



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

I. General

1. Type/ Model
 - 1.1 Type 269
 - 1.2 Model 269A
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: 23 January 1956
5. State of Design Authority Federal Aviation Administration (FAA), USA
6. Type Certificate Date by FAA: 9 April 1959
by LBA: 15 June 1962
7. Type Certificate n° by FAA: 4H12
by LBA: 3018/RC
8. Type Certificate Data Sheet n° by FAA: 4H12
by LBA: 3018/RC
9. EASA Type Certification Date 28 September 2003,
in accordance with CR (EU) 1702/2003, Article 2, 3., (a),
(i), 2nd bullet, 2nd indented bullet.

II. Certification Basis

1. Reference Date for determining the applicable requirements 1 April 1957
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. Environmental Protection Requirements
 - 7.1 Noise Requirements See TCDSN EASA.IM.R.131
 - 7.2 Emission Requirements n/a
8. 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

1. Type Design Definition Drawing 269A0045-BCS/-1
2. Description Light single reciprocating engine rotorcraft, three blade articulated main rotor, twin blade teetering tail rotor, skid type standard landing gear, one pilot and one



passenger (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 Model 269A Helicopter" Report No. JW-00-1.

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 HO-360-B1A, or 1 x Model HO-360-B1B, or,

1 x Model O-360-C2D, or,

1 x Model HIO 360-B1A, or 1 x Model HIO-360-B1B

5.2 Type Certificate

FAA TC/TCDS n°: E-286, 1E10

EASA TC/TCDS n°: EASA.IM.E.032

5.3 Limitations

Installed Engine Limitations

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
TKOF	160	2 900	25.0	to 300 above GND
Max PWR (5 min)	180	2 900	full throttle	more than 300 above GND

For: O-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

For: HIO-360-B1A, HIO-360-B1B	Power [hp]	Rpm [min ⁻¹]	Man. Press. [in Hg]	Altitude [ft]
Max Continuous	160	2 900	26.2	MSL
Max Continuous	160	2 900	25.2	3 700
TKOF/Max PWR (5 min)	180	2 900	full throttle	---

6. Fluids

6.1 Fuel

MIL-G-5572, Grade 91/96 minimum grade aviation gasoline

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 269A 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 litre (0.063 US gal)
- 7.3 Coolant System Capacity n/a
8. Air Speed Limitations V_{NE} : 75 KIAS at MSL
For reduction on V_{NE} with altitude see approved 269A Pilot's Flight Manual and related Supplements.
9. Rotor Speed Limitations With 269B1145, 269B1145-1, 269B1145-25, or 269A1190 main rotor blades:
Power on: Engine [rpm]
Maximum 2 900
Minimum 2 700
Power off: Rotor [rpm]
Maximum 530
Minimum 400
(With other than 269B1145, 269B1145-1, 269B1145-25, or 269A1190 main rotor blades:
Power on: Engine [rpm]
Maximum 2 900
Minimum 2 500
Power off: Rotor [rpm]
Maximum 530
Minimum 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
- s/n 0001 through 0008: 703 kg (1 550 lb)
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:

Component	p/n
Blade Assembly - Main Rotor	269A1131, 269A1131-1, 269B1145, 269B1145-25, or 269B1145-1



Component	p/n
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 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 Publication No. CSP-C-2 Sikorsky Models 269A, TH 55A, A-1, B & C Helicopters 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 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)

1. 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.

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SECTION 2: Model 269B

I. General

1. Type/ Model
 - 1.1 Type 269
 - 1.2 Model 269B
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: 28 August 1963
5. State of Design Authority Federal Aviation Administration (FAA), USA
6. Type Certificate Date by FAA: 30 December 1963
by LBA: 1 April 1965
7. Type Certificate n° by FAA: 4H12
by LBA: 3018/RC
8. Type Certificate Data Sheet n° by FAA: 4H12
by LBA: 3018/RC
9. EASA Type Certification Date 28 September 2003,
in accordance with CR (EU) 1702/2003, Article 2, 3., (a),
(i), 2nd bullet, 2nd indented bullet.

II. Certification Basis

1. Reference Date for determining the applicable requirements 1 April 1957
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 Amendment 27-2 effective 25 February 1968 in lieu of CAR 6.612(a) has been shown.
3. Special Conditions none
4. Exemptions none
5. Deviations none
6. Equivalent Safety Findings none
7. Environmental Protection Requirements
 - 7.1 Noise Requirements See TCDSN EASA.IM.R.131
 - 7.2 Emission Requirements n/a
8. 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

1. Type Design Definition Drawing 269A0046-BCS/-1
2. Description Light single reciprocating engine rotorcraft, three blades 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
EASA TC/TCDS n°: EASA.IM.E.032

5.3 Limitations Installed Engine Limitations

	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

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

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: Engine [rpm] Maximum 2 900 Minimum 2 700 Power off: Rotor [rpm] Maximum 530 Minimum 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 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 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):	$12^{\circ} \pm 1^{\circ}$
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) $+19.0^{\circ}$ to $+21.0^{\circ}$ 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) $+24.0^{\circ}$ to $+26.0^{\circ}$ 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. |

IV. 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)

1. 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.

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SECTION 3: Model 269C

I. General

1. Type/ Model
 - 1.1 Type 269
 - 1.2 Model 269C
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: 13 August 1968
5. State of Design Authority Federal Aviation Administration (FAA), USA
6. 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
9. EASA Type Certification Date 28 September 2003,
in accordance with CR (EU) 1702/2003, Article 2, 3., (a),
(i), 2nd bullet, 2nd indented bullet.

II. 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) has been required. Model 269C was approved under the Delegation Option Authorization Provisions of FAR 21.
3. Special Conditions none
4. Exemptions none
5. Deviations none
6. Equivalent Safety Findings none
7. Environmental Protection Requirements
 - 7.1 Noise Requirements See TCDSN EASA.IM.R.131 (see also Note 2)
 - 7.2 Emission Requirements n/a
8. Operational Suitability Data (OSD) (For OSD elements see SECTION 7 below)
 - 8.1 Master Minimum Equipment List (MMEL) *reserved*
 - 8.2 Flight Crew Data (FCD) *reserved*



III. Technical Characteristics and Operational Limitations

1. Type Design Definition Drawing 269A0050-BCS/-003
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).
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 Model 269C Helicopter S/N 1796 – Subsequent', Report No. SA-269C-22-4.
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
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5. Engine
 - 5.1 Model Lycoming Engines
1 x Model HIO-360-D1A
 - 5.2 Type Certificate FAA TC/TCDS n°: 1E10
EASA TC/TCDS n°: EASA.IM.E.032
 - 5.3 Limitations Installed Engine Limitations

	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
 - 6.1 Fuel ASTM D910A, 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:	113.6 litres STA 107 (30 US gal) 185.5 litres STA 107 (49 US gal) with optional tank
Usable fuel:	112.8 litres (29.8 US gal)
 - 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)
n/a
- 7.3 Coolant System Capacity
8. Air Speed Limitations
 V_{NE} : 95 KIAS at MSL
 $V_{Doors\ 'OFF'}$: 89 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: Engine [rpm]
 Maximum 3 200
 Minimum 3 000
 Power off: Rotor [rpm]
 Maximum 504
 Minimum 390
10. Maximum Operating Altitude and Temperature
 10.1 Altitude
 14 600 ft (4 450 m) DA,
 for gross weight up to 771 kg (1 700 lb).
 12 000 ft (3 657 m) DA,
 for gross weight more than 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's 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 approved Pilot's Flight Manual.
 975 kg (2 150 lb) with Cargo Hook kit (p/n 269A4971-3) installed, in accordance with specific limitations shown in Supplement G of approved Pilot's Flight Manual.
13. Centre of Gravity Range
- Longitudinal
- | Forward STA
[in (mm)] | Aft STA
[in (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 forward, “+” indicates right of helicopter centreline, and “-” indicates left of helicopter centreline. For limits with accessories installed, see 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 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.

IV. Operating and Service Instructions

1. Flight Manual	Refer to latest issue of S-300C 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, or, to latest issue of Sikorsky S-300C Model 269C Helicopter Basic Handbook of Maintenance Instructions (Effective S/N S1809 and Subsequent), as applicable.
3. Structural Repair Manual	n/a
4. Weight and Balance Manual	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.
5. Illustrated Parts Catalogue	Refer to Publication No. CSP-C-9 Schweizer Model 269C Helicopter Illustrated Parts Catalog (IPC) Serial Numbers 1166 and subsequent



- | | | |
|----|---------------------------------------|---|
| 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)

1. 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.
2. 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 4: Model 269C-1

I. General

1. Type/ Model
 - 1.1 Type 269
 - 1.2 Model 269C-1
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: 9 February 1995
5. State of Design Authority Federal Aviation Administration (FAA), USA
6. Type Certificate Date by FAA: 31 July 1995
by LBA: 25 March 1996
7. Type Certificate n° by FAA: 4H12
by LBA: 3018/RC
8. Type Certificate Data Sheet n° by FAA: 4H12
by LBA: 3018/RC
9. EASA Type Certification Date 28 September 2003,
in accordance with CR (EU) 1702/2003, Article 2, 3., (a),
(i), 2nd bullet, 2nd indented bullet.

II. 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
7. Environmental Protection Requirements
 - 7.1 Noise Requirements See TCDSN EASA.IM.R.131
 - 7.2 Emission Requirements n/a
8. Operational Suitability Data (OSD) (For OSD elements see SECTION 7 below)
 - 8.1 Master Minimum Equipment List (MMEL) *reserved*
 - 8.2 Flight Crew Data (FCD) *reserved*

III. Technical Characteristics and Operational Limitations

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).



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:	6.81 m
	Width:	1.30 m
	Height:	2.52 m
4.2 Main Rotor	Diameter:	8.178 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°: 1E10
EASA TC/TCDS n°: EASA.IM.E.032

5.3 Limitations

Installed Engine Limitations

	Power [kW (hp)]	Rpm [min ⁻¹]	Man. Press. [in Hg]	Altitude [ft]
Max Continuous	134.2 (180)	2 700	full throttle	MSL

6. Fluids

6.1 Fuel ASTM D910A, Grade 100/130 (green), or Grade 115/145 (purple) MIL-F-5572, or Grade100LL (blue) ASTM-D910

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 For s/n 0001 through 0105
Standard at STA 108.5:
Fuel tank capacity: 133.2 litres (35.2 US gal)
Usable fuel: 132.5 litres (35.0 US gal)
Standard + Auxiliary (optional) at STA 108.5:
Fuel tank capacity: 246.8 litres (65.2 US gal)
Usable fuel: 238.5 litres (63.0 US gal)
For s/n 0106 and subsequent
Standard at STA 108.5:
Fuel tank capacity: 124.9 litres (33.0 US gal)
Usable fuel: 123.0 litres (32.5 US gal)
Standard + Auxiliary (optional) at STA 108.5:
Fuel tank capacity: 249.8 litres (66.0 US gal)
Usable fuel: 242.2 litres (64.0 US gal)

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 litre (0.063 US gal)



- 7.3 Coolant System Capacity n/a
8. Air Speed Limitations
 V_{NE} : 94 KIAS at MSL
 $V_{Doors\ 'OFF'}$: 90 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: Engine [rpm]
 Maximum 2 700
 Minimum 2 534
 Power off: Rotor [rpm]
 Maximum 504
 Minimum 390
10. Maximum Operating Altitude and Temperature
 10.1 Altitude
 Enroute: 10 000 ft (3 048 m) DA
 Take-off/Landing: 8 000 ft (2 438 m) DA
 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 794 kg (1 750 lb) Normal Category, see SECTION NOTES, Note 1
13. Centre of Gravity Range
 Longitudinal
- | Forward STA
[in (mm)] | Aft STA
[in (mm)] |
|--------------------------|----------------------|
| 95.0 (2 413) | 101.0 (2 565) |
- 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 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): $12^{\circ} \pm 1^{\circ}$
 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 Sikorsky S-300CB Model 269C-1 Helicopter Basic Handbook of Maintenance Instructions.

- 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.

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

V. Notes (Model 269C-1 only)

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

* * *



SECTION 5: Model 269D

I. General

- | | | |
|-----|-------------------------------------|--|
| 1. | Type/ Model/ Variant | |
| 1.1 | Type | 269 |
| 1.2 | Model | 269D |
| 1.3 | Variant | --- |
| 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: 21 November 1987 |
| 5. | State of Design Authority | Federal Aviation Administration (FAA), USA |
| 6. | Type Certificate Date | by FAA: 14 September 1992
by CAA SE: 28 February 1994
by RLD: 29 May 1995 |
| 7. | Type Certificate n° | by FAA: 4H12
by CAA SE: 4/94
by RLD: R-088-95 |
| 8. | Type Certificate Data Sheet n° | by FAA: 4H12
by CAA SE: see Note 2
by RLD: none |
| 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 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. | Environmental Protection Requirements | |
| 7.1 | Noise Requirements | See TCDSN EASA.IM.R.131 |



- 7.2 Emission Requirements n/a
- 8. Operational Suitability Data (OSD) (For OSD elements see SECTION 7 below)
 - 8.1 Master Minimum Equipment List (MMEL) *reserved*
 - 8.2 Flight Crew Data (FCD) *reserved*

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)
- 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 latest issue of “Equipment List 330 Helicopter” Report No. SA-269D-22-2
- 4. Dimensions
 - 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
- 5. Engine
 - 5.1 Model Rolls-Royce
1 x Model 250-C20W
 - 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]	N ₁ [% rpm]	TOT [°C]
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	---

Note: 100% N₁ = 50 970 rpm

5.3.2 Output shaft (N₂)

- Normal Operating Range N₂ 90% - 91%
- Installed PWR Turbine Limit 30 294 rpm
- 91% N₂
- Installed PWR Output Shaft 5 475 rpm
- Limit 90% N₂
- 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
- 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 Additives n/a
7. Fluid capacities
- 7.1 Fuel Standard at STA 104.2:
Fuel tank capacity: 230.1 litres (60.8 US gal)
Usable fuel: 227.1 litres (60.0 US gal)
Extended Range Capacity at STA 104.2:
Fuel tank capacity: 280.5 litres (74.1 US gal)
Usable fuel: 276.3 litres (73.0 US gal)
- 7.2 Oil Engine: 4.26 litres STA 114.4 (1.125 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
8. Air Speed Limitations V_{NE} : 108 KIAS at MSL
 $V_{NE\ PWR\ OFF}$: 94 KIAS at MSL
For reduction on V_{NE} with altitude see approved Pilot's Flight Manual.
Limits unchanged for any combination of cabin doors 'ON' or 'OFF'.
9. Rotor Speed Limitations Normal operating N_r range [rpm]: 466 – 471
Power on: N_r [rpm]
Maximum 471 (at 91% N_2)
Minimum 466 (at 90% N_2)
Power off: N_r [rpm]
Maximum 504
Minimum 410
10. Maximum Operating Altitude and Temperature Avoid operational areas shown in the approved Pilot's Flight Manual.
- 10.1 Altitude 10 000 ft (3 048 m) PA.
12 800 ft (3 901 m) PA,
if equipped with 269A1002-11 main rotor inst. and 269D7100-3 "ext. height" landing gear
- 10.2 Temperature -17.8°C (0°F) minimum operating temperature
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 1 012 kg (2 230 lb) Normal Category
1 025 kg (2 260 lb) if equipped with 269A1002-11 main rotor inst. and 269D7100-3 'ext. height' landing gear



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.

Note: 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.

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 Sikorsky S-330 Model 269D Helicopter Basic Handbook of Maintenance Instructions

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 [...])'. |
| 7. Required Equipment | Refer to latest issue of "Equipment List 330 Helicopter" Report No. SA-269D-22-2. |

V. Notes (Model 269D only)

1. 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 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. | Environmental Protection Requirements | |
| 7.1 | Noise Requirements | See TCDSN EASA.IM.R.131 |
| 7.2 | Emission Requirements | n/a |
| 8. | Operational Suitability Data (OSD) | (For OSD elements see SECTION 7 below) |
| 8.1 | Master Minimum Equipment List (MMEL) | <i>reserved</i> |
| 8.2 | Flight Crew Data (FCD) | <i>reserved</i> |

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)

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

4. Dimensions

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

5. Engine

5.1 Model

Rolls-Royce
1 x Model 250-C20W

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]	N ₁ [% rpm]	TOT [°C]
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	---

Note: 100% N₁ = 50 970 rpm

5.3.2 Output shaft (N₂)

Normal Operating Range N₂ 89% - 90%
Installed PWR Turbine Limit 29 961 rpm
90% N₂
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

6. Fluids

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 Additives

n/a



7. Fluid capacities

7.1 Fuel

Standard at STA 104.2:

Fuel tank capacity: 230.1 litres (60.8 US gal)

Usable fuel: 227.1 litres (60.0 US gal)

Extended Range Capacity at STA 104.2:

Fuel tank capacity: 280.5 litres (74.1 US gal)

Usable fuel: 276.3 litres (73.0 US gal)

7.2 Oil

Engine: 4.26 litres STA 114.4 (1.125 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

8. Air Speed Limitations

V_{NE}: 110 KIAS at MSL
(max. mass 2 301-2 550 lb)

120 KIAS at MSL
(Max. mass 2 300 lb and below)

V_{NE PWR OFF}: 94 KIAS at MSL

V_{NE Doors 'OFF'}: 110 KIAS for any combination of
cabin door(s) off)

For reduction on V_{NE} with altitude see approved Pilot's
Flight Manual and related Supplements.

9. Rotor Speed Limitations

Normal operating N_r range [rpm]: 466 – 471

Power on: N_r [rpm]

Maximum 471 (at 90% N₂)

Minimum 466 (at 89% N₂)

Power off: N_r [rpm]

Maximum 500

Minimum 410

10. Maximum Operating Altitude and Temperature

Avoid operational areas shown in the approved Pilot's
Flight Manual.

10.1 Altitude

13 000 ft (3 962 m) PA

10.2 Temperature

-17.8°C (0°F) minimum operating temperature

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

1 157 kg (2 550 lb) Normal Category,
(see SECTION NOTES, Note 1)

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.

Note: 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. 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
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 Weight and Balance Procedures".

IV. Operating and Service Instructions

1. Flight Manual	Refer to latest issue of S-333 Pilot's Flight Manual.
2. Maintenance Manual	Refer to latest issue of Sikorsky S-333 Model 269D Config. 'A' Helicopter Basic Handbook of Maintenance Instructions.
3. Structural Repair Manual	n/a
4. Weight and Balance Manual	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
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 [...])'.
7. Required Equipment	Refer to latest issue of SA-269D-22-2.



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

1. 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	Model 269A	Model 269C
		s/n 0001 thru 0008	s/n 0011 & subs. Model 269B s/n 0001 & subs.	s/n 0004 & subs.
		[h]	[h]	[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

Description	p/n	Model 269A	Model 269A	Model 269C
		s/n 0001 thru 0008	s/n 0011 & subs. Model 269B s/n 0001 & subs.	s/n 0004 & subs.
		[h]	[h]	[h]
Mast - M/R	269-2165	1 900	---	---
	269A2010-5, -15	---	---	13 590
Thrust Bearing - M/R	269A5050-73	---	3 000	---
	269A5050-63, -95	---	---	3 000
	269A5050-50, -51	300	300	---
Tail Boom Assy (when 269ASK16 or 269A6034 T/R is installed)	269A2320 with 269A2324 -13, -11 centre attach fitting installed	---	17 370	---
	269A2320 with 269A2324 Basic, -7 centre attach fitting installed	---	4 100	---
Tail Boom Assy	269A2320-7 with 269A2324-11 centre attach fitting installed	---	---	2 100
	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	---	---	500
	269A2015-11, -13, -15, - 17, -113, -213, -215	---	---	10 700
	269A2419-3	---	---	20 540
Stab. Assy - Vert. Stab. Assy - Horiz. (when 269A2516 zero time Stab. is installed with 269ASK16 or 269A6034 T/R)	269-2500	2 500	---	---
	269A2511	---	2 500	---
	269A2516	---	2500	---
	269A2516	---	---	---
	269A2516	---	3 070	---
	269A2516-9 269A2516-21	---	---	2 500 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
	269A5103-31, 41, -51, -55	---	6 000	6 000
Main Rotor Drive Shaft	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

Description	p/n	Model 269A	Model 269A	Model 269C
		s/n 0001 thru 0008	s/n 0011 & subs. Model 269B s/n 0001 & subs.	s/n 0004 & subs.
		[h]	[h]	[h]
Shaft - Input T/R GB see NOTE 1(d) see NOTE 1(d)	269-5609	1 800	---	---
	269A5609	---	3 000	---
	369A5406	---	unlimited	8 600
	369A5425, -3, -5	---	unlimited	8 600
	269A5626-3, -5	---	---	8 600
Drive Spline - Aft End T/R Drive Shaft	269-5607	1 800	---	---
	269A5607	---	3 000	---
Shaft Assy - T/R Drive (includes end fittings)	269-5701	3 000	---	---
	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
	269ASK09	---	3 000	---
Spline Adapter Fitting Blade Assy - T/R	269ASK04	---	20 000	---
	269A6035, -17, -21	---	5 000	---
	269A6035M	---	5 000	---
	269ASK15	---	5 000	---
	269A6035-9, -19, -23	---	---	9 000
	269-6100	960	---	---
	269A6124	---	960	---
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
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 Idler Mixer	269-7506	900	---	---
	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

2. 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.

(b)

Description	p/n	Model 269C-1 s/n 0001 & subs. [h]
Main Rotor Blade	269A1185-1,-7	5 500
	269A1185-9	3 050
Pitch Bearing Shaft	269A1240-7	4 000
Elastomeric 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



Description	p/n	Model 269C-1 s/n 0001 & subs. [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.

OSD Elements

1. MMEL
For 269A, 269B: n/a
For 269C, 269C-1, 269D, 269D Configuration 'A':
reserved
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 (Civil Aviation Administration Sverige)	OSD	Operational Suitability Data
CR	(European) Commission Regulation	p/n	Part Number
DA	Density Altitude	PA	Pressure Altitude
ENAC	Ente Nazionale per l'Aviazione Civile (Italian Civil Aviation Authority)	PWR	Power
FAA	Federal Aviation Administration	s/n	Serial Number
Hg	Mercury (<i>hydrargyrum</i>)	SAC	Sikorsky Aircraft Corporation
HMI	Handbook of Maintenance Instructions	STA	Station
hp	Horse Power	TCDSN	Type Certificate Data Sheet for Noise
LBA	Luftfahrt-Bundesamt (German Federal Aviation Office)	TKOF	Take-Off
		V _{Doors 'OFF'}	Doors 'OFF' Speed
		VFR	Visual Flight Rules
		V _{NE}	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
Issue 3	10 Jan 2022	Sections 3, 4 5, 6: OSD 'cert basis' moved to 'II.'; Section 4, III.4.2: main rotor diameter ' <i>reserved</i> '; All sections: format updated.	---
Issue 4	13 Jan 2022	Section 4, III.4.2: main rotor diameter amended.	---

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