

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

R00052SE
Revision 0
Timberline Helicopters, Inc.
UH-60A

February 26, 2016

TYPE CERTIFICATE DATA SHEET R00052SE

This data sheet, which is a part of Type Certificate (TC) No. R00052SE, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Title 14 Code of Federal Aviation Regulations (14 CFR).

TYPE CERTIFICATE HOLDER: Timberline Helicopters, Inc.
1926 Industrial Drive
Sandpoint, ID 83864

TYPE CERTIFICATE HOLDER RECORD: N/A

I - MODEL: UH-60A (Restricted Category Military Surplus Rotorcraft) Approved February 26, 2016

ENGINES: (2) General Electric T700-GE-700 Original
(2) General Electric T700-GE-701D/CC (Alternate)
*See NOTE 8 for alternate engine information.

FUEL: Aviation Kerosene JP-4, JP-5, JP-8, Jet A, Jet A-1 or Jet B.
*See NOTE 10 for alternate and emergency fuels.

ENGINE LIMITS: (T700-GE-700)

	SHAFT HP	POWER TURBINE RPM	GAS GEN RPM	POWER TURBINE INLET (TGT)
Military Power (30 min.)	1,561	20,900	44,700	850° C
Maximum Continuous Power (MCP)	1,318	20,900	44,700	775° C

ENGINE LIMITS: (T700-GE-701D/CC)

	SHAFT HP	POWER TURBINE RPM/%	GAS GEN RPM/%	POWER TURBINE INLET (TGT)
Contingency Rated Power (CRP) (2 1/2 min. OEI)	1,940	20,900/100	44,700/102	903° C
Maximum Rating (10 Min. dual)	1,890	20,900/100	44,700/102	878° C
Intermediate Rated Power (IRP) (30 min dual)	1,800	20,900/100	44,700/102	851° C
Maximum Continuous Power (MCP)	1,662	20,900/100	44,700/102	810° C

TRANSMISSION LIMITS: TORQUE:
110% Single Engine (No time limit)
100% Dual Engine (No time limit)

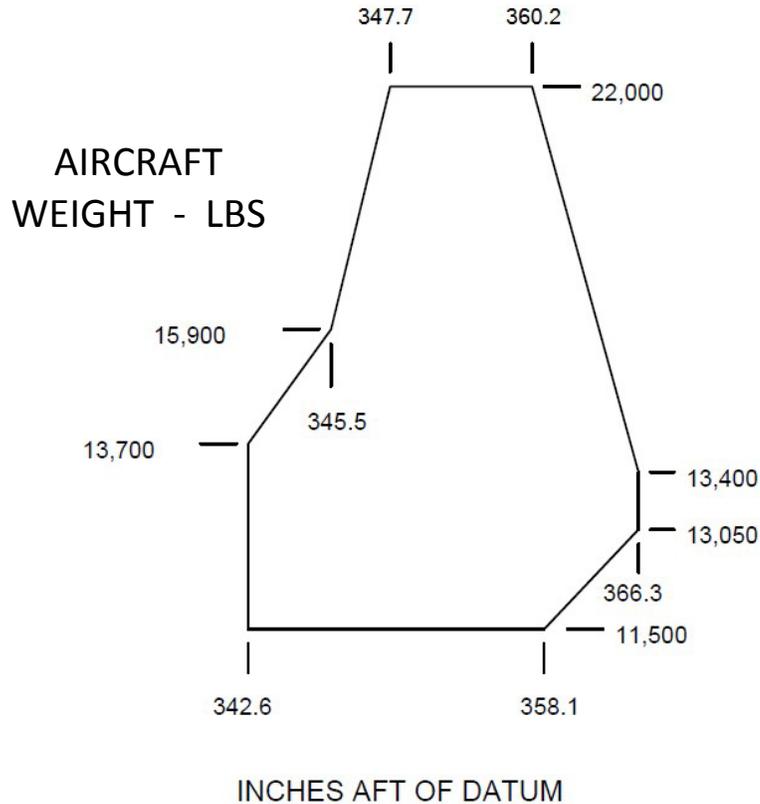
ROTOR LIMITS: Power Off: Max. 265 RPM (110%)
Min. 217 RPM (90%)
Power On: Max. 258 RPM (107%)
Min. 232 RPM (96%)

Page No.	1	2	3	4
Rev. No.	-	-	-	-

AIRSPEED LIMITS:

V_{ne} Power on: 193 knots IAS, (221 MPH). See THI 1-1520-237-10, "Rotorcraft Flight Manual for Timberline Helicopters, Inc. UH-60A," Revision IR, dated July 28, 2015, or later FAA-approved revision for variations of V_{ne} with gross weight, pressure altitude, and temperature and for additional limitation data.

C.G. RANGE



EMPTY WEIGHT C.G. RANGE:

None

DATUM:

341.2 inches forward of the main rotor centroid.

LEVELING MEANS:

Plumb bob in L/H cabin door frame to leveling plate on cabin floor. Ref. Work Package 1727 contained in TM 1-1520-237-23.

MAXIMUM WEIGHT:

22,000 lbs. *See NOTE 14 for configuration requirements.

MINIMUM CREW:

2 (pilot, copilot) at Sta. 227.1

NO. OF PASSENGERS

None. *See NOTE 11 for information on personnel carrying restrictions.

NUMBER OF SEATS:

2 at Sta. 227.1; 1 at Sta. 262.0; 3 at Sta. 282.0; 3 at Sta. 320.7; 4 at Sta. 339.8; 4 at Sta. 387.2. Refer to THI 1-1520-237-10, "Rotorcraft Flight Manual for Timberline Helicopters, Inc. UH-60A," Revision IR, dated July 28, 2015, or later FAA-approved revision for approved seat configurations and loading information.

OTHER LIMITS:

Refer to THI 1-1520-237-10, "Rotorcraft Flight Manual for Timberline Helicopters, Inc. UH-60A," Revision IR, dated July 28, 2015, or later FAA-approved revision. Flight hours are counted from takeoff to landing.

FUEL CAPACITY:

361.5 gallons; 2 tanks (LH & RH interchangeable)
359.7 gallons; 2 tanks (LH & RH interchangeable) (with fuel boost pumps installed). at Sta. 420.75

OIL CAPACITY:

7 quarts each engine at Sta. 375.0

SERIAL NO. APPROVED:

U.S. military surplus UH-60A helicopters as identified in Timberline Helicopters, Inc. report no. THI-UH60A-SNL-1 "Approved Serial Number List," Revision IR, dated December 11, 2015, or later FAA-approved revision.

CERTIFICATION BASIS:	<p>14 CFR Part 21 § 21.25(a)(2) for the special purposes listed in 14CFR Part 21.25 (b)(1)(2)(7) as defined below:</p> <ul style="list-style-type: none"> (1) § 21.25(b)(1) Agriculture Operations (2) § 21.25(b)(2) Forest & Wildlife Conservation (3) § 21.25(b)(7) External Loads <p>Note: In accordance with 14CFR Part 36.1(a)(4), compliance with the noise requirements was not shown. Therefore, aircraft certificated under this Type Certificate are only eligible for agricultural operations as defined in § 137.3, aerial dispensing of liquids and forest conservation material as defined in § 137.3, or external loads as defined in § 133.1(b).</p> <p>Any alterations to the aircraft for Special Purposes not identified above require further FAA approval and in addition, may require noise and/or flight testing.</p> <p>This aircraft approved for Day or Night VFR operations only. Flight into known icing conditions is prohibited.</p> <p>General Note: Any subsequent modifications to the helicopters type certified under this Type Certificate are to have the certification basis for that modification established under 14 CFR § 21.101. Non-significant modifications shall have a certification basis of 14 CFR § 29 dated February 1, 1965, including Amendments 29-1 through 29-17 (amendment effective as of 12/1/1978) and 29.1529, Instructions for Continued Airworthiness, Amendment 29-20, effective September 11, 1980.</p>
DATE OF APPLICATION:	November 7, 2014
PRODUCTION BASIS:	None. No helicopters may be produced under this approval. No helicopter serial number may be added to this type certificate unless approved by the cognizant Aircraft Certification Office.
EQUIPMENT:	The basic required equipment necessary for the particular special purpose operation must be installed for certification. In addition, the following item of equipment must be on board the helicopter and available to the flight crew: "Rotorcraft Flight Manual for Timberline Helicopters, Inc. UH-60A," No. THI 1-1520-237-10, Revision IR, dated July 28, 2015, or later FAA-approved revision.
NOTE 1:	A current weight and balance report, including a 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 airworthiness certification.
NOTE 2:	All placards required by either the FAA-approved Rotorcraft Flight Manual, the applicable operating rules, or the Type Certification Data, must be installed on the helicopter. Required placards are contained in Timberline Helicopters, Inc. document # THI-UH60-DPM-1, Revision IR, dated July 7, 2015, or later FAA-approved revision, or any applied technical bulletins.
NOTE 3:	The helicopter(s) must be serviced, maintained, inspected, repaired, and overhauled in accordance with the requirements specified in Timberline Helicopters, Inc. document no. THI-UH60A-ICA-1, "Model UH-60A Instructions for Continued Airworthiness," Revision A, dated December 4, 2015, or later FAA-accepted revision, or in accordance with any other FAA-accepted maintenance program. The service life limited parts retirement intervals for these helicopters is specified in the FAA-approved airworthiness limitations sections of THI-UH60A-ICA-1. An FAA-approved/accepted copy must accompany each helicopter on delivery.
NOTE 4:	This helicopter must be operated in accordance with the Operator Manual "Rotorcraft Flight Manual for Timberline Helicopters, Inc. UH-60A," Document No. THI 1-1520-237-10, Revision IR, dated July 28, 2015, or later FAA-approved revision.
NOTE 5:	This aircraft is prohibited from carrying cargo for compensation or hire. Carriage of cargo is limited to such cargo that is incidental to the helicopter owner/operator's business, which is other than air transportation.
NOTE 6:	A restricted category helicopter may not be operated in a foreign country without the express written approval of that country.

-
- NOTE 7: This helicopter has not been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation.
- NOTE 8: Installation of T-700-GE-701D engines in accordance with Timberline Helicopters, Inc. Technical Bulletin THI-UH60A-TB-002 "T700-GE-701D/CC Engine Installation," Revision IR, dated December 11, 2015, or later FAA-approved revision, is approved for the model UH-60A helicopters under this type certificate. Performance information and limitations with T700-GE-701D engines is contained in Chapter 7A of RFM THI 1-1520-237-10, Revision IR, dated July 28, 2015, or later FAA-approved revision.
- NOTE 9: The US Army Safety Messages that must be complied with for the helicopter and engine prior to certification are contained in Timberline Helicopters, Inc. Model UH-60A Configuration Report document no. THI-UH60A-CR-1, Revision IR, dated February 20, 2016, or later FAA-accepted revision.
- NOTE 10: Alternative and emergency fuels are listed in "Rotorcraft Flight Manual for Timberline Helicopters, Inc. UH-60A" document no. THI 1-1520-237-10, Revision IR, dated July 28, 2015, or later FAA-approved revision.
- NOTE 11: No person may be carried onboard this aircraft unless that person is a flight crewmember; is a flight crewmember trainee; performs an essential function in connection with a special purpose operation for which the aircraft is certificated; or is necessary to accomplish the work activity directly associated with that special purpose. Reference 14 CFR §91.313(d).
- NOTE 12: Any alteration to the type design of this aircraft may require Instructions for Continued Airworthiness. Changes to the type design by means of a Supplemental Type Certificate requiring ICAs or changes to existing ICAs must be submitted and received by the Fort Worth Aircraft Evaluation Group (FTW-AEG). Type design changes by means of an FAA field approval that require ICAs must have those ICAs reviewed by the Flight Standards District Office managing the field approval or the FTW-AEG.
- NOTE 13: No helicopter may obtain a Restricted Category Airworthiness Certificate under this type certificate unless it is included in the "Serial No. Approved" list above.
- NOTE 14: All aircraft under this TC must be equipped with wedge mounted pitot static probes and engine shaft stud balance (MWO 55-1520-235-50-58 or MWO 1-1520-237-50-73). Aircraft must be equipped with 14-lug wheels for ground operations in excess of 20,500 lbs.
- NOTE 15: The builder's data plate must be installed in accordance with Timberline Helicopters, Inc. THI-UH60-DPM-1, Revision IR, dated July 7, 2015, or later FAA-approved revision.

- END -