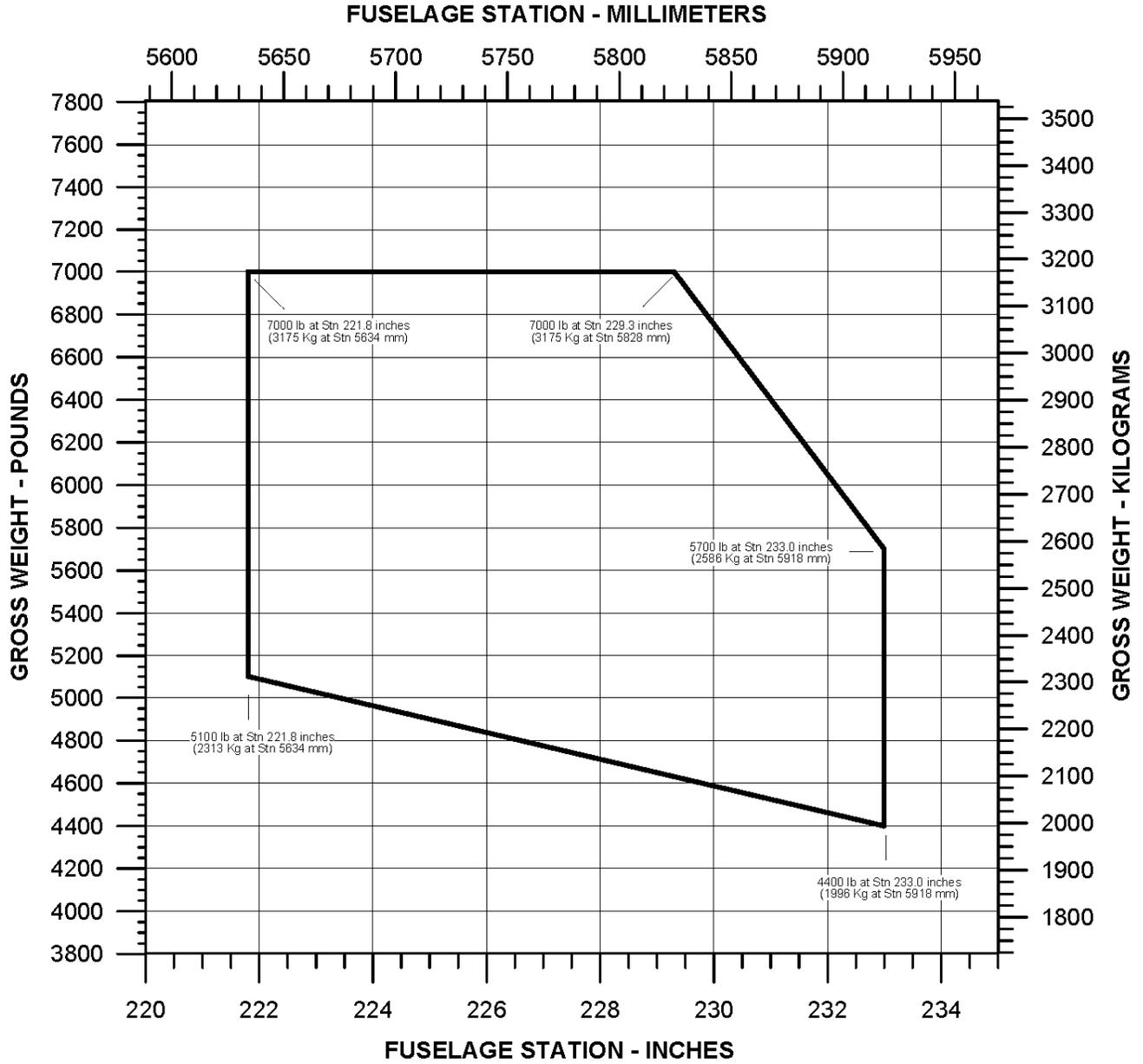
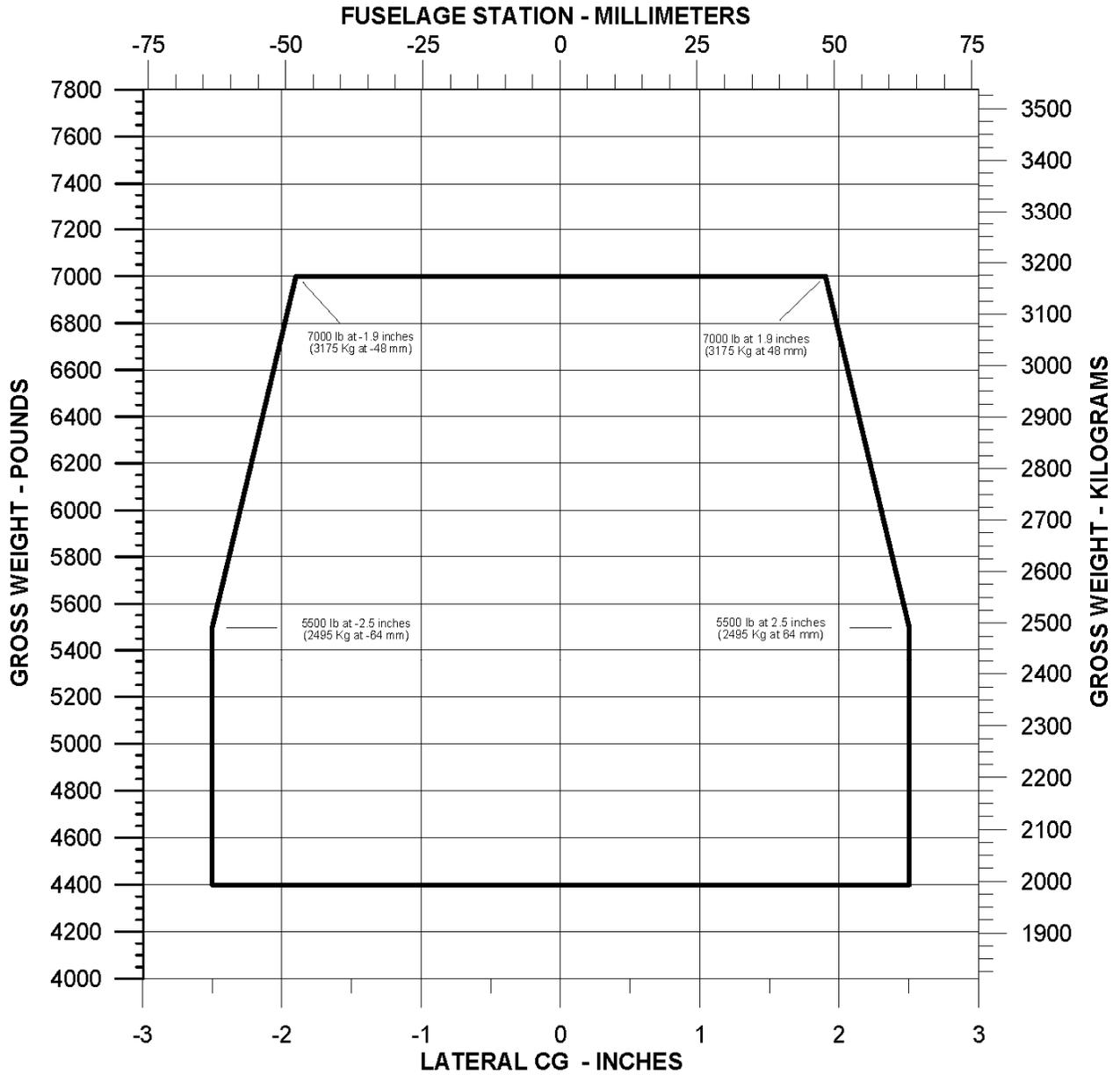


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|----------------------------------|---|
| Airspeed Limits | Basic V_{NE} (never exceed) is 155 KIAS. Decrease V_{NE} for ambient conditions in accordance with the Airspeed Limitations placard in the Rotorcraft Flight Manual. |
| C.G. Limits | Refer to approved Rotorcraft Flight Manual (See NOTE 3) |
| Empty Weight CG Range | See Maintenance Manual |
| Datum | Station 0 datum is 183.6 cm (72.3 in.) forward of the nose of the helicopter. |
| Leveling Means | Protractor or level placed on the crew or passenger floor or seat rails, both longitudinally and laterally |
| Maximum Weight (Mass) | 3175 kg (7000 lb.) |
| Altitude limits | Maximum altitude to 6096 m (20000 ft.) pressure altitude. |
| OAT Limits | Minimum -40°C (-40°F) Maximum 51.7°C (125°F), decreasing with pressure altitude at a standard lapse rate of 2°C (3.6°F) per 1,0000 feet. |
| Minimum crew | 1 pilot (right seat) |
| Maximum occupants | 8 (includes crew) |
| Maximum Baggage | Refer to approved Rotorcraft Flight Manual for loading schedule. |
| Fuel capacity | Refer to 429 Maintenance Manual for Fuel Capacity. |
| Oil capacity | Refer to 429 Maintenance Manual for Oil Capacity. |
| Rotor blade and Control movement | For rigging information refer to the 429 Maintenance Manual |
| Serial numbers eligible | 57001 and subsequent. |
| Import Requirements | <p>To be considered eligible for operation in the United States, each aircraft manufactured under this Type Certificate must have a U.S. Airworthiness Certificate that may be issued on the basis of the Canadian Department of Transport Certificate of Airworthiness for Export signed by the Minister of Transport containing the following statement:</p> <p>“The rotorcraft covered by this certificate has been examined, tested and found to comply with the type design approved under Type Certificate R00003RD and to be in condition for safe operation.”</p> <p>The approved type design for the model 429 consists of data listed on Bell Helicopter Textron top drawing 429-100-001, Revision CG, or later approved revision for serial numbers 57001 and Subsequent</p> <p>The U.S. airworthiness certification basis for aircraft certificated under 14 CFR 21.29 and exported by the country of manufacture is 14 CFR 21.183(c) or 21.185(c).</p> |
| Production Basis | None. See Import Requirements |

Longitudinal Gross Weight / CG Envelope



Lateral Gross Weight / CG Envelope



| | |
|---------------------|---|
| Certification Basis | <p>For approved MGW configuration of 3175 kg (7000 lb.)</p> <p>a) Title 14 part 27, dated October 2, 1964, amendment 27-1 through 27-40 including Appendix B criteria for instrument flight and Appendix C criteria for Category A performance, plus Compliance with the following additional requirements has been established: 14 CFR part 27, Amendment 27-44</p> <p>b) Title 14 part 36 Amendment 36-1 through 36-28</p> <p>c) Equivalent Safety Findings:</p> <p>Number TC2486RD-R/A-2 14 CFR part 27.307(b)(5) Proof of Structure Landing Gear Drop Test 14 CFR part 27.723 Landing Gear Shock Absorption Tests 14 CFR part 27.725 Landing Gear Limit Drop Test 14 CFR part 27.727 Landing Gear Reserve Energy Absorption Drop Test</p> <p>Number TC2486RD-R/S-2 14 CFR part 27 Appendix B VIII (b)(5)(i) Equipment, systems, and installations 14 CFR part 27 Appendix B VIII (b)(5)(ii) Equipment, systems, and installations</p> <p>Number TC2486RD-R/F-2 14 CFR part 27.1545(b)(2) Airspeed Indicator</p> <p>Number TC2486RD-R/P-1 14 CFR part 29.903(b) as required by 14 CFR part 27 Appendix C, Category A Engine Isolation</p> <p>d) Special Condition made in accordance with FAR part 21.16 is as follows: No. 27-017-SC Bell Helicopter Textron Canada Limited Model 429 Helicopters High Intensity Radiated Fields (HIRF), dated December 28, 2007.</p> |
| Equipment | <p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the helicopter for certification.</p> <p>In addition, the following items of equipment are required:</p> <p>Transport Canada approved Rotorcraft Flight Manual BHT-429-FM-1 dated June 19, 2009 or later approved revision.</p> <p>Refer to approved Rotorcraft Flight Manual for other approved mandatory and optional equipment.</p> |
| Service Information | <p>Bell Canada Service bulletins, structural repair manuals, vendor manuals, aircraft flight manuals, and overhaul and maintenance manuals, which contain a statement that the document is (Transport Canada) approved, are accepted by the FAA and are considered FAA approved. These approvals pertain to the approved type design only.</p> |
| NOTE 1 | <p>This type certificate is for a Day/Night VFR operation (Single or Dual Pilot); Instrument Flight Rules (IFR) Operations (Single or Dual) Pilot: Category A, Normal Category Rotorcraft with engine isolation.</p> |
| NOTE 2 | <p>Certification Noise Levels are detailed in the approved Rotorcraft Flight Manual.</p> |
| NOTE 3 | <p>Current weight and balance report including list of required equipment and list of equipment included in certificated empty weight, and loading instructions when necessary must be provided for each helicopter at the time of original certification.</p> |
| NOTE 4 | <p>PW207D1 is a derivative of the PW207D with increased mechanical power and without fuel heater. The PW207D2 is identical to the PW207D1 but has a fuel heater installed.</p> |
| NOTE 5 | <p>The following placard must be displayed in front of and in clear view of the pilot: "THIS HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH OPERATING LIMITATIONS SPECIFIED IN THE APPROVED FLIGHT MANUAL".</p> <p>All placards listed in the approved flight manual must be installed in the specified locations.</p> |

- NOTE 6 Information essential to the proper maintenance of the helicopter is contained in the Manufacturer's Maintenance Manual provided with each helicopter. The approved service lives, mandatory inspections and other approved supplemental procedures of components are listed in approved Chapter 4, Airworthiness Limitations Section of the Maintenance Manual BHT-429-MM-01, dated June 19, 2009 or later approved revision.
- NOTE 7 The Bell 429 rotorcraft employs electronic engine controls, commonly named Full Authority Digital Engine Controls (FADEC) that are recognized to be more susceptible to Electromagnetic Interference (EMI) than rotorcraft that have manual (non-electronic) controls. EMI may be the result of radiated or conducted interference. For this reason, modifications that add or change systems that have the potential for EMI, must either be qualified to a standard acceptable to the FAA or tested at the time of installation for interference to the FADEC. This type of testing must employ the particular FADEC diagnostic techniques and external diagnostic techniques. The test procedure must be approved.
- NOTE 8 Any changes to the type design of this helicopter by means of a amended type certificate (TC), supplemental type certificate (STC), or amended STC, requiring instructions for continued airworthiness (ICA's) must be submitted thru the project certification office 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 field approval that require ICA's must have those ICA's reviewed by the field approving FSDO.
- NOTE 9 The model 429 incorporates an emergency OEI limit override function. When this feature is selected, damage to the engine and transmission is experienced and continued flight is not permitted. Use of this emergency power invalidates the airworthiness of the aircraft. Maintenance in accordance with the model 429 Maintenance Manual is required to return the aircraft to an airworthy condition.

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