

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate

IMPORT

Number SR02644LA

This Certificate issued to A.M.T. Helicopters Pty. Ltd.
Unit 5/19 Lear Jet Drive
Caboolture QLD 4510
Australia

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of C.A.R. 6 of the Federal Aviation Regulations. *Certification basis is set forth in continuation sheet*

Original Product Type Certificate Number: H2SW

Make: Bell Helicopter Textron

Model: 206A, 206B

Description of Type Design Change. Installation of a Composite Tail Rotor Blades Part No. AMT-206-1 in accordance with Master Records Index 209/373/MRI2 Revision IR dated March 9, 2017, FAA approved A.M.T. Rotorcraft Flight Manual Supplement 209/373/FMS3, dated March 22, 2017, and FAA accepted Maintenance Manual CTRB-IMM, Revision 5" dated March 9, 2017 or later FAA approved revisions.

Limitations and Conditions:

The Airworthiness Limitation for the Composite Tail Rotor Blade Part Number AMT-206-1 is 5000 hours. This installation should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. The approval of this modification applies to the above noted rotorcraft model series only. -See continuation sheet for additional limitations and conditions-

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: March 22, 2017

Date reissued:

Date of issuance:

Date amended:



By direction of the Administrator

[Signature]
(Signature)
Manager,
FOR Los Angeles Aircraft Certification Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number: SR02644LA

To (Name and address of transferee)

From (Name and address of grantor)

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

Supplemental Type Certificate

(Continuation Sheet)

Limitations and Conditions:

A copy of this STC must be included in the permanent records of the modified aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

Certification Basis:

The original type certificate for the Bell/Textron 206, 206A/B TCDS No. H2SW was issued by the FAA. The certification basis is as follows:

- FAR 21.29 and CAR 6 dated December 20, 1956, Amendments 6-1 thru 6-4, CAR 6.307(b) and 6.637 of Amendment 6-5, Special Conditions dated October 2, 1962, as revised February 8, 1966, plus the water/alcohol power augmentation special conditions dated November 14, 1967, revised September 15, 1975.
- Special conditions for "IFR Instrument Flight requirements for Bell Model 206B/L" submitted to Bell by FAA (ASW-216) letter dated 16 July 1975.
- Exemption No. 595 for Model 206A only.

Number SR02644LA

- End -

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

A.M.T. Helicopters Pty. Ltd.
Unit 6/19 Lear Jet Drive
Caboolture 4510 Queensland
AUSTRALIA

Supp./Doc. No. 209/373/FMS3

FAA APPROVED

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

FOR

Bell 206A, and 206B

AMT-206-1 Tail Rotor Blade

Rotorcraft Serial Number: _____ Rotorcraft Reg. Number _____

This supplement must be attached to the FAA Approved Rotorcraft Flight Manual when the rotorcraft is modified by the installation of Composite Tail Rotor Blades AMT-206-1 on Bell Helicopter Textron 206A, and 206B rotorcraft in accordance with STC No. SR02644LA.

The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this supplement, consult the basic Rotorcraft Flight Manual.

FAA Approved *S. Young Hashemi*
Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office
Transport Airplane Directorate

Date: *March 22, 2017*

A.M.T. Helicopters Pty. Ltd.
Unit 6/19 Lear Jet Drive
Caboolture 4510 Queensland
AUSTRALIA

RFM Supplement to
Bell 206 A and B
AMT-206-1 Tail Rotor Blade
STC No SR02644LA.

Supp./Doc. No. 209/373/FMS3

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	No.	Date		
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Revised pages marked with " * " symbol.

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FRONT MATTER

DESCRIPTION

This supplement must be attached to the FAA Approved Rotorcraft Flight Manual when the helicopter is modified by the installation of the AMT-206-1 composite tail rotor blades in accordance with Supplemental Type Certificate SR02644LA.

The AMT-206-1 composite tail rotor blade is direct replacement for the Bell 206A and B Tail Rotor Blade (TRB).

The AMT-206-1 TRB has a non-symmetrical airfoil section and incorporates a swept tip. The blade is primarily fabricated from uni-directional Graphite and Aramid continuous fibers suspended in an epoxy matrix and is fitted with a nickel abrasion strip on the leading edge.

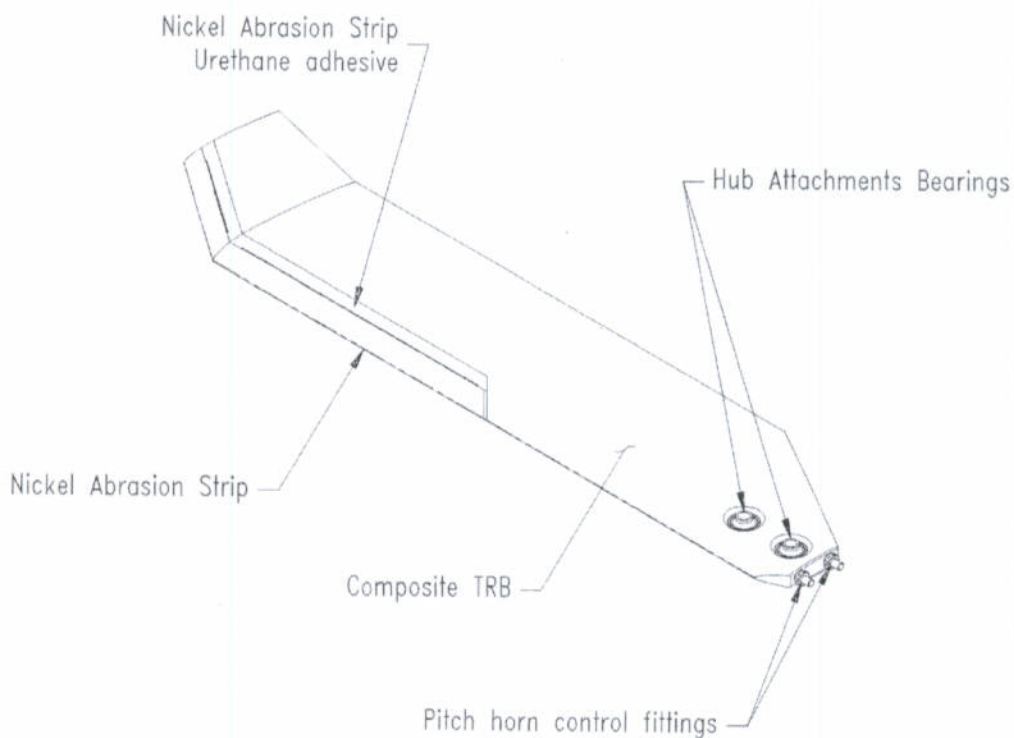


Figure 1: AMT-206-1 Tail Rotor Blade (TRB)

OPERATION

There is no change in the operation (excluding preflight inspections) of the rotorcraft with the replacement AMT-206-1 TRB's fitted.

SECTION 1 - OPERATING LIMITATIONS

!!! WARNING !!!

**DO NOT FLY WITH DAMAGED BLADES !!!
IF EXPERIENCING IN FLIGHT HIGH SPEED VIBRATION (PEDAL BUZZ)
LAND IMMEDIATELY !!!!!**

!!! WARNING !!!

**IN EVENT OF LIGHTING STRIKE LAND AS SOON AS POSSIBLE AT THE
NEAREST SAFE LANDING SITE**

SECTION 2 - OPERATING PROCEDURE

The following preflight inspections are to be included with the existing preflight inspections contain in the Basic Rotorcraft Flight Manual.

PRE-FLIGHT

Visually inspect the nickel abrasion strip for any signs of damage, including, but not limited to, dents, gouges scratches broken urethane adhesive or cracks. None permitted.

Check for pitch bushing wear by immobilising the hub with one hand and moving the blade tip perpendicular to the blade surface (side to side). A maximum of 3/16" travel is permissible. Where doubt exists maintenance personnel are to be notified.

Check blade for cracks, paying particularly attention to the area between the inboard/outboard bushing and the leading edge. Cracking in the blade may be indicated (but not limited to) by cracks in the paint. None is permitted.

Check pitch horn ring mounting by trying to move it relative to the blade. No movement is permitted. Where any damage is identified during the pre-flight or subsequently, the rotorcraft is not to be operated and maintenance personnel are to be notified.

SECTION 3 - PERFORMANCE

No determination has been made by the Federal Aviation Administration that the noise levels of this rotorcraft are or should be acceptable or unacceptable for operation at, into, or out of, any airport.

The rotorcraft demonstrated noise levels compliant with 14 CFR Part 36, Amendment 30 Appendix J Stage 3 Noise requirements with an overflight noise level of 80.0 dB.

SECTION 4 - WEIGHT AND BALANCE DATA

No change