

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

H6SW REVISION 5 BELL 214B 214B-1 October 16, 2007
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TYPE CERTIFICATE DATA SHEET NO. H6SW

This data sheet which is part of Type Certificate No. H6SW prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Bell Helicopter Textron, Inc.
 Subsidiary of Textron, Inc.
 P.O. Box 482
 Fort Worth, Texas 76101

I - Model 214B (Transport Helicopter - Category B), Approved January 27, 1976 - Model 214B-1, (Transport Helicopter - Category B), approved February 3, 1976.

Engine Lycoming T5508D (Type Certificate Data Sheet No. E4NE)

Fuel MIL-T-5624, Grade I, (JP-4), or MIL-T-5624 Grade II (JP-5) (See Note 9) (See Flight Manual for approved vendors)

Engine Operating Limits

---	<u>Output Shaft</u>	<u>Output Shaft</u>	<u>Exhaust Gas</u>	<u>Gas Gen. Speed</u>
	<u>Torque Percent</u>	<u>Speed RPM, %</u>	<u>Temp °F</u>	<u>RPM, %</u>
Takeoff (5 minutes)	100 (2050 SHP)	14,695 (100%)	1,330 (at 130°F AMB)	18,832 (100.6%)
Maximum Continuous	90 (1850 SHP)	14,695 (100%)	1,278 (at 130°F AMB)	18,327 (97.9%)

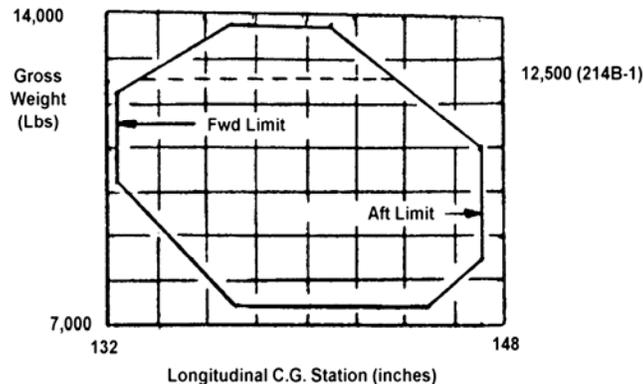
Rotor limits	<u>Power Off</u>	<u>Power On</u>
	Maximum 315 rpm (Tach reading 105%) Minimum 257 rpm (Tach reading 86%)	Maximum 300 rpm (Tach reading 100%) Minimum 294 rpm (Tach reading 98%)

Airspeed limits See Placard P/N 214-075-256
 (V_{ne} (IAS) varies with pressure altitude and temperature)

C.G. range

- (a) Longitudinal C.G. limits
 (+137.0) to (+141) at 13,800 lbs.
 (+132.5) to (144.3) at 12,250 lbs.
 (+132.5) to (+147) at 11,000 lbs.
 (+132.5) to (+147) at 10,250 lbs.
 (+135.4) to (+147) at 8,500 lbs.
 (+137) to (+145) at 7,500 lbs.

Straight line variation between points given. See figure:



- (b) Lateral C.G. limits
 4.0 inches left of centerline
 4.7 inches right of centerline

Empty Weight C.G. range	See Chapter 8, Model 214B series Maintenance Manual
Maximum weight	12,500 lbs. for 214B-1 (See Note 10) 13,800 lbs. for 214B 16,000 lbs. for 214B and 214B-1 external cargo operations (See Note 4)
Minimum crew	1 (pilot)
Maximum passengers	15 (Not limited by emergency exit requirements)
Maximum baggage	None (No baggage compartment)
Fuel capacity	204 gal. (+153.8) usable. See Note 1 for data on unusable fuel.
Oil capacity	3.75 gals. (+195.0) 1.85 gal. usable (included in cap). See Note 1 for undrainable oil.
Rotor blade and control movements	For rigging information refer to the Model 214B series Maintenance Manual.
Serial Nos. eligible	27001 and 28001 and up
Datum	Station 0 datum is located 20 inches aft of the most forward point of the fuselage nose section.

Leveling means	Plumb line from top of left main door frame.
Certification basis	FAR Part 29 dated February 1, 1965 (Transport Category B) Amendments 29-1 through 29-9 and Amendment 29-11. Special conditions No. 29-65-SW-5. No exemptions. Type Certificate No. H6SW issued January 27, 1976. Date of application for Type Certificate October 26, 1972.
Production basis	Production Certificate No. 100
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 with each helicopter as specified: <div style="margin-left: 40px;"> FAA approved Helicopter Flight Manual (1) Model 214B dated January 27, 1976 (2) Model 214B-1 dated February 2, 1976 </div>

NOTE 1. Current weight and balance report including list of equipment included in the certificated empty weight and loading instructions when necessary must be provided for each helicopter at the time of original certification.

The certificated empty weight and corresponding C.G. locations must include a total undrainable oil of 9.2 lb. (+195.0) and unusable fuel of 25.2 lb. (+140.0).

NOTE 2. The following placard must be displayed in front of and in clear view of the pilot: "This Helicopter must be operated in compliance with the operating limitations specified in the FAA Approved Rotorcraft Flight Manual. The Airworthiness Limitations Section of the Rotorcraft Maintenance Manual must be complied with."

All placards required in the Approved Helicopter Flight Manual must be installed in the appropriate locations. Chapter 11 of the Maintenance Manual includes information about other placards and their locations.

NOTE 3. The retirement times of certain parts and inspection requirements are listed in Airworthiness limitations, Chapter 4, of the Model 214B series Maintenance Manual. These limitations may not be changed without FAA engineering approval. In addition, information essential for proper maintenance of the helicopter is contained in the Bell Helicopter Company Model 214B Maintenance Manual and in the 214B series Component Repair and Overhaul Manual.

NOTE 4. Model 214B/B-1 helicopters equipped with the external cargo suspension installation completed in accordance with Bell Drawing 214-706-002 meet the structural and design requirements of the certification basis when operated to 16,000 pounds gross weight in accordance with the limits of FAA Approved Model 214B Helicopter Flight Manual dated January 27, 1976, and Model 214B-1 Manual dated February 2, 1976. The retirement times referenced in Note 3 are not changed. Gross weights above 13,800 lbs. must not be imposed on the landing gear.

NOTE 5. A partition must not be installed between the passenger and crew compartments that will obstruct the pilot's view of the passenger large sliding doors and hinged panels. Interior linings must not be installed that obstruct the view of the crew/passenger front doors latch engagement with the fuselage.

- NOTE 6. VHF navigation installations are limited to Collins Radio Type VIR31H, P/N 622-2819-004 due to rotor modulation interference. Other VHF navigation installations must be coordinated through FAA, Southwest Region, Engineering and Manufacturing Branch, ASW-210.
- NOTE 7. Engine gas producer speed shown under “engine limits” is the absolute maximum permissible rotation speed. Equal or lower speeds are established for each engine during engine calibration and are stamped on the engine data plate. Maximum usable (limiting) gas producer speeds for takeoff and for maximum continuous power vary with ambient temperature and are shown on the engine limitations placard on the instrument panel. This placard includes information on engine data plate speeds which must agree with the actual engine installed in the helicopter.
- NOTE 8. Maximum usable (limiting) exhaust gas temperature for takeoff and maximum continuous engine operation varies with ambient temperature and is shown on the placard described in Note 7 above.
- NOTE 9. For all operations below 40°F ambient temperature, all fuel used in Model 214B helicopters must contain Phillips PFA-55MB 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.
- NOTE 10. Except for a difference in maximum weight, the Model 214B and 214B-1 are identical to each other.
- NOTE 11. Composite (fiberglass) main rotor blades (215-015-500 or 214-018-402) must have conductive paint (a minimum resistance required) for lightning protection.
- NOTE 12.. Any changes to the type design of this helicopter by means of amended type certificate (TC), supplemental type certificate (STC), or amended STC, requiring instructions for continued airworthiness (ICA’s) must be submitted thru the project aircraft certification office (ACO) for review and acceptance by the Fort Worth-Aircraft Evaluation Group (FTW-AEG) Flight Standards district Office (FSDO) prior to the aircraft delivery, or upon issuance of the first standard airworthiness certificate for the affected aircraft, whichever occurs later as prescribed by Title 14 CFR 21.50. Type design changes by means of a FAA Form 337 (field approval) that require ICA’s must have those ICA’s reviewed by the field approving FSDO.

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