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

FAA APPROVED

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

FOR

Bell 206A, and 206B

AMT-206-1 Tail Rotor Blade

Rotorcraft Serial Number: _____ Rotorcraft Reg. Number _____

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

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

FAA Approved



Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office
Transport Airplane Directorate

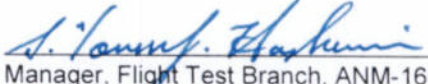
Date: March 22, 2017

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

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FRONT MATTER

DESCRIPTION

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

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

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

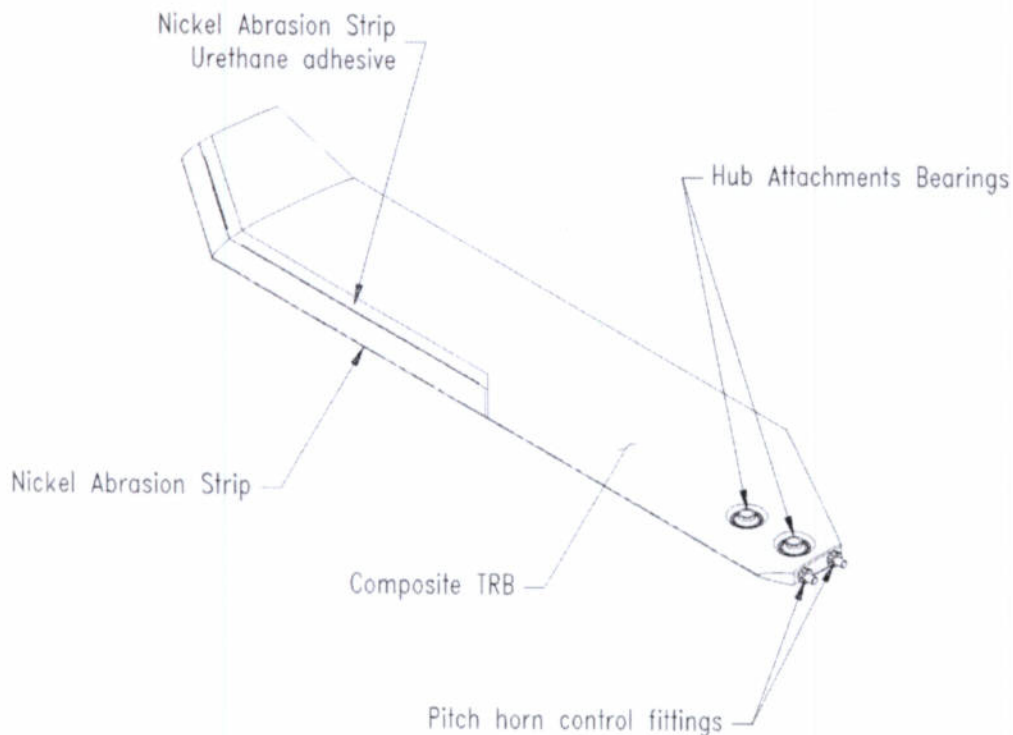


Figure 1: AMT-206-1 Tail Rotor Blade (TRB)

OPERATION

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

SECTION 1 - OPERATING LIMITATIONS

!!! WARNING !!!

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

!!! WARNING !!!

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

SECTION 2 - OPERATING PROCEDURE

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

PRE-FLIGHT

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

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

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

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

SECTION 3 - PERFORMANCE

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

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

SECTION 4 - WEIGHT AND BALANCE DATA

No change