried in accordance with the loading instructions in the Rotorcraft Flight Manual.
- 3. The following placard must be installed in clear view of the pilot:

"This Helicopter must be operated in compliance with the operating limitations specified in the pertinent Rotorcraft Flight Manual."

For additional placards, see the pertinent Rotorcraft Flight Manual.

4. Service Bulletin information is organised by document prefix.

Please see the following breakdown:

- 'N-' = Hughes Aircraft (model effectivity noted inside document)
- 'B-' = old Schweizer Company (model effectivity 269A, 269B, 269C)
- 'C1B-' = old Schweizer Company (model effectivity 269C-1)
- 'DB-' = old Schweizer Company (model effectivity 269D)
- 'ASB B-' = Sikorsky Aircraft Company (model effectivity 269A, 269B, 269C)
- 'ASB C1B' = Sikorsky Aircraft Company (model effectivity 269C-1)
- 'ASB DB-' = Sikorsky Aircraft Company (model effectivity 269D)

SECTION: NOTES (data pertinent to all Models, except 269C-1, 269D and variant 269D Configuration 'A')

1. (a) The retirement times of critical parts are listed in the following table. These values of retirement or service life cannot be increased without EASA approval by. (See NOTE 3 for Model 269D and Note 4 for Model 269C-1)):

| Description | p/n | Model 269A s/n 0001 thru 0008 [h] | Model 269A s/n 0011 & subs. Model 269B s/n 0001 & subs. [h] | Model 269C s/n 0004& subs. [h] |
|--|----------------|--|---|---|
| Blade Assembly - M/R | 269-1100 | 1 366 | | |
| | 269A1125 | | 1 366 | |
| | 269A1131 | 1 366 | 1 366 | |
| | 269A1131-1 | 1 366 | 1 366 | |
| | 269A1160 | | | 5 500 |
| | 269A1185-1,-7 | | | 5 500 |
| | 269A1185-9 | | | 3 050 |
| | 269A1190 | | 5 500 | |
| | 269A1190-1 | | 5 500 | |
| | 269B1145 | | 1 366 | |
| | 269B1145-1 | | 1 366 | |
| | 269B1145-25 | | 1 366 | |
| Pitch Brg. Shaft - M/R | 269A1240-7 | | | 3600 |
| Dampers-Elastomeric - M/R See NOTE 1(e) | 269A1290-1, -3 | | 6000 | 6000 |



| | | Model 269A s/n 0001 thru 0008 | Model 269A s/n 0011 & subs. Model 269B s/n 0001 & subs. | Model 269C s/n 0004& subs. |
|---|--|-------------------------------------|--|----------------------------------|
| Description | p/n | [h] | [h] | 5003. [h] |
| Mast - M/R | 269-2165 | 1 900 | | |
| | 269A2010-5, -15 | | | 13 590 |
| Thrust Bearing - M/R | 269A5050-73 | | 3 000 | |
| | 269A5050-63, -95 269A5050-50, -51 | 300 | 300 | 3 000 |
| Tail Boom Assy (when 269ASK16 or | 269A2320 with 269A2324 | | 17 370 | |
| 269A6034 T/R is installed) | –13, -11 centre attach fitting installed | | | |
| | 269A2320 with 269A2324 | | 4 100 | |
| | Basic, -7 centre attach fitting installed | | 4 100 | |
| Tail Boom Assy | 269A2320-7 | | | 2 100 |
| | with269A2324-11 centre attach fitting installed | | | |
| | 269A2320-7 with 269A2324-7 centre attach fitting installed | | | 500 |
| | 269A2320-9 | | 17 370 | |
| | 269A2320-11 | | | 2 100 |
| | 269A2320-17,-21 | | | 4 200 |
| | 269A2320-19 | | | 2 100 |
| Tail Boom Struts (see NOTE 1 (f)) | 269A2015-5 269A2015-11, -13, -15, - 17, -113, -213, -215 | | | 500 10 700 |
| Stab. Assy - Vert. | 269A2419-3 | | | 20 540 |
| Stab. Assy - Horiz. | 269-2500 | 2 500 | | |
| | 269A2511 | | 2 500 | |
| (when 269A2516 zero time Stab. is installed with 269ASK16 or 269A6034 | 269A2516 | | 2500 | |
| T/R) | 269A2516 | | 3 070 | |
| .,, | 269A2516-9 | | | 2 500 |
| | 269A2516-21 | | | 4 200 |
| Main Gear Box Pinion Assy | 269-5103 | 2 250 | | |
| | 269A5103 | | 6 000 | 6 000 |
| | 269A5103-9 | | 6 000 | 6 000 |
| | 269A5103-21 | | 6 000 6 000 | 6 000 6 000 |
| Main Rotor Drive Shaft | 269A5103-31, 41, -51, -55 269-5301 | 1 195 | | |
| | 269A5305-3, -103 | | 3 000 | |
| | 269A5305-11, -111 | | | 1 900 |
| Main Rotor Drive Shaft (splined) | 269A5326-1, -5 | | | 3 200 |
| Main Rotor Hub (splined) | 269A5325-1 | | | 8 000 |
| Carrier Assembly-Ring Gear, see NOTE 1(h) | 269A5194 | 6 000 | 6 000 | 6 000 |
| Lower Pulley Coupling Shaft | 269-5412 | 1 500 | | |
| Lower Pulley Coupling Shaft (269A5504-5 Assy) | 269A5504-3 | | 1 500 | 1 500 |
| Lower Pulley Coupling Shaft (269A5559 Assy) | 269A5559-3 | | 6 000 | 6 000 |
| Idler Pulley Bearings | 269A5050-58 | | 200 | |
| | 269A5050-62 | | | 600 |



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| Description p/n [h] [h] <th< th=""><th>Description</th><th>p/n</th><th>Model 269A s/n 0001 thru 0008 [h]</th><th>Model 269A s/n 0011 & subs. Model 269B s/n 0001 & subs.</th><th>Model 269C s/n 0004& subs.</th></th<> | Description | p/n | Model 269A s/n 0001 thru 0008 [h] | Model 269A s/n 0011 & subs. Model 269B s/n 0001 & subs. | Model 269C s/n 0004& subs. |
|--|------------------------------------|----------------------|--|--|----------------------------------|
| 269A5609 3 000 see NOTE 1(d) 369A5406 unlimited 8 600 269A5626-3, -5 unlimited 8 600 269A5626-3, -5 8 600 269A5626-3, -5 3 000 T/R Drive Shaft 269A5607 3 000 Shaft Assy - T/R Drive 269A5701, -3 3 000 Shaft Assy - T/R Drive 269A6040, -85 M 3 000 Shaft Assy - T/R Drive 269A6040, -5, -5M 3 000 Shaft Assy - T/R Drive 269A6040, -5, -5M 3 000 269A6040, -7, -9, 9M 3 000 Spline Adapter Fitting 269A6035, -17, -21 5 000 Spline Adapter Fitting 269A6035, -17, -21 5 000 269A6035, 9, -19, -23 5 000 269A602 269A605 2 80 | | | | | |
| see NOTE 1(d) 369A5406 unlimited 8 600 see NOTE 1(d) 269A5425, -3, -5 unlimited 8 600 269A5626-3, -5 8 000 Drive Spline - Aft End 269-5607 1 800 3 000 T/R Drive Shaft 269A5607 3 000 (includes end fittings) 269A5701, -3 3 000 (includes end fittings) 269A5701, -3 3 000 269A6040-5, -5M 3 000 269A6040-5, -5M 3 000 269A6040-5, -5M 3 000 269A6040-7, -9, 9M 6 000 269A5K09 3 000 269A5K09 3 000 269A5K04 3 000 269A5K04 9 000 269A5K04 9 000 269A5K04 9 000 269A6035, -17, -21 5 000 269A6035 5 000 269A6124 9 000 269A6124 9 000 269A6124 9 60 269A6124 9 60 269A6124 9 60 269A6055 2 800 3 540 269A6065 -507 2 800 3 540 269A6065 -507 2 800 3 540 269A6065 -507 2 800 3 540 269A6065 2 800 5 100 369A1706-505, -507 2 800 5 100 369A17 | Shaft - Input I/R GB | | | | |
| see NOTE 1(d) 369A5425, -3, -5 unlimited 8 600 269A5626-3, -5 8 600 Drive Spline - Aft End 269-5607 1 800 8 600 T/R Drive Shaft 269A5607 3 000 Shaft Assy - T/R Drive 269A5701, -3 3 000 (includes end fittings) 269A6040,-BSC M 3 000 269A6040-7, -9, 9M 3 000 269A6040-7, -9, 9M 6 000 269A6040-7, -9, 9M 269A6040-7, -9, 9M 3 000 269A6040-7, -9, 9M 6 000 269A6035 269A6035, -17, -21 5 000 269A6035, -17, -21 5 000 269A6035, -19, -23 9 000 269-6100 960 269A602124-9 2 69A6035 2 69A6035 2 800 3 540 2 | | | | | |
| 269A5626-3, -5 8 600 Drive Spline - Aft End T/R Drive Shaft 269-5607 1 800 Shaft Assy - T/R Drive 269-5701 3 000 Shaft Assy - T/R Drive 269-5701, -3 3 000 Shaft Assy - T/R Drive 269A6040, BSC M 3 000 Sbaft Assy - T/R Drive 269A6040-5, -5M 3 000 269A6040-7, -9, 9M 6 000 269A5K09 6 000 269A6035, -17, -21 5 000 269A6035 269A6035 269A6035 269A6035 269A6035 269A6035 269A6035 269A6035 9000 269-6100 960 269A6035 269A6035 269A6035 269A6035 269A6035 269A604 269A604 269A604 < | | | | | |
| Drive Spline - Aft End 269-5607 1 800 3 000 T/R Drive Shaft 269A5607 3 000 Shaft Assy - T/R Drive 269A5701, -3 3 000 3 000 Shaft Assy - T/R Drive 269A6040,-BSC M 3 000 Shaft Assy - T/R Drive 269A6040,-S, SM 3 000 269A6040-5, -SM 3 000 6 000 269A6040-7, -9, 9M 5 000 269A6040 6 000 269A500 6 000 269A500 6 000 269A500 269A6035 269A6035 269A6035 269A6035 269A6035 269A6035 269A6035 269A6035 269A6035 269A604 269A604 269A604 269A604 269A604 269A604 | see NOTE 1(d) | | | | |
| T/R Drive Shaft 269A5607 3 000 Shaft Assy - T/R Drive 269-5701 3 000 3 000 Shaft Assy - T/R Drive 269A5701, -3 3 000 Shaft Assy - T/R Drive 269A6040, -BSC M 3 000 269A6040-7, -9, 9M 3 000 269A6040-7, -9, 9M 6 000 269A500 269A6040-7, -9, 9M 3 000 Spline Adapter Fitting 269A6035, -17, -21 5 000 Blade Assy - T/R 269A6035, -17, -21 5 000 269A6035, -17, -21 5 000 269A6035, -17, -21 9 000 269A6035, -9, -19, -23 5 000 269A6035 9 000 269A6035, -9, -19, -23 9 600 269A605 269A605 269A605 269A605 269A605 269A6065 2800 3 540 <td></td> <td>269A5626-3, -5</td> <td></td> <td></td> <td>8 600</td> | | 269A5626-3, -5 | | | 8 600 |
| Shaft Assy - T/R Drive (includes end fittings) 269-5701, -3 3 000 Shaft Assy - T/R Drive 269A6040,-BSC M 3 000 269A6040-5, -5M 3 000 269A6040-7, -9, 9M 3 000 269A6040-7, -9, 9M 6 000 269A5X09 3 000 Spline Adapter Fitting 269A5035, -17, -21 5 000 Blade Assy - T/R 269A6035, -17, -21 5 000 269A6035, -17, -21 5 000 269A6035 269A6035, -17, -21 5 000 269A6035 9 000 269A6035, -17, -21 5 000 269A6035 9 000 269-6100 960 269A6035 269A6035 269A603 269-6100 960 269A604 269-6100 269A6065 269A6065 269A6065 269A6065 269A6065 269A6065 269A6065 269A6065 269A6065 <td>Drive Spline - Aft End</td> <td>269-5607</td> <td>1 800</td> <td></td> <td></td> | Drive Spline - Aft End | 269-5607 | 1 800 | | |
| (includes end fittings) 269A5701, -3 3 000 Shaft Assy - T/R Drive 269A6040, -BSC M 3 000 269A6040-5, -5M 3 000 269A6040-7, -9, 9M 6 000 269A6040-7, -9, 9M 6 000 269A6035, -17, -9, 9M 5 000 Spline Adapter Fitting 269A6035, -17, -21 5 000 269A6035, -17, -21 5 000 269A6035 5 000 269A6035, -17, -21 5 000 269A6035 9 000 269A6035, -17, -23 5 000 269A6035 9 000 269A6124 960 269A6035 269A6035 269A6035-90, -19, -23 960 269A6035 269A6035 269A6035 2800 3540 269A605 <t< td=""><td>T/R Drive Shaft</td><td>269A5607</td><td></td><td>3 000</td><td></td></t<> | T/R Drive Shaft | 269A5607 | | 3 000 | |
| Shaft Assy - T/R Drive 269A6040,-BSC M 3 000 269A6040-5, -5M 3 000 269A6040-7, -9, 9M 6 000 269A6040-7, -9, 9M 6 000 269A6040-7, -9, 9M 6 000 269A6040-7, -9, 9M 6 000 269A6040-7, -9, 9M 6 000 Spline Adapter Fitting 269A6035, -17, -21 5 000 Blade Assy - T/R 269A6035, -17, -21 5 000 269A6035M 5 000 269A6035 269A6124 9 000 269-6100 960 269A6124 960 269A6124-9 960 269A6055 2 800 3 540 269A6055 2 800 5 100 369A1706 2 800 5 100 369A1706-505, -507 2 800 5 100 369A6176-507, -507 2 800 5 100 </td <td>Shaft Assy - T/R Drive</td> <td>269-5701</td> <td>3 000</td> <td></td> <td></td> | Shaft Assy - T/R Drive | 269-5701 | 3 000 | | |
| 269A6040-5, -5M 3 000 269A6040-7, -9, 9M 6 000 269A5K09 3 000 Spline Adapter Fitting 269A5K04 5 000 Blade Assy - T/R 269A6035, -17, -21 5 000 269A6035M 5 000 269A6035-9, -19, -23 9 000 269-6100 960 269A6124 9 000 269A6124-9 960 269A6055 269A6124 269A6124 960 269A6124 269A6124 269A6124 269A6105 | (includes end fittings) | 269A5701, -3 | | 3 000 | |
| 269A6040-7, -9, 9M 6 000 269ASK09 3 000 Spline Adapter Fitting 269ASK04 5 000 Blade Assy - T/R 269A6035, -17, -21 5 000 269A6035M 5 000 269A6035 269A6035-9, -19, -23 5 000 269A6124 9 000 269-6100 960 269A6124-9 960 269A605 269A605 2800 3 540 269A6065 2 800 3 540 269A6065 2 800 3 540 269A6065 2 800 3 540 269A605 2 800 3 540 269A6065 2 800 3 540 269A605 2 800 3 540 269A605 2 800 5 100 369A1706 2 800 5 100 Torsion Shaft - T/R Blade (| Shaft Assy - T/R Drive | 269A6040,-BSC M | | 3 000 | |
| 269ASK09 3 000 Spline Adapter Fitting 269ASK04 5 000 Blade Assy - T/R 269A6035, -17, -21 5 000 269A6035M 5 000 269A6035-9, -19, -23 5 000 269A6124 9 000 269-6100 960 269A6124 960 269A6025 960 269A6124-9 960 269A6025 2800 3 540 269A6065 2 800 3 540 269A6065 280 5 100 269A6065 2 800 5 100 369A1706-505, -507 2 800 5 100 369A1706-505, -507 2 800 5 100 369A1706-505, -507 269A6108 2 800 5 100 269A6108 1 200 | | 269A6040-5, -5M | | 3 000 | |
| Spline Adapter Fitting Blade Assy - T/R 269ASK04 20 000 269A6035, -17, -21 5 000 269A6035M 5 000 269A60359 5 000 269A60359, -19, -23 5 000 269A6035-9, -19, -23 9 000 269-6100 960 269A6124 960 269A6124 960 269A6124-9 960 269A6055 2800 3540 269A6065 2800 3540 269A6065 2800 5100 269A6065 2800 5100 369A1706-505, -507 2800 5100 Torsion Shaft - T/R Blade (NOTE 2) 269-6108 1200 269A6219 1200 269A6221 960 269A6221 | | 269A6040-7, -9, 9M | | | 6 000 |
| Blade Assy - T/R 269A6035, -17, -21 5 000 269A6035M 5 000 269A6035-9, -19, -23 5 000 269A6035-9, -19, -23 9000 269-6100 960 269A6124 960 269A6124 960 269A6124-9 960 269A6124 960 269A6124-9 960 269A6065 2800 3540 269A6065 269A6065 2800 3540 269A6065 2800 5100 269A6065 507 2800 5100 369A1706 2800 5100 269A6065 507 2800 5100 269A608 269A6108 1200 269A6108 1200 269A6219 269A6219 Hub - T/R 269A6221 960 269A6221 960 269A6221 | | 269ASK09 | | 3 000 | |
| 269A6035M 5 000 269A5X15 5 000 269A6035-9, -19, -23 9000 269-6100 960 269A6124 960 269A6124-9 960 269A6124-9 960 269A6055 2 800 3 540 269A6065-507 2 800 5 100 269A6108 1 200 269A6108 1 200 269A6219 1 200 269A6219 1 200 269A6219 1 200 269A6221 960 269A6221 960 269A6247 960 269A6247 960 269A6247 900 269-7506 900 | Spline Adapter Fitting | 269ASK04 | | 20 000 | |
| 269ASK15 5 000 269A6035-9, -19, -23 9 000 269-6100 960 269A6124 960 269A6124-9 960 269A6124-9 960 269A6124-9 960 269A6055 2 800 3 540 269A6065 2 800 3 540 269A6065 2 800 5 100 269A6065 2 800 5 100 369A1706-505, -507 2 800 5 100 269A6065 2 800 5 100 369A1706-505, -507 2 800 5 100 269A6108 1 200 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6247 960 269A6247 900< | Blade Assy - T/R | 269A6035, -17, -21 | | 5 000 | |
| 269A6035-9, -19, -23 9000 269-6100 960 269A6124 960 269A6124-9 960 269A6124-9 960 Retention Straps - T/R 369A1706 2 800 3 540 269A6065 2 800 3 540 269A6065-507 2 800 5 100 269A6108 2 800 5 100 369A1706-505, -507 1 200 269A6108 1 200 269A6219 1 200 14b - T/R 269-6204 960 269A6221 960 269A6247 960 | | 269A6035M | | 5 000 | |
| 269-6100 960 960 269A6124 960 269A6124-9 960 Retention Straps - T/R 369A1706 2 800 3 540 269A6055 2 800 3 540 269A6065-507 2 800 5 100 269A6065-507 2 800 5 100 369A1706-505, -507 2 800 5 100 Torsion Shaft - T/R Blade (NOTE 2) 269-6108 1 200 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6247 960 <td< td=""><td></td><td>269ASK15</td><td></td><td>5 000</td><td></td></td<> | | 269ASK15 | | 5 000 | |
| 269A6124 960 269A6124-9 960 Retention Straps - T/R 369A1706 2 800 3 540 269A6055 2 800 3 540 269A6065 2 800 3 540 269A6065-507 2 800 5 100 369A1706-505, -507 2 800 5 100 369A1706-505, -507 2 800 5 100 369A1706-505, -507 2 800 5 100 Torsion Shaft - T/R Blade (NOTE 2) 269-6108 1 200 269A6108 1 200 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6247 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | | 269A6035-9, -19, -23 | | | 9 000 |
| 269A6124-9 960 Retention Straps - T/R 369A1706 2 800 3 540 269A6065 2 800 3 540 269A6065.507 2 800 5 100 369A1706-505, -507 2 800 5 100 369A1706-505, -507 2 800 5 100 369A1706-505, -507 2 800 5 100 Torsion Shaft - T/R Blade (NOTE 2) 269-6108 1 200 269A6219 1 200 269A6221 960 269A6247 960 269A6247 900 Bellcrank - Lat. Pitch 269-7506 900 | | 269-6100 | 960 | | |
| Retention Straps - T/R 369A1706 2 800 3 540 269A6065 2 800 3 540 269A6065-507 2 800 5 100 369A1706-505, -507 2 800 5 100 369A1706-505, -507 2 800 5 100 Torsion Shaft - T/R Blade (NOTE 2) 269-6108 1 200 269A6108 1 200 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | | 269A6124 | | 960 | |
| 269A6065 2 800 3 540 269A6065-507 2 800 5 100 369A1706-505, -507 2 800 5 100 Torsion Shaft - T/R Blade (NOTE 2) 269-6108 1 200 269A6108 1 200 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | | 269A6124-9 | | 960 | |
| 269A6065-507 2 800 5 100 369A1706-505, -507 2 800 5 100 Torsion Shaft - T/R Blade (NOTE 2) 269-6108 1 200 269A6108 1 200 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | Retention Straps - T/R | 369A1706 | | 2 800 | 3 540 |
| 369A1706-505, -507 2 800 5 100 Torsion Shaft - T/R Blade (NOTE 2) 269-6108 1 200 269A6108 1 200 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | | 269A6065 | | 2 800 | 3 540 |
| Torsion Shaft - T/R Blade (NOTE 2) 269-6108 1 200 269A6108 1 200 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6221 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | | 269A6065-507 | | 2 800 | 5 100 |
| 269A6108 1 200 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6221 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | | 369A1706-505, -507 | | 2 800 | 5 100 |
| 269A6219 1 200 Hub - T/R 269-6204 960 269A6221 960 269A6221 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | Torsion Shaft - T/R Blade (NOTE 2) | 269-6108 | 1 200 | | |
| Hub - T/R 269-6204 960 269A6221 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | | 269A6108 | | 1 200 | |
| 269A6221 960 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | | 269A6219 | | 1 200 | |
| 269A6247 960 Bellcrank - Lat. Pitch 269-7506 900 | Hub - T/R | 269-6204 | 960 | | |
| Bellcrank - Lat. Pitch 269-7506 900 | | 269A6221 | | 960 | |
| | | 269A6247 | | 960 | |
| Idler Mixer 269A7506 900 | Bellcrank - Lat. Pitch | 269-7506 | 900 | | |
| | Idler Mixer | 269A7506 | | 900 | |

(b) It is prohibited to interchange life limited components between different series of helicopters (i.e. 369/269). Components which have been interchanged between series of helicopters prior to revision 19 of FAA TCDS 4H12 may continue in service to their respective retirement lives. Life limited components interchanged between Models, configurations, or previously between series must be restricted to the lowest service life indicated for the Models or configurations affected. Parts are applicable only on Models under which a service life is listed. Interchanged components with known service hours but without Model application identification may not exceed the lowest life listed for any applicable Model. If the service hours are not known, regardless of Model application, the component cannot be interchanged to Models that list the component as limited life.

(c) Life limited components removed when life limit has been reached must be destroyed or permanently marked to prevent return to service.

(d) Input Gearshaft assy. T/R, P/N 369A5406 (Input Only), 369A5425 and 369A5425-3 having accumulated any Military (OH-6A Model 369A) time in service must be limited to a total service life of 530 hours.

(e) (Elastomeric Dampers) Mandatory inspection required in accordance with the 269 Series "Helicopter Maintenance Instruction" (HMI) requirements at 600-hour intervals for operation up to 4 200 hours and at 300-hour intervals thereafter to a total damper operational service time of 6 000 hours. For



Models 269A and 269B Main Rotor Elastomeric Dampers P/N 269A1290 can only be used with Main Rotor Blades P/N 269A1190-1.

(f) AD 76-18-01 required modifying 269A2015-5 to 269A2015-11 configuration within 500 hours or by September 7, 1977 in any case.

(g) Alpha and/or numeric suffixes added to part numbers denote special manufacturing or handling procedures and do not alter the replacement requirements of the part. For example, 269A5305-11 and 269A5305-11M2 are subject to the same requirements.

(h) 269A5193 Carrier is part of 269A5194 Carrier Assembly

 The limited service life for all P/N 369A1706 or 269A6065 tension torsion strap assemblies used on any 269A Configuration d (TH-55A) series helicopter, while the helicopter was operated by the U.S. Army, is reduced to 1 531 hours as defined in Schweizer Service Information Notice No.N-214. All such parts in service or spares inventory, which have exceeded 1 531 hours total time in service, must be removed and scrapped.

The TH-55A is a military helicopter with no civil counterpart. For conversion to the Model 269A, contact the manufacturer.

3. (a) The retirement times of critical parts for Model 269D are listed in the Handbook of Maintenance Instructions, Appendix B, CSP-D-4, Airworthiness Limitations Section, dated March 11, 2010. These values of retirement or service life cannot be increased without EASA approval.

(b) The retirement times of critical parts for Model 269D Configuration "A" are listed in the Handbook of Maintenance Instructions, Appendix B, CSP-D-11, Airworthiness Limitations Section, dated March 11, 2010. These values of retirement or service life cannot be increased without EASA approval.

(c) reserved

(d) It is prohibited to interchange life limited components between different series of helicopters (i.e. 369/269). Components which have been interchanged between series of helicopters prior to revision 19 of FAA TCDS 4H12 may continue in service to their respective retirement lives. Life limited components interchanged between Models, configurations, or previously between series must be restricted to the lowest service life indicated for the Models or configurations affected. Parts are applicable only on Models under which a service life is listed. Interchanged components with known service hours but without Model application identification may not exceed the lowest life listed for any applicable Model. If the service hours are not known, regardless of Model application, the component cannot be interchanged to Models that list the component as limited life.

(e) Life limited components removed when life limit has been reached must be destroyed or permanently marked to prevent return to service.

(f) Alpha and/or numeric suffixes added to part numbers denote special manufacturing or handling procedures and do not alter the replacement requirements of the part. For example, 269A5305-11 and 269A5305-11M2 are subject to the same requirements.

4. (a) The retirement times of critical parts for Model 269C-1 are listed in the following table. These values

| of retirement or service life cannot be increased without EASA approval. | |
|--|--|
|--|--|

| | | Model 269C-1 s/n 0001 & subs. |
|---------------------------|------------------|----------------------------------|
| Description | p/n | [h] |
| Main Rotor Blade | 269A1185-1,-7 | 5 500 |
| | 269A1185-9 | 3 050 |
| Pitch Bearing Shaft | 269A1240-7 | 4 000 |
| Elastometic Dampers | 269A1290-3 | 6 000 |
| M/R Input Pinion | 269A5103-51, -55 | 8 000 |
| M/R Drive Shaft (bolted) | 269A5305-111 | 2 000 |
| M/R Drive Shaft (splined) | 269A5326-1 | 4 000 |
| M/R Hub (splined) | 269A5325-1 | 8 000 |



| | | Model 269C-1 s/n 0001 & subs. |
|--------------------------------------|--|----------------------------------|
| Description | p/n | [h] |
| T/R Drive Shaft | 269A6040-7,-9,-9M | 6 000 |
| Shaft-Input T/R GB | 269A5626-5 | 8 600 |
| T/R Blade | 269A6035-23 | 9 000 |
| T/R T-T Straps | 269A6065-507 | 5 100 |
| Main Rotor Mast | 269A2010-5, -15 | 13 590 |
| Tail Boom Assy | 269A2320-13 | 2 100 |
| | 269A2320-15 | 4 200 |
| Tail Boom Strut | 269A2015-11, -13, -15, -17, - 113, -213, -215 | 10 700 |
| Horizontal Stab. | 269A2516-21 | 4 200 |
| Lower Pulley Coupling Shaft | 269A5559-3 | 6 000 |
| Thrust Bearing-M/R | 269A5050-63, -95 | 4 200 |
| Carrier Assy-Ring Gear see NOTE 4(h) | 269A5194 | 8 000 |

(c) It is prohibited to interchange life limited components between different series of helicopters (i.e. 369/269). Components which have been interchanged between series of helicopters prior to revision 19 of FAA TCDS 4H12 may continue in service to their respective retirement lives. Life limited components interchanged between Models, configurations, or previously between series must be restricted to the lowest service life indicated for the Models or configurations affected. Parts are applicable only on Models under which a service life is listed. Interchanged components with known service hours but without Model application identification may not exceed the lowest life listed for any applicable Model. If the service hours are not known, regardless of Model application, the component cannot be interchanged to Models that list the component as limited life.

(d) Life limited components removed when life limit has been reached must be destroyed or permanently marked to prevent return to service.

(e) The 269A2402 Vertical Stabilizer is part of the 269A2320-13 Tail Boom Assembly. The Vertical Stabilizer has the same service life (2 100 hours) as does the Tail Boom and therefore the vertical stabilizer shall be retired with the Tail Boom Assembly.

(f) Some Parts may appear to be interchangeable between the Model 269C-1 and other 269 series helicopters. However due to differences in maintenance schedules, only the most current dash numbers as defined in Note 9(b) are applicable for installation on the Model 269C-1.

(g) Alpha and/or numeric suffixes added to part numbers denote special manufacturing or handling procedures and do not alter the replacement requirements of the part. For example, 269A5305-11 and 269A5305-11M2 are subject to the same requirements.

(h) 269A5193 Carrier is part of 269A5194 Carrier Assembly.



SECTION 7: OPERATIONAL SUITABILITY DATA (OSD)

The OSD elements listed below are approved by the European Union Aviation Safety Agency as per Commission Regulation (EU) 748/2012, as amended by Commission Regulation (EU) n° 69/2014.

I. OSD Certification Basis

I.1 Reference Date for determining the applicable OSD requirements

For 269A, 269B: n/a

For 269C, 269C-1, 269D, 269D Configuration 'A': reserved

I.2 MMEL - Certification Basis

For 269A, 269B: n/a

For 269C, 269C-1, 269D, 269D Configuration 'A': reserved

I.3 Flight Crew Data - Certification Basis

For 269A, 269B: n/a

For 269C, 269C-1, 269D, 269D Configuration 'A': reserved

II. OSD Elements

II.1 MMEL

For 269A, 269B: n/a

For 269C, 269C-1, 269D, 269D Configuration 'A': reserved

II.2 Flight Crew Data

For 269A, 269B: n/a

For 269C, 269C-1, 269D, 269D Configuration 'A': reserved



SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

| Amdt. | Amendment | Max | Maximum |
|--------|---|--------------|---------------------------------------|
| B.L. | Butt Line | min | Minute |
| CAA SE | Luftfartsverket | OSD | Operational Suitablity Data |
| | (Civil Aviation Administration Sverige) | p/n | Part Number |
| CR | (European) Commission Regulation | PA | Pressure Altitude |
| DA | Density Altitude | PWR | Power |
| ENAC | Ente Nazionale per l'Aviazione Civile | s/n | Serial Number |
| | (Italian Civil Aviation Authority) | SAC | Sikorsky Aircraft Corporation |
| FAA | Federal Aviation Administration | STA | Station |
| Hg | Mercury (h ydrar g yrum) | TCDSN | Type Certificate Data Sheet for Noise |
| HMI | Handbook of Maintenance Instructions | TKOF | Take-Off |
| hp | Horse Power | VDoors 'OFF' | Doors 'OFF' Speed |
| LBA | Luftfahrt-Bundesamt | VFR | Visual Flight Rules |
| | (German Federal Aviation Office) | VNE | Never Exceed Speed |

II. Type Certificate Holder Record

| Type Certificate Holder | Period |
|---|----------------------------|
| Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106, U.S.A. | Since 25 January 2018 |
| Sikorsky Aircraft Corporation 6900 Main Street Stratford, CT 06497-9129, U.S.A. | Until 26 January 2018 |
| Schweizer Aircraft Corporation P.O. Box 147 Elmira, New York 14902, U.S.A. | Until 25 September 2011 |
| Hughes Tool Company Aircraft Division Culver City, CA 90094, U.S.A. | Until 20 November 1986 |

III. Change Record

| Issue | Date | Changes | TC issue |
|---------|------------|--|-----------------------------------|
| Issue 1 | 3 Jun 2015 | Transfer of grandfathered FAA TCDS 4H12 to EASA format | Initial EASA Issue 3 June 2015 |
| Issue 2 | 4 Jul 2019 | Transfer to new type certificate holder; I.6, I.7 and I.8 of Section 3, 5 amended; all II.8: reference to TCDSN added; all II.9: reference to 'no OSD required' added | Re-issued 4 July 2019 |

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