TYPE CERTIFICATE
DATA SHEET

No. EASA.IM.R.114

for
Bell 222/230/430

Type Certificate Holder
Bell Textron Canada Ltd.

12 800 rue de l’Avenir
Mirabel, Québec
J7J 1R4, Canada

For Models:  222, 222B, 222U
230
430
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SECTION 1: 222

I. General

1. Type/ Model/ Variant
   1.1 Type
   222
   1.2 Model
   222
   1.3 Variant
   - - -

2. Airworthiness Category
   Large Rotorcraft

3. Manufacturer
   Bell Textron Canada Ltd.
   12 800 rue de l’Avenir
   Mirabel, Québec
   J7J 1R4, Canada

4. Type Certification Application Date to
   TCCA: not recorded
   LBA DE: not recorded
   AACR RO: 26 August 1996
   CAA UK: not recorded
   DGAC FR: not recorded

5. State of Design Authority
   Transport Canada Civil Aviation (TCCA), Canada

6. Type Certificate Date by
   TCCA: 24 May 1983 (FAA H9SW: 16 August 1979)
   LBA DE: 30 June 1980
   CAA UK: April 1981
   AACR RO: 16 December 1996
   DGAC FR: 21 November 2001

7. Type Certificate n° by
   TCCA: H-88
   LBA DE: 3054
   CAA UK: FR 12
   AACR RO: ET-18/1996
   DGAC FR: IM 225

8. Type Certificate Data Sheet n° by
   TCCA: H-88
   LBA DE: 3054/RC
   CAA UK: FR 12
   AACR RO: ET-18/1996
   DGAC FR: IM 225

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
   not recorded

2. Airworthiness Requirements
   - FAR Part 29, dated 1 February 1965, (Transport Category A & B),
     Amdt. 29-1 through 29-9 and Amdt. 29-11.
   - FAR 29.997, Amdt. 29-10
   - FAR 29.927(b)(2), Amdt. 29.17
   - Ditching – FAR 29.801, Amdt. 29-12
   - External cargo – FAR 29.25(c) and 29.865, Amdt. 29-12.
   - FAR 29.1557(c) and FAR 29.1555(c), Amdt. 29-12.
   - Height-velocity requirements of Amdt. 29-21, Section 29.1, 29.79, 29.1517 and 29.1587.

3. Special Conditions
   - No. 29-87-SW-7 (FAA)
   - IFR requirements, dated 12 August 1976 (FAA)
4. Exemptions
- FAA Exemption No. 2789, FAR 29.811(h)(1)
- FAA Exemption No. 4395, FAR 29.855(a) and portions of 29.855(d).

5. Deviations
none

6. Equivalent Safety Findings
- Power Turbine Common Control FAR 29.903(b)
- Fuel Pressure Switch FAR 29.1305(b)(2)
- Fireproof Oil System FAR 29.1189
- Crash Resistant Fuel Cell FAR 29.963(b) & 29.965
- Crew Door Switch FAR 29.783(e)
- Unsafe Rotor and Engine Out Warning Indicator FAR 29.33(b), 29.1357(e) and Special Flight Condition No. 2
- Aft Window Exit Size FAR 29.807(a)(4)
- Main Door Window Exit Size for Ditching FAR 29.807(d)(1)
- Hoist Manual Release FAR 29.865(b)(2)
- Baggage Compartment Liner FAR 29.855(a)
- Main Gear Drop Test for 3 561 kg (7 850 lb) GW FAR 29.725, 29.727

7. Requirements elected to comply
none

8. Environmental Protection Requirements
8.1 Noise Requirements
See TCDSN EASA.IM.R.114
8.2 Emission Requirements
n/a

9. Operational Suitability Data (OSD)
Not required for rotorcraft that are no longer in production.
CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

III. Technical Characteristics and Operational Limitations
1. Type Design Definition
Bell Helicopter Textron top drawings 222-100-001 and 222-100-101

2. Description
2-blade main/tail rotor, twin turbine engine with wheeled landing gear

3. Equipment
Refer to Equipment list in approved Flight Manual

4. Dimensions
4.1 Fuselage
Length: 12.35 m
Width: 3.45 m
Height: 3.37 m

4.2 Main Rotor
Diameter: 12.12 m

4.3 Tail Rotor
Diameter: 1.98 m

5. Engine
5.1 Model
Honeywell International Inc. (former: Avco Lycoming)
2 x Model LTS 101-650C-2, or,
2 x Model LTS 101-650C-3, or,
2 x Model LTS 101-650C-3A

5.2 Type Certificate
TCCA TC/TCDS n°: IE-4
FAA TC/TCDS n°: ESNE
EASA TC/TCDS n°: EASA.IM.E.228
5.3 Limitations

5.3.1 Installed Engine Limits (see Note 10)

<table>
<thead>
<tr>
<th></th>
<th>Mast TQ Meter [%] ([ft lb])</th>
<th>MR Mast Speed [%] ([rpm])</th>
<th>Gas Generator Speed [%] ([rpm])</th>
<th>Turbine Temperature [°C] ([°F])</th>
</tr>
</thead>
<tbody>
<tr>
<td>TO (5 min)</td>
<td>100 (13 205)</td>
<td>100 (348)</td>
<td>103.7 (49 638)</td>
<td>782 (1 440)</td>
</tr>
<tr>
<td>MCP</td>
<td>100 (13 205)</td>
<td>100 (348)</td>
<td>102.7 (49 159)</td>
<td>763 (1 405)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Engine TQ Meter [%] ([ft lb])</th>
<th>PWR Turbine Speed [%] ([rpm])</th>
<th>Gas Generator Speed [%] ([rpm])</th>
<th>Turbine Temperature [°C] ([°F])</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEI (2½ min)</td>
<td>100 (383)</td>
<td>100 (9 545)</td>
<td>105.6 (50 548)</td>
<td>832 (1 530)</td>
</tr>
<tr>
<td>PWR (30 min)</td>
<td>96 (369)</td>
<td>100 (9 545)</td>
<td>104.8 (50 169)</td>
<td>796 (1 464)</td>
</tr>
</tbody>
</table>

TO and MCP continuous mast torque limits correspond to 875 shp at 348 rpm (9 545 rpm power turbine speed) at the mast but not more than 539 shp from each engine.

Values of torque, gas generator speed and measured gas temperature correspond to eligible engine operating limits and exceed the standard day, sea level rating.

5.3.2 Transmission Torque Limits

Torque = 17 897 Nm (13 200 ft lb) at 348 rpm

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

<table>
<thead>
<tr>
<th>Type</th>
<th>Specification</th>
<th>Canada</th>
<th>USA</th>
</tr>
</thead>
<tbody>
<tr>
<td>JP8</td>
<td></td>
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<td></td>
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<tr>
<td>JP4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Flash JP5</td>
<td>3-GP-24</td>
<td></td>
<td>MIL-DTL-5624</td>
</tr>
</tbody>
</table>

6.2 Oil

MIL-L-7808 or MIL-L-23699 (mixing of these oils is prohibited).

For temperature limitations see RFM listed in Approved Publications.

6.3 Additives

Fuel, see Note 3

7. Fluid capacities

7.1 Fuel

s/n 47006 to 47023:

Usable: 671 litres (177.2 US gal)

Unusable: 33.3 litres (8.8 US gal)

s/n 47006 to 47023, when modified per Technical Bulletin 222-80-1 and s/n 47024 to 47089:

Usable: 710 litres (187.5 US gal)

Unusable: 8.7 litres (2.3 US gal)

7.2 Oil

Usable: 1.90 litres (0.5 US gal)

Total: 6.44 litres (1.7 US gal)

7.3 Coolant System Capacity

n/a
8. Air Speeds Limits

- $V_{NE}$: 150 KIAS MSL to 3,000 ft DA
- Decrease $V_{NE}$ 3 KIAS per 1,000 ft Hd above 3,000 ft DA.
- $V_{NE 	ext{ PWR OFF}}$: 80 KIAS
- $V_{LO}$: 120 KIAS

Maximum Taxi Ground Speed: 35 KIAS

9. Rotor Speed Limits

- **Power on:**
  - Maximum: 100% $N_r$ (348 rpm)
  - Minimum: 97% $N_r$ (338 rpm)
- **Power off:**
  - Maximum: 104% $N_r$ (362 rpm)
  - Minimum: 90% $N_r$ (313 rpm) (for mass ≥ 2,722 kg (6,000 lb))
  - Minimum: 85% $N_r$ (296 rpm) (for mass < 2,722 kg (6,000 lb))

**Note:** $N_r$ tach reading %

10. Maximum Operating Altitude and Temperature

- **10.1 Altitude:** 20,000 ft (6,100 m) PA
- **10.2 Temperature:** -40 °C (-40 °F) to +51.7 °C (+125 °F)

Refer to approved RFM for variation with altitude.

11. Operating Limitations

- Day/Night VFR, IFR,
- Category A and B
- Non-Icing Conditions

12. Maximum Weight

- 3,561 kg (7,850 lb)
- 3,674 kg (8,100 lb) with external cargo

13. Centre of Gravity Range

**Longitudinal:**

[Diagram showing longitudinal center of gravity with weight and station values]
14. Datum

The datum line (STA 0) is located at 2303.8 mm (90.7 in) forward of the helicopter nose.

15. Levelling Means

Plumb line from right inside top of baggage compartment.

16. Minimum Flight Crew

1 pilot

17. Maximum Passenger Seating Capacity

9 passengers

18. Passenger Emergency Exit

2, one on each side of the cabin

19. Maximum Baggage/ Cargo Loads

227 kg (500 lb)

20. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

See BHT-222/222B-MM-1, Chapter 4

23. Wheels and Tyres

NLG: one 5.00-5 type III
MLG: one per leg 18x5.5 type

IV. Operating and Service Instructions

1. Flight Manual

s/n 47006 to 47080: BHT-222-FM-1, or later approved revision
s/n 47081 to 47089: BHT-222-FM-2, 28 February 1992, or later approved revision.


BHT-222/222B-MM-1, -2


BHT-ALL-SRM


see BHT-222/222B-MM-1, Chapter 08

5. Illustrated Parts Catalogue

BHT-222-IPB

6. Service Letters and Service Bulletins

As published by Bell Helicopters Textron, Bell Helicopter Textron Canada, or Bell Textron Canada

7. Required Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification
In addition, the following items of equipment are required:
- Batteries: Marathon 206-075-742-105, EPI 18137 (222-375-049-101), or GE43B010RB03, SAFT 1756
- Passenger shoulder harness.
- Flight Manual as listed above

V. Notes (222 only)

1. Manufacturer’s serial numbers:
   s/n 47006 to 47037, s/n 47039 to 47089 are eligible.

2. Current weight and balance report including list of equipment included in the approved empty weight and loading instructions when necessary must be provided for each helicopter at the time of original certification.

3. For all operations below -29 °C (-20 °F) ambient temperature, all fuel used in Model 222 helicopters must contain Phillips PFA-55MB or MIL-L-27686 anti-icing additive in concentrations of not less than 0.035% nor more than 0.15% by volume. Blending this additive into the fuel and checking its concentration must be conducted in the manner prescribed by the Rotorcraft Flight Manual.

4. Avco Lycoming engines used in the Model 222 must incorporate a shim in the fuel control. Fuel Controls with the shim are identified by P/N 4-301-098-05. Engines used in the production configuration (s/n 47006 to 47089) must use this shim, or use selectively fitted governor reset spring in accordance with Avco Lycoming Service Bulletin LTS101C-73-0015.

5. Model 222 is eligible for IFR operations when the required IFR equipment (Reference kit 222-705-006) is installed and operative.

6. Model 222 helicopters, s/n 47006 to 47089 were manufactured by Bell Helicopter Textron, Fort Worth, Texas, under FAA Type Certificate H9SW.

7. Effective 28 February 1992, design responsibility for Model 222 helicopters is transferred from Bell Helicopter Textron, Fort Worth, Texas, and FAA to Bell Helicopter Textron Canada, Mirabel, Quebec, and Transport Canada.

8. The original Bell Model 222 was approved by Transport Canada under ATA H-88, dated 24 May 1983, on the Basis of FAA TC H9SW.

9. The following FAA airworthiness directives applied at the time of design transfer (see Note 6) and remain in effect unless subsequently superseded by a Canadian or EASA airworthiness directive.

for 222:  
| 82-09-53 | 84-12-02 | 87-09-02 R2 | 88-02-03 |
| 82-16-06 | 85-14-11 | 87-13-01 | 89-17-05 |
| 83-02-51 | 87-15-07 | 89-25-04 |
| 83-09-03 | 87-19-01 |

10. Engine Gas Generator Control (N1 control) must be adjusted in accordance with the procedure outlined in the Maintenance Manual.

* * *
SECTION 2: 222B, 222U

I. General

1. Type/ Model/ Variant
   1.1 Type 222
   1.2 Model 222B, 222U
   1.3 Variant ---

2. Airworthiness Category
   Large Rotorcraft

3. Manufacturer
   Bell Textron Canada Ltd.
   12 800 rue de l’Avenir
   Mirabel, Québec
   J7J 1R4, Canada

4. Type Certification Application Date to
   TCCA: not recorded
   RLD NL: 19 December 1983
   LBA DE: not recorded
   CAA UK: not recorded
   DGAC ES: not recorded
   DGAC FR: not recorded

5. State of Design Authority
   Transport Canada Civil Aviation (TCCA), Canada

6. Type Certificate Date by
   for 222B:
   TCCA: 19 September 1983 (FAA H9SW: 30 June 1982)
   LBA DE: 25 July 1990
   CAA UK: 15 July 1993
   DGAC FR: 21 November 2001
   for 222U:
   TCCA: 19 September 1983
   RLD NL: 3 October 1985
   CAA UK: 15 October 1993
   LBA DE: 10 August 1995
   DGAC ES: 13 June 2001
   DGAC FR: 21 November 2001

7. Type Certificate n° by
   TCCA: H-88
   RLD NL: R-016-85
   LBA DE: 3054
   CAA UK: FR 12
   DGAC ES: 253-I
   DGAC FR: IM 255

8. Type Certificate Data Sheet n° by
   TCCA: H-88
   RLD NL: R-016-85
   LBA DE: 3054/RC
   CAA UK: FR 12
   DGAC ES: 253-I
   DGAC FR: IM 255

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
   222B: not recorded
   222U: 13 October 1982

2. Airworthiness Requirements
   - FAR Part 29, dated 1 February 1965, (Transport Category A & B), Amdt. 29-1 through 29-9 and Amdt. 29-11.
   - FAR 29.997, Amdt. 29-10
   - FAR 29.927(b)(2), Amdt. 29.17
   - ditching – FAR 29.801, Amdt. 29-12
   - external cargo – FAR 29.25(c) and 29.865, Amdt. 29-12.
   - FAR 29.1557(c) and FAR 29.1555(c), Amdt. 29-12.
   - Height-velocity requirements of Amdt. 29-21, Section 29.1, 29.79, 29.1517 and 29.1587.

3. Special Conditions
   No. 29-87-SW-7
   IFR requirements, dated 12 August 1976 (FAA)

4. Exemptions
   - FAA Exemption No. 2789, FAR 29.811(h)(1)
   - FAA Exemption No. 4395, FAR 29.855(a) and portions of 29.855(d).

5. Deviations
   none

6. Equivalent Safety Findings
   Models 222B and 222U:
   - Power Turbine Common Control FAR 29.903(b);
   - Fuel Pressure Switch FAR 29.1305(b)(2);
   - Fireproof Oil System FAR 29.1189;
   - Crash Resistant Fuel Cell FAR 29.963(b) & 29.965;
   - Crew Door Switch FAR 29.783(e);
   - Unsafe Rotor and Engine Out Warning Indicator FAR 29.33(b), 29.1309(d), 29.1357(e) & Special Flight Condition No. 2;
   - Aft Window Exit Size FAR 29.807(a)(4);
   - Main Door Window Exit Size for Ditching FAR 29.807(d)(1);
   - Hoist Manual Release FAR 29.865(b)(2);
   - Baggage Compartment Liner FAR 29.855(a);
   Model 222U:
   - Landing Gear Drop Test FAR 29.307(b)(5), 29.723, 29.725, 29.727;
   - Limitations Placard FAR 29.1559;
   - IFR Dihedral Stability IFR Criteria Paragraph 4(a).

7. Requirements elected to comply
   none

8. Environmental Protection Requirements
   8.1 Noise Requirements
   See TCDSN EASA.IM.R.114
   8.2 Emission Requirements
   n/a

9. Operational Suitability Data (OSD)
   Not required for rotorcraft that are no longer in production.
   CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   Bell Helicopter Textron top drawings:
   for 222B: 222-100-001-105
   for 222U: 222-100-002-101
2. Description
2-blade main/tail rotor, twin turbine engine
222B: wheeled landing gear
222U: skid landing gear

3. Equipment
Refer to Equipment list in approved Flight Manual

4. Dimensions
4.1 Fuselage
Length: 21.91 m
Width: 3.45 m
Height: 3.37 m (222B) 3.26 m (222U)

4.2 Main Rotor
Diameter: 12.80 m

4.3 Tail Rotor
Diameter: 2.10 m

5. Engine
5.1 Model
Honeywell International Inc. (former: Avco Lycoming)
2 x Model LTS 101-750C-1

5.2 Type Certificate
TCCA TC/TCDS n°: IE-4
FAA TC/TCDS n°: E5NE
EASA TC/TCDS n°: EASA.IM.E.228

5.3 Limitations
5.3.1 Installed Engine Limits (see Note 8)

<table>
<thead>
<tr>
<th></th>
<th>Mast TQ Meter [%] (ft lb)</th>
<th>MR Mast Speed [%] (rpm)</th>
<th>Gas Generator Speed [%] (rpm)</th>
<th>Turbine Temperature °C (°F)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TO (5 min)</td>
<td>100 (13 960)</td>
<td>100 (348)</td>
<td>104.1 (49 830)</td>
<td>786 (1 447)</td>
</tr>
<tr>
<td>MCP</td>
<td>94.6 (13 960)</td>
<td>100 (348)</td>
<td>102.9 (49 255)</td>
<td>765 (1 410)</td>
</tr>
<tr>
<td>MGT Start transient</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>900 (1 652)</td>
</tr>
<tr>
<td>MGT transient 12 sec</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>832 (1 530)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Engine TQ Meter [%] (ft lb)</th>
<th>PWR Turbine Speed [%] (rpm)</th>
<th>Gas Generator Speed [%] (rpm)</th>
<th>Turbine Temperature °C (°F)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEI (2½ min)</td>
<td>100 (404)</td>
<td>100 (9 545)</td>
<td>106.1 (50 787)</td>
<td>822 (1 512)</td>
</tr>
<tr>
<td>OEI (30 min)</td>
<td>97.3 (393)</td>
<td>100 (9 545)</td>
<td>104.8 (50 165)</td>
<td>800 (1 472)</td>
</tr>
<tr>
<td>OEI (continuous)</td>
<td>86.4 (349)</td>
<td>100 (9 545)</td>
<td>102.9 (49 255)</td>
<td>765 (1 410)</td>
</tr>
</tbody>
</table>

5.3.2 Transmission Torque Limits
Torque = 17 897 Nm (13 200 ft lb) at 348 rpm

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

<table>
<thead>
<tr>
<th>Type</th>
<th>Specification</th>
<th>USA</th>
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<tbody>
<tr>
<td>Kerosene</td>
<td>CGSB 3.23,</td>
<td>ASTM D1655,</td>
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<td>Jet A, A-1</td>
<td>3-GP-23</td>
<td>MIL-DTL-83133</td>
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<td>JP8</td>
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<td>Wide Cut</td>
<td>CGSB 3.22,</td>
<td>ASTM D1655,</td>
</tr>
<tr>
<td>Jet B</td>
<td>CGSP 3.22</td>
<td>MIL-DTL-5624</td>
</tr>
<tr>
<td>JP4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Flash</td>
<td>3-GP-24</td>
<td>MIL-DTL-5624</td>
</tr>
<tr>
<td>JP5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6.2 Oil
MIL-L-7808 or MIL-L-23699 (mixing of these oils is prohibited).
For temperature limitations see RFM listed in Approved Publications.

6.3 Additives
Fuel, see Note 3

7. Fluid capacities
7.1 Fuel
for 222B:
Usable: 710 litres (187.5 US gal)
for 222U:
Usable: 935 litres (247.1 US gal)

7.2 Oil
Usable: 1.90 litres (0.5 US gal)
Total: 6.44 litres (1.7 US gal)

7.3 Coolant System Capacity
n/a

8. Air Speeds Limits
\( V_{NE} \): 150 KIAS MSL to 3 000 ft DA
Decrease \( V_{NE} \) for ambient conditions in accordance with
airspeed limitation placard in the approved Flight Manual.
\( V_{NE PWR OFF} \): 80 KIAS
\( V_{NE DEI} \): 100 KIAS
\( V_{NE side/rearward} \): 30 KIAS
\( V_{LO} \): 120 KIAS (222B only)
\( V_{LE} \): 140 KIAS (222B only)
for 222B: max. Taxi Ground Speed: 35 KIAS

9. Rotor Speed Limits
Power on:
Max. continuous 100% \( Nr \) (348 rpm)
Max. transient 102.5% \( Nr \) (357 rpm)
Max. overspeed (mast TQ 50%, or lower 5 min limit)
103% \( Nr \) (358 rpm)
Min. continuous 97% \( Nr \) (338 rpm)
Min. transient 90% \( Nr \) (313 rpm)

Power off:
Maximum 104% \( Nr \) (362 rpm)
Max. transient 107% \( Nr \) (372 rpm)
Min. \( \geq 721 \) kg (6 000 lb) 90% \( Nr \) (313 rpm)
Min. < \( 721 \) kg (6 000 lb) 85% \( Nr \) (296 rpm)
Min. transient 82% \( Nr \) (285 rpm)

Note: % \( Nr \) tach reading %

10. Maximum Operating Altitude and Temperature
10.1 Altitude
20 000 ft (6 100 m) PA
10.2 Temperature
\(-45 \, ^\circ C (-49 \, ^\circ F)\) to \(+51.7 \, ^\circ C (+125 \, ^\circ F)\)
Refer to approved RFM for variation with altitude.

11. Operating Limitations
Day/Night VFR
IFR
Category A and B
Non-Icing Conditions

12. Maximum Weight
3 742 kg (8 250 lb)
3 810 kg (8 400 lb) with external cargo
13. Centre of Gravity Range

**Longitudinal:**

![Longitudinal CG Diagram]

**Lateral:**

![Lateral CG Diagram]

14. Datum

The datum line (STA 0) is located at 2303.8 mm (90.7 in) forward of the helicopter nose.

15. Levelling Means

Plumb line from right inside top of baggage compartment.

16. Minimum Flight Crew

1 pilot

17. Maximum Passenger Seating Capacity

9 passengers

18. Passenger Emergency Exit

2, one on each side of the cabin
19. Maximum Baggage/ Cargo Loads
   226.8 kg (500 lb)
   480 kg/m² (100 lb/ft²)

20. Rotor Blade Control Movement
   For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)
   n/a

22. Life-limited Parts
   222B: BHT-222/222B-MM-1, Chapter 04
   222U: BHT-222U-MM-1, Chapter 04

23. Wheels and Tyres
   222U only:
   NLG: one 5.00-5 type III
   MLG: one per leg 18x5.5 type VII

IV. Operating and Service Instructions
1. Flight Manual
   for 222B: BHT-222B-FM-1;
   for 222U: BHT-222U-FM-2;
   dated 28 February 1992, or later approved revision.

   for 222B: BHT-222/222B-MM-1, -2,
   for 222U: BHT-222U-MM-1, -2

   BHT-ALL-SRM

   for 222B: BHT-222/222B-MM-1, Chapter 08,
   for 222U: BHT-222U-MM-1, Chapter 08

5. Illustrated Parts Catalogue
   for 222B: BHT-222B-IPB,
   for 222U: BHT-222U-IPB

6. Service Letters and Service Bulletins
   As published by Bell Helicopters Textron, Bell Helicopter
   Textron Canada, or Bell Textron Canada

7. Required Equipment
   The basic required equipment as prescribed in the
   applicable airworthiness regulations (see Certification
   Basis) must be installed in the helicopter for certification.
   In addition, the following items of equipment are
   required:
   - Flight Manual as listed above
   - Batteries:
     for 222B: GE 438B010RB03
     for 222U: Marathon 30703-001.
   - Airspeed indicator:
     for 222B: s/n 47131 and up: P/N 222-375-027-107;
     for 222U: s/n 47501 and up: P/N 222-375-027-107.

V. Notes (222B and 222U only)
1. Manufacturer’s serial numbers:
   for 222B: s/n 47131 to 47156
   for 222U: s/n 47501 to 47538, s/n 47540 to 47574
   are eligible.

2. Current weight and balance report including list of equipment included in the approved empty weight
   and loading instructions when necessary must be provided for each helicopter at the time of original
   certification.

3. For all operations below -29 °C (-20 °F) ambient temperature, all fuel used in Model 222B and Model
   222U helicopters must contain Phillips PFA-55MB or MIL-L-27686 anti-icing additive in concentrations of
   not less than 0.035% nor more than 0.15% by volume. Blending this additive into the fuel and checking
   its concentration must be conducted in the manner prescribed by the Rotorcraft Flight Manual.

4. Models 222B and 222U are eligible for IFR operations when the required IFR equipment listed in the
   RFM are installed and operative.
### V. Notes (222B and 222U only)

5. Effective 28 February 1992, design responsibility for Models 222B and 222U helicopters is transferred from Bell Helicopter Textron, Fort Worth, Texas, and FAA to Bell Helicopter Textron Canada, Mirabel, Quebec, and Transport Canada.

6. The original Bell Models 222B and 222U were approved by Transport Canada under ATA H-88 dated 19 September 1983 on the basis of FAA TC H95W.

7. The following FAA airworthiness directives applied at the time of design transfer (see Note 6) and remain in effect unless subsequently superseded by a Canadian or EASA airworthiness directive.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>for 222B:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>83-02-15</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td>- - -</td>
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<tr>
<td><strong>for 222U:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>85-14-11</td>
</tr>
<tr>
<td></td>
<td>87-15-06</td>
</tr>
<tr>
<td></td>
<td>87-15-07</td>
</tr>
</tbody>
</table>

8. Engine Gas Generator Control (N1 control) must be adjusted in accordance with the procedure outlined in the Maintenance Manual.

9. Model 222B helicopters, s/n 47131 to 47156, and Model 222U helicopters, s/n 47501 to 47574 were manufactured by Bell Helicopter Textron, Fort Worth, Texas.

* * *
SECTION 3: 230

I. General

1. Type/ Model/ Variant
   1.1 Type
   230
   1.2 Model
   230
   1.3 Variant
   ---

2. Airworthiness Category
   Large Rotorcraft

3. Manufacturer
   Bell Textron Canada Ltd.
   12 800 rue de l’Avenir
   Mirabel, Québec
   J7J 1R4, Canada

4. Type Certification Application Date to
   TCCA: 27 September 1989
   LBA DE: not recorded

5. State of Design Authority
   Transport Canada Civil Aviation (TCCA), Canada

6. Type Certificate Date by
   TCCA: 12 March 1992
   LBA DE: 26 March 1993

7. Type Certificate n° by
   TCCA: H-88
   LBA DE: 3054

8. Type Certificate Data Sheet n° by
   TCCA: H-88
   LBA DE: 3054/RC

9. EASA Type Certification Date
   28 September 2003,
   in accordance with CR (EU) 1702/2003, Article 2, 3., (a),
   (i), 2nd indented bullet.

II. Certification Basis

1. Reference Date for determining the applicable requirements
   27 September 1989

2. Airworthiness Requirements
   FAR Part 29 dated 1 February 1965, (Transport Category A & B) Amdt. 29-1 through 29-9,
   plus the following:
   - Amdt. 29-10 – FAR 29.997;
   - Amdt. 29-11 – all;
   - Amdt. 29-12 – FAR 29.25(c), 29.801, 29.865, 29.1555(c) and 29.1557(c);
   - Amdt. 29-17 – FAR 29.927(b)(2);
   - Amdt. 29-26:
     29.1 29.151 29.901 29.1021 29.1165 29.1337
     29.21 29.161 29.903 29.1027 29.1182 29.1501
     29.29 29.175 29.917 29.1043 29.1189 29.1505
     29.33 29.361") 29.931 29.1045 29.1193 29.1517
     29.45 29.549 29.939 29.1047 29.1195 29.1521
     29.59 29.563 29.951 29.1091 29.1197 29.1527
     29.63 29.571 29.955 29.1093 29.1199 29.1549
     29.65 29.603 29.961 29.1103 29.1303 29.1555
     29.67 29.613 29.995 29.1105 29.1305 29.1557
     29.75 29.735 29.997 29.1121 29.1307 29.1559
     29.77 29.771 29.1011 29.1141 29.1321 29.1581

") except (a)(4),
III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   Bell Helicopter Textron top drawing 230-100-001, Revision AM, dated 19 August 1992, or subsequent revision

2. Description
   2-blade main/tail rotor, twin turbine engine with skid or optional wheeled landing gear

3. Equipment
   Refer to Equipment list in approved Flight Manual

4. Dimensions
   
   4.1 Fuselage
      Length: 12.96 m  
      Width: 3.56 m  
      Height: 3.43 m (wheels) 3.26 m (skids)

   4.2 Main Rotor
      Diameter: 12.80 m

   4.3 Tail Rotor
      Diameter: 2.10 m

5. Engine
   
   5.1 Model
      Rolls-Royce Corporation (former: Allison)
5.2 Type Certificate
TCCA TC/TCDS n°: IE-19
FAA TC/TCDS n°: E1GL
EASA TC/TCDS n°: EASA.IM.E.109

5.3 Limitations

5.3.1 Installed Engine Limits

<table>
<thead>
<tr>
<th>Time</th>
<th>Mast TQ Meter [%] (shp)</th>
<th>MR Mast Speed [%] (rpm)</th>
<th>Gas Generator Speed [%] (rpm)</th>
<th>Turbine Temperature [°C] (°F)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TO (5 min)</td>
<td>100 (925)</td>
<td>100 (348)</td>
<td>105 (53 550)</td>
<td>767.8 (1 414)</td>
</tr>
<tr>
<td>MCP</td>
<td>94.6 (875)</td>
<td>100 (348)</td>
<td>105 (53 550)</td>
<td>715.6 (1 320)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Time</th>
<th>Engine TQ Meter [%] (lshp)</th>
<th>PWR Turbine Speed [%] (rpm)</th>
<th>Gas Generator Speed [%] (rpm)</th>
<th>Turbine Temperature [°C] (°F)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEI (2½ min)</td>
<td>100 (734)</td>
<td>100 (9 545)</td>
<td>105 (53 550)</td>
<td>825.6 (1 518)</td>
</tr>
<tr>
<td>OEI (30 min)</td>
<td>97.3 (714)</td>
<td>100 (9 545)</td>
<td>105 (53 550)</td>
<td>797.8 (1 468)</td>
</tr>
<tr>
<td>OEI (continuous)</td>
<td>86.4 (676)</td>
<td>100 (9 545)</td>
<td>105 (53 550)</td>
<td>767.8 (1 414)</td>
</tr>
</tbody>
</table>

5.3.2 Transmission Torque Limits
Torque = 18 927 Nm (13 960 ft lb) at 348 rpm

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

<table>
<thead>
<tr>
<th>Type</th>
<th>Specification Canada</th>
<th>USA</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Flash JP5</td>
<td>3-GP-24</td>
<td>MIL-DTL-5624</td>
</tr>
</tbody>
</table>

6.2 Oil
MIL-L-7808 or MIL-L-23699 (mixing of these oils is prohibited).
For temperature limitations see RFM listed in Approved Publications.

6.3 Additives
Fuel, see Note 3

7. Fluid capacities

7.1 Fuel
for wheel LDG gear:
Usable: 710 litres (187.5 US gal)

for skid LDG gear:
Usable: 935 litres (247.1 US gal)

7.2 Oil
Usable: 1.90 litres (0.5 US gal)
Total: 6.1 litres (1.61 US gal)

7.3 Coolant System Capacity
n/a
8. Air Speeds Limits

- $V_{NE}$: 150 KIAS MSL to 3 000 ft DA
- Decrease $V_{NE}$ for ambient conditions in accordance with airspeed limitation placard in the approved Flight Manual (See Section IV).
- $V_{NE\ PWR\ OFF}$: 80 KIAS
- $V_{NE\ OEI}$: 100 KIAS
- $V_{NE\ side/rearward}$: 30 KIAS
- $V_{LO}$: 120 KIAS
- $V_{LE}$: 140 KIAS

Max. Taxi Ground Speed: 35 KIAS (with wheels only)

9. Rotor Speed Limits

- Power on:
  - Max. continuous: 100% $N_r$ (348 rpm)
  - Max. transient: 102.5% $N_r$ (357 rpm)
  - Max. overspeed (mast TQ 50%, or lower 5 min limit): 103% $N_r$ (358 rpm)
  - Min. continuous: 97% $N_r$ (338 rpm)
  - Min. transient: 90% $N_r$ (313 rpm)

- Power off:
  - Maximum: 104% $N_r$ (362 rpm)
  - Max. transient: 107% $N_r$ (372 rpm)
  - Min. <2 721 kg (6 000 lb): 85% $N_r$ (296 rpm)
  - Min. ≥2 721 kg (6 000 lb): 90% $N_r$ (313 rpm)
  - Min. transient: 82% $N_r$ (285 rpm)

Note: % $N_r$ tach reading %

10. Maximum Operating Altitude and Temperature

10.1 Altitude 20 000 ft (6 100 m) PA

10.2 Temperature -45 °C (-49 °F) to +51.7 °C (+125 °F)

Refer to approved RFM for variation with altitude.

11. Operating Limitations

- VFR day/night
- IFR, see Note 2
- Category A and B non-icing conditions

12. Maximum Weight 3 810 kg (8 400 lb) with and without external cargo
13. Centre of Gravity Range

14. Datum

The datum line (STA 0) is located at 2 303.8 mm (90.7 in) forward of the helicopter nose.

15. Levelling Means

Plumb line from right inside top of baggage compartment.

16. Minimum Flight Crew

1 pilot

17. Maximum Passenger Seating Capacity

9 passengers

18. Passenger Emergency Exit

2, one on each side of the cabin
19. Maximum Baggage/ Cargo Loads 226.8 kg (500 lb)
20. Rotor Blade Control Movement For rigging information refer to Maintenance Manual
21. Auxiliary Power Unit (APU) n/a
22. Life-limited Parts BHT-230-MM-2, Chapter 04
23. Wheels and Tyres NLG: one 5.00-5 TT
MLG: one per leg 18x5.5 type 8

IV. Operating and Service Instructions
1. Flight Manual BHT-230-FM-1, dated 12 March 1992, or later approved revision
3. Structural Repair Manual BHT-ALL-SRM
4. Weight and Balance Manual see BHT-230-MM-2, Chapter 08
5. Illustrated Parts Catalogue BHT-230-IPB-1 through -13
6. Service Letters and Service Bulletins As published by Bell Helicopter Textron Canada, or Bell Textron Canada
7. Required Equipment The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the helicopter for certification. In addition, the Flight Manual as listed in above.

V. Notes (230 only)
1. Manufacturer's serial numbers: s/n 23001 through 23038 are eligible.
2. Current weight and balance report including list of equipment included in the approved empty weight and loading instructions when necessary must be provided for each helicopter at the time of original certification.
3. For all operations below 10°C (50°F) ambient temperature, all fuel used in Model 230 helicopters must contain Phillips PFA-55MB or MIL-L-27686 anti-icing additive in concentration of not less than 0.035% nor more than 0.15% by volume.
4. Models 230 are eligible for IFR operations when the required IFR equipment listed in the RFM is installed and operative.

* * *
SECTION 4: 430

I. General

1. Type/ Model/ Variant
   1.1 Type 430
   1.2 Model 430
   1.3 Variant ---

2. Airworthiness Category
   Large Rotorcraft

3. Manufacturer
   Bell Textron Canada Ltd.
   12 800 rue de l’Avenir
   Mirabel, Québec
   J7J 1R4, Canada

4. Type Certification Application Date to
   TCCA: 20 May 1992
   LBA DE: 1 August 1996
   ENAC IT: 13 November 1996

5. State of Design Authority
   Transport Canada Civil Aviation (TCCA), Canada

6. Type Certificate Date by
   TCCA: 23 February 1996 (Cat A)
   19 February 1999 (Cat B)
   ENAC IT: 9 July 1998
   LBA DE: 22 August 2000

7. Type Certificate n° by
   TCCA: H-88
   ENAC IT: SO/ A 359
   LBA DE: 3054

8. Type Certificate Data Sheet n° by
   TCCA: H-88
   ENAC IT: SO/ A 359
   LBA DE: 3054/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
   20 May 1992

2. Airworthiness Requirements

   Except for the following paragraphs at Amdt. 29-9:

   29.561(a)(b)(d) 29.783 29.855 29.967 29.975 29.999 29.1545
   29.671 29.807 29.963 29.969 29.977 29.1309
   29.729 29.811 29.963 29.971 29.979 29.1325
   29.775 29.853 29.965 29.973 29.991 29.1413

   The following paragraphs of FAR Part 29 at:
   - Amdt. 29-12: 29.787, 29.865;
   - Amdt. 29-17: 29.927(a)(b) and (c);
   - Amdt. 29-24: 29.1309 applicable to new systems introduced as model 430 design changes
     (FADEC, IIIDS, AFCS and EFIS) from the 230; and 29.1325(c) and (f);
   - Amdt. 29-26: 29.563, 29.785, 29.901;
   - Amdt. 29-29: 29.561(c);
   - Amdt. 29-31: 29.903
3. Special Conditions (TCCA)
   - SCA93-2 High Intensity Radiated Fields (HIRF), dated 4 January 1993;
   - SCA93-3 Lightning Protection, dated 4 January 1993;

4. Exemptions
   - FAR 29.855(a),(d) Cargo and Baggage Compartment;
   - FAR 29.911(h)(1) Emergency Exit External Marking;
   - FAR 29.811(i) Emergency Exit Marking

5. Deviations
   Compliance with the following paragraphs of FAR Part 29 is not shown:
   - 29.952 new addition to FAR PART 29 at amendment 29-35;
   - 29.562 new addition to FAR PART 29 at Amdt. 29-29;
   - 29.812 new addition to FAR PART 29 at Amdt. 29-24;
   - 29.954 new addition to FAR PART 29 at Amdt. 29-26; and,
   - 29.1411 and 29.1415 must be complied with by the operator if ditching approval is required.

6. Equivalent Safety Findings

<table>
<thead>
<tr>
<th>FAR</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>29.963(b), 29.965</td>
<td>Crash Resistant Fuel Cell</td>
</tr>
<tr>
<td>29.783(e)</td>
<td>Crew Door Switch</td>
</tr>
<tr>
<td>29.811(d)</td>
<td>Size of Emergency Exit Sign</td>
</tr>
<tr>
<td>29.807(d)(1)</td>
<td>Passenger Emergency Exit (Main Door Exit Size for Ditching)</td>
</tr>
<tr>
<td>29.865(b)(2)</td>
<td>External Load Attaching Means (Hoist Manual Release)</td>
</tr>
<tr>
<td>29.855(a)</td>
<td>Baggage and Cargo Compartment</td>
</tr>
<tr>
<td>29.307(b), 29.723, 29.725, 29.727</td>
<td>Proof of Structure, Landing Gear Limit Drop Test and Reserve Energy Absorption Drop Test (Skid Gear Only)</td>
</tr>
</tbody>
</table>

7. Requirements elected to comply
   none

8. Environmental Protection Requirements
   8.1 Noise Requirements
      See TCDSN EASA.IM.R.114
   8.2 Emission Requirements
      n/a

9. Operational Suitability Data (OSD)
   Not required for rotorcraft that are no longer in production.
   CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   Bell Helicopter Textron top drawing 430-100-001 Revision BG, or subsequent revision

2. Description
   4-blade main rotor, 2-blade tail rotor, twin turbine engines with skid or optional wheel landing gear

3. Equipment
   Refer to Equipment list in approved Flight Manual

4. Dimensions
   4.1 Fuselage
      Length: 13.43 m
      Width: 3.45 m
      Height: 3.70 m (wheels) 4.00 m (skids)
   4.2 Main Rotor
      Diameter: 12.80 m
   4.3 Tail Rotor
      Diameter: 2.10 m
5. Engine

5.1 Model

Rolls-Royce Corporation (former: Allison)

2 x Model 250C40B

with Chandler Evans EMС-35A (FADEC) fuel control system

5.2 Type Certificate

TCCA TC/TCDS n°: IE-19

FAA TC/TCDS n°: E1GL

EASA TC/TCDS n°: EASA.IM.E.109

5.3 Limitations

5.3.1 Installed Engine Limits

<table>
<thead>
<tr>
<th>Mast TQ Meter [%] ([shp])</th>
<th>MR Mast Speed [%] ([rpm])</th>
<th>Gas Generator Speed [%] ([rpm])</th>
<th>Turbine Temperature [°C] ([°F])</th>
</tr>
</thead>
<tbody>
<tr>
<td>TO (5 min)</td>
<td>100 (1 045)</td>
<td>105 (53 550)</td>
<td>779.4 (1 435)</td>
</tr>
<tr>
<td>MCP</td>
<td>94.6 (875)</td>
<td>100 (348)</td>
<td>726.7 (1 340)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine TQ Meter [%] ([shp])</th>
<th>PWR Turbine Speed [%] ([rpm])</th>
<th>Gas Generator Speed [%] ([rpm])</th>
<th>Turbine Temperature [°C] ([°F])</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEI PWR (2 min)</td>
<td>105.3 (811)</td>
<td>100 (9 598)</td>
<td>827.2 (1 521)</td>
</tr>
<tr>
<td>OEI PWR (30 sec)</td>
<td>109.6 (844)</td>
<td>100 (9 598)</td>
<td>871.1 (1 600)</td>
</tr>
<tr>
<td>OEI PWR (30 min)</td>
<td>92.8 (715)</td>
<td>100 (9 598)</td>
<td>797.8 (1 468)</td>
</tr>
<tr>
<td>OEI MCP</td>
<td>92.8 (715)</td>
<td>100 (9 598)</td>
<td>779.4 (1 435)</td>
</tr>
</tbody>
</table>

5.3.2 Transmission Torque Limits

Torque = 21 444 Nm (15 816 ft lb) at 348 rpm

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

<table>
<thead>
<tr>
<th>Type</th>
<th>Specification</th>
<th>Canada</th>
<th>USA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Flash JP5</td>
<td>3-GP-24</td>
<td>MIL-DTL-5624</td>
<td></td>
</tr>
</tbody>
</table>

6.2 Oil

MIL-L-7808 or MIL-L-23699 (mixing of these oils is prohibited).

For temperature limitations see RFM listed in Approved Publications.

6.3 Additives

Fuel, see Note 3

7. Fluid capacities

7.1 Fuel

for wheel LDG gear:

Usable: 710 litres (187.5 US gal)

for skid LDG gear:

Usable: 935 litres (247.1 US gal)

7.2 Oil

Usable: 2.36 litres (0.625 US gal)

Total: 6.1 litres (1.61 US gal)

7.3 Coolant System Capacity

n/a
8. Air Speeds Limits

\[V_{NE}: 150 \text{ KIAS MSL to 3 000 ft DA}\]

Decrease \(V_{NE}\) for ambient conditions in accordance with airspeed limitation placard in the approved Flight Manual (see Section IV).

\[V_{NE \text{ PWR OFF}}: 80 \text{ KIAS}\]

\[V_{NE \text{ DEI}}: 100 \text{ KIAS}\]

9. Rotor Speed Limits

Power on:
- Maximum continuous: 100%
- Maximum transient: 106%
- Minimum transient: 90%
- Max. ground operation: 102%

Power off:
- Maximum transient: 106%
- Minimum transient: 86%
- Transient operation: 86%-90%
- Continuous operation: 91%-105%

10. Maximum Operating Altitude and Temperature

10.1 Altitude

VFR: 20 000 ft (6 100 m) PA

IFR: 15 000 ft (4 572 m) PA

10.2 Temperature

\(-40 ^\circ \text{C} (-40 ^\circ \text{F})\) to \(+51.7 ^\circ \text{C} (+125 ^\circ \text{F})\)

Refer to approved RFM for variation with altitude.

11. Operating Limitations

VFR day/night

IFR, see Note 4

Category A and B

non-icing conditions

12. Maximum Weight

4 218 kg (9 300 lb) with and without external cargo

4 082 kg (9 000 lb) for Cat A

13. Centre of Gravity Range

Longitudinal:
14. Datum
The datum line (STA 0) is located at 1 846.6 mm (72.7 in) forward of the helicopter nose.

15. Levelling Means
Plumb line from right inside top of baggage compartment.

16. Minimum Flight Crew
1 (pilot) Cat B, VFR and Cat A except for elevated helipad operation;
2 (pilots) IFR and Cat A elevated helipad operation.
Refer to RFM BHT-430-FMS-02

17. Maximum Passenger Seating Capacity
9 passengers
10 passengers (see Note 5)

18. Passenger Emergency Exit
2, one on each side of the cabin

19. Maximum Baggage/ Cargo Loads
226.8 kg (500 lb)

20. Rotor Blade Control Movement
For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)
n/a

22. Life-limited Parts
BHT-430-MM-2 Chapter 04

23. Wheels and Tyres
NLG: one 5.00x5, 6 ply, tube 5.00x5
MLG: one per leg 18x5.5 type 8
IV. Operating and Service Instructions

1. Flight Manual
   BHT-430-FM-1, dated 23 February 1996, or later approved revision.

   BHT-430-MM-1 through -13

   BHT-ALL-SRM

   see BHT-430-MM-2, Chapter 08

5. Illustrated Parts Catalogue
   BHT-430-IPB-1 through -13

6. Service Letters and Service Bulletins
   As published by Bell Helicopter Textron Canada, or Bell Textron Canada

7. Required Equipment
   The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the helicopter for certification. In addition, the Flight Manual as listed above.

V. Notes (430 only)

1. Manufacturer’s serial numbers:
   s/n 49001 through 49014, s/n 49016 and subsequent are eligible.

2. Current weight and balance report including list of equipment included in the approved empty weight and loading instructions when necessary must be provided for each helicopter at the time of original certification.

3. For all operations below 10 °C (50 °F) ambient temperature, all fuel used in model 430 helicopters must contain Phillips PFA-55MB or MIL-L-27686 anti-icing additive in concentrations of not less than 0.035% or more than 0.15% by volume.

4. Models 430 are eligible for IFR operations when the required IFR equipment listed in the RFM is installed and operative.

5. The Model 430 is approved for maximum occupants of 11 (including crew), i.e. a maximum number of passengers of 10, when Bell kit 430-705-003 is installed and the aircraft is operated in accordance with Flight Manual Supplement BHT-430-FMS-28.

* * *
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

<table>
<thead>
<tr>
<th>Amdt.</th>
<th>Amendment</th>
<th>OSD</th>
<th>Operational Suitability Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.G.</td>
<td>Centre of Gravity</td>
<td>P/N</td>
<td>Part Number</td>
</tr>
<tr>
<td>CR</td>
<td>(European) Commission Regulation</td>
<td>PA</td>
<td>Pressure Altitude</td>
</tr>
<tr>
<td>KIAS</td>
<td>Knots Indicated Air Speed</td>
<td>PWR</td>
<td>Power</td>
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<tr>
<td>LDG</td>
<td>Landing</td>
<td>RFM</td>
<td>Rotorcraft Flight Manual</td>
</tr>
<tr>
<td>Max.</td>
<td>Maximum</td>
<td>s/n</td>
<td>Serial Number</td>
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<tr>
<td>MCP</td>
<td>Maximum Continuous Power</td>
<td>shp</td>
<td>Shaft Horse Power</td>
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<tr>
<td>min</td>
<td>Minute</td>
<td>STA</td>
<td>Station</td>
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<tr>
<td>Min.</td>
<td>Minimum</td>
<td>TO</td>
<td>Take-Off</td>
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<tr>
<td>MSL</td>
<td>Mean Sea Level</td>
<td>TOP</td>
<td>Take-Off Power</td>
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<tr>
<td>Nr</td>
<td>Rotor Speed</td>
<td>TQ</td>
<td>Torque</td>
</tr>
<tr>
<td>OEI</td>
<td>One Engine Inoperative</td>
<td>V_{NE}</td>
<td>Never Exceed Speed</td>
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II. Type Certificate Holder Record

<table>
<thead>
<tr>
<th>Type Certificate Holder</th>
<th>Period</th>
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<tr>
<td>Bell Helicopter Textron, Fort Worth, Texas, U.S.A.</td>
<td>From 16 August 1979 until 27 September 1992</td>
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<tr>
<td>Bell Helicopter Textron Canada Ltd., 12 800 rue de l'Avenir, Mirabel, Québec, J7J 1R4, Canada</td>
<td>until 15 December 2019</td>
</tr>
<tr>
<td>Bell Textron Canada Ltd., 12 800 rue de l'Avenir, Mirabel, Québec, J7J 1R4, Canada</td>
<td>from 16 December 2019</td>
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III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 1</td>
<td>16 Dec 2019</td>
<td>Initial issue of TC and TCDS in EASA format</td>
<td>16 December 2019</td>
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