Bell 206/407 Series



TYPE-CERTIFICATE DATA SHEET FOR NOISE

No. EASA.IM.R.512

for

Bell 206/407 Series

Type Certificate Holder: Bell Textron Canada Limited 12 800, rue de l'Avenir Mirabel, Quebec J7J 1R4 Canada

For models: 206A 206B 206L 407

206L-1

206L-3

206L-4



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| TCDSN No.: EASA.IM.R.512 Issue: 5 | | | | | Page 3 of 23 Date: 28 July 2022 |
|---|--------------------------------------|----------------------|--|----------------------|------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206A | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 205-C18D | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or r | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | 500 |
|--------------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D346 | 1,361 | 1,361 | - | - | - | - | - | - | 2 |
| D350 | 1,315 | 1,315 | - | - | - | - | - | - | 2 |



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|---|--------------------------------------|----------------------|--|----------------------|------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206A | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C18 | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or i | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | 500 |
|--------------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D345 | 1,361 | 1,361 | - | - | - | - | - | - | 2 |
| D349 | 1,315 | 1,315 | - | - | - | - | - | - | 2 |



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|--|--------------------------------------|----------------------|--|----------------------|------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206A | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C18B | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or r | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | 500 |
|------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|-------------|
| Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D254 | 1,361 | 1,361 | - | - | - | - | - | - | 2 |
| D348 | 1,315 | 1,315 | - | - | - | - | - | - | 2 |



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|---|------------------------------------|----------------------|--|----------------------|------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206A | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C20 | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | 500 |
|--------------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D347 | 1,361 | 1,361 | - | - | - | - | - | - | 2 |
| D351 | 1,315 | 1,315 | - | - | - | - | - | - | 2 |



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|---|------------------------------------|----------------------|--|----------------------|------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206B | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C20 | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | Maximum Mass EASA | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | See |
|------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|------|
| Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | Note |
| D145 | 1,451 | 1,451 | - | - | - | - | - | - | 2 |
| D146 | 1,451 | 1,451 | - | - | - | - | - | - | 2 |



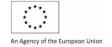
| TCDSN No.: EASA.IM.R.512 Issue: 5 | | | | | Page 8 of 23 Date: 28 July 2022 |
|---|------------------------------------|----------------------|--|----------------------|------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206B | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C20B | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | 500 |
|--------------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D147 | 1,451 | 1,451 | - | - | - | - | - | - | 2 |
| D148 | 1,451 | 1,451 | - | - | - | - | - | - | 2 |



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|---|------------------------------------|----------------------|--|----------------------|------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206B | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C20J | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | See |
|------------|----------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|------|
| Record No. | Variant | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | Note |
| D69 | Jet Ranger III | 1,520 | 1,520 | - | - | - | - | - | - | 2 |
| D149 | | 1,451 | 1,451 | - | - | - | - | - | - | 2 |
| D150 | | 1,451 | 1,451 | - | - | - | - | - | - | 2 |



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|---|------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206L | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C20B | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | 500 |
|--------------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D155 | 1,814 | 1,814 | - | - | - | - | - | - | 2 |



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| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206L | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C20J | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| FASA | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | 500 |
|--------------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D358 | 1,814 | 1,814 | - | - | - | - | - | - | 2 |



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|--|--------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206L-1 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C28B | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or r | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | Maximu | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | |
|--------------------|-------------------------------|-----------------|--------------------|---------------|--------------------|-----------------|--------------------|---------------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D354 | 2,018 | 2,018 | - | - | - | - | - | - | 2 |
| D159 | 1,837 | 1,837 | - | - | - | - | - | - | 2 |



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|---|------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206L-1 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C30P | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| EASA | Maximu | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | |
|--------------------|-------------------------------|-----------------|--------------------|---------------|--------------------|-----------------|--------------------|---------------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D355 | 2,018 | 2,018 | - | - | - | - | - | - | 2 |
| D353 | 1,837 | 1,837 | - | - | - | - | - | - | 2 |



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|---|------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206L-3 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C30P | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 |

| FASA | Maximum Mass | | Take-Off EPNL | | Overflight EPNL | | Approach EPNL | | 500 |
|--------------------|-------------------------------|-----------------|--------------------|-------|--------------------|-------|--------------------|-------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D161 | 1,882 | 1,882 | - | - | - | - | - | - | 2 |



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|---|------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 206L-4 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C30P | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 8 (8.4.1) |

| FASA | Maximu | ım Mass | Take-O | ff EPNL | Overflig | ht EPNL | Approa | ch EPNL | 500 |
|--------------------|-------------------------------|-----------------|--------------------|---------|--------------------|---------|--------------------|---------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | See Note |
| D110 | 2,018 | 2,018 | 88.3 | 93.1 | 85.4 | 92.1 | 90.8 | 94.1 | - |



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|---|------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 407 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C47B | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | 407-706-020 (Increase in MTC | ow) | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 11 (11.4.1) |

| FASA | Maximu | ım Mass | Overfli | ght SEL | 600 |
|--------------------|-------------------------------|-----------------|--------------------|---------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | See Note |
| D285 | 2,381 | 2,381 | 86.8 | 86.8 | - |



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|---|------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 407 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C47B | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 11 (11.4.1) |

| FACA | Maximu | Maximum Mass | | Overflight SEL | |
|--------------------|-------------------------------|-----------------|--------------------|----------------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | See Note |
| D112 | 2,268 | 2,268 | 84.6 | 86.6 | - |



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|---|--------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 407 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C47B/8 | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or i | needed to attain the | 407-706-020 (Increase in MTC | ow) | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 11 (11.4.1) |

| FACA | Maximu | im Mass | Overfli | ght SEL | 600 |
|--------------------|-------------------------------|-----------------|--------------------|---------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | See Note |
| D408 | 2,381 | 2,381 | 86.8 | 86.8 | - |



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|---|------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 407 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C47B/8 | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 11 (11.4.1) |

| FACA | Maximu | ım Mass | Overfli | ght SEL | Sec. |
|--------------------|-------------------------------|-----------------|--------------------|---------|-------------|
| EASA Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | See Note |
| D409 | 2,268 | 2,268 | 84.6 | 86.6 | - |



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|---|-------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 407 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C47E/4 | |
| Additional modifications esse certificated noise levels ¹ | ntial to meet the requirements or i | needed to attain the | 407-706-020 (Increase in MTC | 9W) | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 11 (11.4.1) |

| EASA | Maximu | ım Mass | Overfli | ght SEL | 600 |
|------------|-------------------------------|-----------------|--------------------|---------|-------------|
| Record No. | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | See Note |
| D438 | 2,381 | 2,381 | 86.8 | 86.8 | - |



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|---|--------------------------------------|----------------------|--|----------------------|-------------------------------------|
| Type Certificate Holder ¹ | Bell Textron Canada Limited | | Aircraft Type Designation ¹ | 407 | |
| Engine Manufacturer ¹ | Rolls-Royce Corporation | | Engine Type Designation ¹ | 250-C47E/4 | |
| Additional modifications esse certificated noise levels ¹ | ential to meet the requirements or i | needed to attain the | None | | |
| Noise Certification Basis | ICAO Annex 16, Volume I | Edition / Amendment | | Chapter ¹ | 11 (11.4.1) |

| EASA Record No. | Maximum Mass | | Overfli | (a c | |
|--------------------|-------------------------------|-----------------|--------------------|-------|-------------|
| | Take-off ¹ (kg) | Landing (kg) | Level ¹ | Limit | See Note |
| D439 | 2,268 | 2,268 | 84.6 | 86.6 | - |



CS-36 Amendment level

| ICAO, Annex 16, Volume I Amendment level | 7 | 8 | 9 | 10 | 11-B | 12 | 13 |
|--|---------|---|---|----|------|----|----|
| Corresponding CS-36 Amendment level | Initial | 1 | 2 | 3 | 4 | 5 | 6 |

TCDSN EASA.IM.R.512 Notes

- 1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
- 2. This aircraft type conforms with the provisions of Art 9 (2) 1st subparagraph of Regulation (EU)2018/1139 without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification.



Change Record

| Issue | Date | Changes |
|---------|------------------|---|
| Issue 1 | 23 July 2012 | Initial issue |
| Issue 2 | 14 April 2016 | Engine Model 250-C47B for Bell 407 added |
| Issue 3 | 10 December 2018 | Introduction of engine type 250-C47E/4 for Bell 407 |
| Issue 4 | 06 October 2020 | TC-Holder revised |
| Issue 5 | 28 July 2022 | Engine manufacturer harmonized |

-END-

