

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate

Number **SR00036SE**

This certificate, issued to

**Soloy, LLC
450 Pat Kennedy Way S.W.
Olympia, WA 98501**

*Certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part * of the * Regulations*

* See Pages 13 and 14 of this certificate for Certification Basis

Original Product—Type Certificate Number: H2SW
Make: Bell
Model: 206L-1, 206L-3, and 206L-4

Description of the Type Design Change: Installation of two Allison 250-C20R engines and associated systems in accordance with sealed Tridair Helicopters, Inc., Master Drawing List No. THI-206-104, dated August 11, 1994, or later FAA approved revisions.

Limitations and Conditions: Approval of this change in type design applies to the above model helicopters which are otherwise unmodified. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other changes in type design will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate must be maintained as part of the permanent records for the modified aircraft.

(See Continuation Sheet Page 3 of 14 Pages)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: September 30, 1987

Date reissued: January 23, 2014

Date of issuance: November 19, 1993

Date amended: 9/12/94; 10/20/95



By direction of the Administrator

(Signature)

Manager, Seattle Aircraft Certification Office
(Title)

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Supplemental Type Certificate

(Continuation Sheet)

Number SR00036SE

Soloy, LLC

Issued: November 19, 1993

Reissued: January 23, 2014

Amended: 9/12/94; 10/20/95

Limitations and Conditions continued:

Model 206L-4

Certain limitations and conditions shown on Type Certificate Data Sheet (TCDS) H2SW for the model 206L-4 remain applicable. The following list contains those limitations and conditions which have been modified and certain unmodified ones which are listed for clarity.

Model: Bell 206L-4 modified by this supplemental type certificate (STC) (Normal Category Rotorcraft)

Engine(s): Allison Model 250-C20R with Bendix gas producer fuel control DP-N2.

Fuel: ASTM Type Jet B (JP-4) or ASTM Type Jet A or A-1 (JP-5). See Tridair 206L-4 Rotorcraft Flight Manual Supplement for fuel mixture and fuel temperature limitations (See Note 15)

Engine Limits:

	<u>Torque Pressure</u>	<u>Output Shaft Speed</u>	<u>Turbine Outlet Temp</u>	<u>Gas Gen Speed</u>
Takeoff (5 min)	109 PSI (450 SHP)	6016	810° C	105% (N ₁)
Max Continuous	89.6 PSI (370 SHP)	6016	752° C	105% (N ₁)

See Rotorcraft Flight Manual Supplement for One Engine Inoperative (OEI) and Transient Limitations.
(See Note 15)

Transmission Limits:

Main Transmission

With Part Number (P/N) 260-2353-5 Torque Indicator

Takeoff (5 min) torque: 109% (490 SHP)

Max Continuous: 82% (370 SHP)

Combining Gearbox (Co-Box)

Maximum input torque: 100% (450 SHP)

With P/N 260-2357-5 Torque Indicator

Takeoff (5 min) torque: 100% (490 SHP)

Max Continuous: 75.5% (370 SHP)

Maximum input torque: 91.8% (450 SHP)

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(Continuation Sheet)

Number SR00036SE

Soloy, LLC

Issued: November 19, 1993

Reissued: January 23, 2014

Amended: 9/12/94; 10/20/95

Limitations and Conditions continued:

Model 206L-4 (Continued):

Rotor Limits

Power Off
 Maximum 422 RPM
 (Triple Tach Reading 107%)
 Minimum 355 RPM
 (Triple Tach Reading 90%)

Power On
 Maximum 398 RPM
 (Triple Tach Reading 101%)
 Minimum 390 RPM
 (Triple Tach Reading 99%)

Airspeed Limits

Basic V_{NE} is 130 KIAS sea level to 3,000 feet density altitude. Decrease V_{NE} for ambient conditions in accordance with Airspeed Limitation Placard in the 206L-4 Rotorcraft Flight Manual.

C.G. Range:

- (a) Longitudinal C.G. Limits
 (Internal Loading)
 Forward Limit
 (+118.0) up to 2,800 lbs. changing linearly to (+119.5) at 4,550 lbs.
 Aft Limit
 (+128.5) up to 2,900 lbs. changing linearly to (+126.3) at 4,500 lbs. (External Loading)
- (b) Lateral C.G. Limits
 Left 4.0 inches up to 4,150 lbs., 1.2 inches above
 Right 3.5 inches up to 4,510 lbs., 1.61 inches above

Empty Weight

C.G. Range:

Refer to Section 8 of the Tridair 206L-4 Maintenance Manual Supplement. (See Note 16)

Maximum Weight:

4,550 lbs. (2063 kg) (Internal Loading)

4,550 lbs. (2063 kg) (External Loading)

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(Continuation Sheet)

Number SR00036SE

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Amended: 9/12/94; 10/20/95

Limitations and Conditions continued:

Model 206L-4 (Continued):

Altitude Limits:

Maximum altitude at 4,150 lbs. or less is 20,000 feet pressure altitude.
Maximum altitude at 4,151 lbs. to 4,550 lbs., or single engine is 10,000 feet density altitude.
Maximum altitude for takeoff and landing at 4451 lbs. to 4550 lbs. is 3,000 feet density altitude.

Minimum Crew:

1 at (+65.0)

Passengers:

1 at (+65.0), 2 at (+91.0), and 3 at (+129.0). Refer to Tridair 206L-4 Rotorcraft Flight Manual Supplement for limitations (See Note 15).

Maximum Cargo:

Refer to Bell Helicopter 206L-4 Rotorcraft Flight Manual for loading schedule (See Note 15).

Fuel Capacity:

115.7 gallons (+132.5): unusable fuel, 5.2 gallons at (+87.3).

Oil Capacity:

12.0 quarts (+109.0) (each engine).

Rotor Blade and Control Movement:

For rigging information refer to the Bell Helicopter 206L-4 Maintenance Manual (See Note 16).

Serial Numbers Eligible:

52001 and subsequent.

Datum:

Station 0 (datum is 1 inch forward of most forward point of fuselage cabin nose section, or 55.16 inches forward of jack point centerline).

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(Continuation Sheet)

Number SR00036SE

Soloy, LLC*Issued:* November 19, 1993*Reissued:* January 23, 2014*Amended:* 9/12/94; 10/20/95*Limitations and Conditions continued:***Model 206L-4 (Continued):****Leveling Means:**

Plumb line from ceiling left rear cabin to index plate on floor.

Model 206L-3

Certain limitations and conditions shown on TCDS H2SW for the Model 206L-3 remain applicable. The following list contains those limitations and conditions which have been modified and certain unmodified ones which are listed for clarity.

Model: Bell 206L-3 modified by this STC (Normal Category Rotorcraft)**Engine(s):** Allison Model 250-C20R with Bendix gas producer fuel control DP-N2**Fuel:** ASTM Type Jet B (JB-4) or ASTM Type Jet A or A-1 (JP-5). See Tridair 206L-3 Rotorcraft Flight Manual Supplement for fuel mixture and fuel temperature limitations.**Engine Limits:**

	<u>Torque Pressure</u>	<u>Output Shaft Speed</u>	<u>Turbine Outlet Temp</u>	<u>Gas Gen Speed</u>
Takeoff (5 min)	109 PSI (450 SHP)	6016	810° C	105% (N ₁)
Max Continuous	89.6 PSI (370 SHP)	6016	752° C	105% (N ₁)

See Tridair 206L-3 Rotorcraft Flight Manual Supplement for O.E.I. (One Engine Inoperative) and Transient Limitations.

Transmission Limits:Main Transmission

Takeoff (5 min) torque: 100% (450 SHP)
 Max Continuous: 82.2% (370 SHP)

Combining Gearbox (Co-Box)

Maximum input torque: 100% (450 SHP)

Rotor Limits:

Power Off
 Maximum 422 RPM
 (Triple Tach Reading 107%)
 Minimum 355 RPM
 (Triple Tach Reading 90%)

Power On
 Maximum 398 RPM
 (Triple Tach Reading 101%)
 Minimum 390 RPM
 (Triple Tach Reading 99%)

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(Continuation Sheet)

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Issued: November 19, 1993

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Amended: 9/12/94; 10/20/95

Limitations and Conditions continued:

Model 206L-3 (Continued):

Airspeed Limits:

Basic V_{NE} is 130 KIAS sea level to 3,000 feet density altitude. Decrease V_{NE} for ambient conditions in accordance with Airspeed Limitation Placard in the Bell Helicopter 206L-3 Rotorcraft Flight Manual.

C.G. Range:

- (a) Longitudinal C.G. Limits
(Internal Loading)
Forward Limit
(+118.0) up to 2,800 lbs. changing linearly to (+119.2) at 4,250 lbs.
Aft Limit
(+128.5) up to 2,900 lbs. changing linearly to (+126.7) at 4,250 lbs.
- (External Loading)
Forward Limit
(+118.0) up to 2,800 lbs. changing linearly to (+119.2) at 4,250 lbs.
Aft Limit
(+128.5) up to 2,900 lbs. changing linearly to (+126.7) at 4,250 lbs.

- (b) Lateral C.G. Limits
Left 4.0 inches up to 4,150 lbs., 1.2 inches above
Right 3.5 inches up to 4,150 lbs., 1.61 inches above

Empty Weight C.G. Range:

Refer to Section 8 of the Tridair 206L-3 Maintenance Manual Supplement.

Maximum Weight:

4,250 lbs. (1927.8 kg) (Internal Loading)

4,250 lbs. (1927.8 kg) (External Loading)

Altitude Limits:

Maximum altitude at 4,150 lbs. or less is 20,000 feet pressure altitude.

Maximum altitude at 4,151 lbs. to 4,250 lbs. is 10,000 feet density altitude.

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Amended: 9/12/94; 10/20/95

Limitations and Conditions continued:

Model 206L-3 (Continued):

Minimum Crew:

1 at (+65.0)

Passengers:

1 at (+65.0), 2 at (+91.0), and 3 at (+129.0). Refer to Tridair 206L-3 Rotorcraft Flight Manual Supplement for limitations.

Maximum Cargo:

Refer to Bell Helicopter 206L-3 Rotorcraft Flight Manual for loading schedule.

Fuel Capacity:

115.7 gallons (+132.5): unusable fuel, 5.2 gallons at (+87.3)

Oil Capacity:

12.0 quarts (+109.0) (each engine).

Rotor Blade and Control Movement:

For rigging information refer to the Bell Helicopter 206L-3 Maintenance Manual.

Serial Numbers Eligible:

51001 and subsequent.

Datum:

Station 0 (datum is 1 inch forward of most forward point of fuselage cabin nose section, or 55.16 inches forward of jack point centerline).

Leveling Means:

Plumb line from ceiling left rear cabin to index plate on floor.

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Amended: 9/12/94; 10/20/95

Limitations and Conditions continued:

Model 206L-1:

Certain limitations and conditions shown on TCDS H2SW for the Model 206L-1 remain applicable. The following list contains those limitations and conditions which have been modified and certain unmodified ones which are listed for clarity.

Model: Bell 206L-1 modified by this STC (Normal Category Rotorcraft)

Engine(s): Allison Model 250-C20R with Bendix gas producer fuel control DP-N2.

Fuel: ASTM Type Jet B (JP-4) or ASTM Type Jet A or A-1 (JP-5). See Tridair 206L-1 Rotorcraft Flight Manual Supplement for fuel mixture and fuel temperature limitations

Engine Limits:

	<u>Torque Pressure</u>	<u>Output Shaft Speed</u>	<u>Turbine Outlet Temp</u>	<u>Gas Gen Speed</u>
Takeoff (5 min)	109 PSI (450 SHP)	6016	810° C	105% (N ₁)
Max Continuous	89.6 PSI (370 SHP)	6016	752° C	105% (N ₁)

See Tridair 206L-1 Rotorcraft Flight Manual Supplement for One Engine Inoperative (OEI) and Transient Limitations.

Transmission Limits:

Main Transmission

Takeoff (5 min) torque: 100% (435 SHP)
 OEI Takeoff (5 min) torque 103% (450 SHP)
 Max Continuous: 85% (370 SHP)

Combining Gearbox (Co-Box)

Maximum input torque: 100% (450 SHP)

Rotor Limits:

Power Off
 Maximum 422 RPM
 (Triple Tach Reading 107%)
 Minimum 355 RPM
 (Triple Tach Reading 90%)

Power On
 Maximum 398 RPM
 (Triple Tach Reading 101%)
 Minimum 390 RPM
 (Triple Tach Reading 99%)

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Amended: 9/12/94; 10/20/95

Limitations and Conditions continued:

Model 206L-1 (Continued):

Airspeed Limits:

Basic V_{NE} is 130 KIAS sea level to 3,000 feet density altitude. Decrease V_{NE} for ambient conditions in accordance with Airspeed Limitation Placard in the Bell Helicopter 206L-1 Rotorcraft Flight Manual.

C.G. Range:

- (a) Longitudinal C.G. Limits
(Internal Loading)
Forward Limit
(+118.0) up to 2,800 lbs. changing linearly to (+119.2) at 4,250 lbs.
Aft Limit
(+128.5) up to 2,900 lbs. changing linearly to (+126.7) at 4,250 lbs.
- (External Loading)
Forward Limit
(+118.0) up to 2,800 lbs. changing linearly to (+119.5) at 4,250 lbs.
Aft Limit
(+128.5) up to 2,900 lbs. changing linearly to (+126.3) at 4,250 lbs.
- (b) Lateral C.G. Limits
Left 4.0 inches up to 4,150 lbs., 1.2 inches above
Right 3.5 inches up to 4,150 lbs., 1.61 inches above

Empty Weight C.G. Range:

Refer to Section 8 of the Tridair 206L-1 Maintenance Manual Supplement.

Maximum Weight:

4,250 lbs. (1927.8 kg) (Internal Loading)

4,250 lbs. (1927.8 kg) (External Loading)

Altitude Limits:

Maximum altitude at 4,150 lbs. or less is 20,000 feet pressure altitude.

Maximum altitude at 4,151 lbs. to 4,250 lbs. is 10,000 feet density altitude.

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Amended: 9/12/94; 10/20/95

Model 206L-1 (Continued):

Minimum Crew:

1 at (+65.0)

Passengers:

1 at (+65.0), 2 at (+91.0), and 3 at (+129.0). Refer to Tridair 206L-1 Rotorcraft Flight Manual Supplement for limitations.

Maximum Cargo:

Refer to Bell Helicopter 206L-1 Rotorcraft Flight Manual for loading schedule.

Fuel Capacity:

102.9 gallons (+132.5): unusable fuel, 5.2 gallons at (+87.3).

Oil Capacity:

12.0 quarts (+109.0) (each engine).

Rotor Blade and Control Movement:

For rigging information refer to the Bell Helicopter 206L-1 Maintenance Manual (See Note 10).

Serial Numbers Eligible:

45154 thru 45790.

Datum:

Station 0 (datum is 1 inch forward of most forward point of fuselage cabin nose section, or 55.16 inches forward of jack point centerline).

Leveling Means:

Plumb line from ceiling left rear cabin to index plate on floor.

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(Continuation Sheet)

Number **SR00036SE****Soloy, LLC***Issued:* November 19, 1993*Reissued:* January 23, 2014*Amended:* 9/12/94; 10/20/95*Certification Basis:***Applicable to Model 206L-4:**

FAR Part 27, dated October 2, 1964, Amendment 27-1 through 27-24, with: Section 27.1545 at Amendment 27-8; Section 27.1587 at Amendment 27-14; Section 27.1585 at Amendment 27-16, Section 27.45 at Amendment 27-20; FAR Part 27, Amendment 27-28, Subpart A except Section 27.1, Subpart B; Subpart C Sections 27.301, 27.305, 27.307, 27.309, 27.337, 27.351, 27.427, 27.471, 27.479, 27.481, 27.485, 27.501, 27.521, 27.547, 27.549, 27.561, 27.571, Subpart D Sections 27.601, 27.603, 27.605, 27.607, 27.609, 27.611, 27.613, 27.619, 27.629, 27.663, 27.674, 27.681, 27.683, 27.685, 27.751, 27.753, 27.771, 27.777, 27.783, 27.807, 27.831, 27.861, 27.865, Subpart E, Subpart F Sections 27.1301, 27.1305, 27.1307, 27.1309, 27.1321, 27.1337, 27.1351 through 27.1367, 27.1381, 27.1383, Subpart G except 27.1545; and Sections 27.391, 27.395, 27.397, 27.399, replaced by 6.220, 6.225, 6.323 of CAR Part 6, dated December 6, 1956, as amended by Amendments 6-1 through 6-4. Exceptions to FAR 27 are the deletion of 27.71, 27.177, 27.562, 27.610, and 27.1322

Far Part 29, through Amendment 29-32, Sections 29.1, 29.53, 29.59, 29.65, 29.67, 29.73, 29.75, 29.77, 29.79, 29.181, 29.861, 29.903, 27.927, 29.939, 29.953, 29.1045, 29.1047, 29.1189, 29.1191, 29.1195, 29.1203, 29.1303, 29.1305, 29.1309, 29.1505, 29.1517, 29.1585, and 29.1587.

FAR 36, Appendix J, dated October 7, 1992, and ICAO Annex 16, Volume 1, Chapter 11, as proposed at time of testing, April 1993.

Equivalent Safety Findings: Skid Landing Gear (Drop Test) – FAR 27.723, 27.725, and 27.727; Fuel tanks (Drop Test) - FAR 27.965(c)(1) and (c)(2).

Exception No. 502 dated March 14, 1989, (Docket No. 25501), as amended by Exemption 5025A.

Applicable to Models 206L-3 and 206L-1:

CAR 6 effective December 20, 1956, as amended by Amendments 6-1 through 6-4 CAR 6.307(b) and 6.637 of Amendment 6-5, Special Conditions, "condition establishing compensating factors providing and equivalent level of safety under Civil Air Regulations, Section 6.10 for light turbine power helicopters," dated October 2, 1962, as revised February 8, 1966, plus the water/alcohol power augmentation special condition, dated November 14, 1967, revised September 15, 1975; FAR Part 27, Amendment 27-28, Subpart A except Section 27.1, Subpart B, Subpart C Sections 27.301, 27.305, 27.307, 27.309, 27.391, 27.471, 27.479, 27.481, 27.485, 27.501, 27.521, 27.547, 27.549, 27.561, Subpart D Sections 27.601, 27.603, 27.605, 27.607, 27.609, 27.611, 27.613, 27.619, 27.681, 27.683, 27.685, 27.751, 27.753, 27.771, 27.777, 27.831, 27.861, Subpart E, Subpart F Sections 27.1301, 27.1305, 27.1307, 27.1309, 27.1321, 27.1322, 27.1337, 27.1351 through 27.1367, 27.1381, 27.1383, Subpart G except 27.1545.

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Supplemental Type Certificate

(Continuation Sheet)

Number **SR00036SE**

Soloy, LLC

Issued: November 19, 1993

Reissued: January 23, 2014

Amended: 9/12/94; 10/20/95

Certification Basis Continued:

Applicable to Models 206L-3 and 206L-1 Continued:

FAR Part 29, through Amendment 29-32, Sections 29.1, 29.53, 29.59, 29.65, 29.67, 29.73, 29.75, 29.77, 29.79, 29.181, 29.861, 29.903, 29.927, 29.939, 29.953, 29.1045, 29.1047, 29.1189, 29.1191, 29.1195, 29.1203, 29.1303, 29.1305, 29.1309, 29.1505, 29.1517, 29.1585, and 29.1587.

FAR 36, Appendix J, dated October 7, 1992, and ICAO Annex 16, Volume 1, Chapter 11, as proposed at time of testing, April 1993.

Exemption No. 5025, dated 14, 1989, (Docket No. 25501), as amended by Exemption 5025A.

Equipment: (All Models)

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 documents are required:

Tridair Helicopters FAA approved Rotorcraft Flight Manual Supplement No. RFMS-TH-1, dated November 19, 1993, for the Bell 206L-4; RFMS-TH-1, dated July 28, 1994, for the Bell 206L-3 and 206L-1, as applicable, or later FAA approved revisions (See Note 15).

- NOTE 1** 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. The certificate empty weight and corresponding C.G. locations must include undrainable oil and unusable fuel for the appropriate model.
- 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 OPERATING LIMITATIONS SPECIFIED IN THE APPROVED HELICOPTER FLIGHT MANUAL.”** All placards required in the approved flight manual must be installed in the appropriate locations.
- NOTE 3** The retirement times for critical parts are listed in the FAA approved Chapter Four of Bell Helicopters Maintenance Manuals BHTI 206L-4-MM-1, BHTI206L3-MM-1, and BHTI206L1-MM-1, and in the FAA approved Chapter Four of Tridair Helicopters Maintenance Manual Supplements, THI-206L4-MM-1, THI206L3-MM-1, and THI206L-1-MM-1. (See Note 16)

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Certification Basis Continued:

- NOTE 4** Information essential for proper maintenance of each model is contained in the appropriate Bell Helicopters Maintenance Manual and the appropriate Tridair Helicopters Maintenance Manual Supplement. (See Note 16)
- NOTE 5** Power on rotor and engine output shaft speed limits increase inversely with power. Rotor (N_R) and engine output shaft (N_2) speed limits are shown in Section 1 of the appropriate FAA approved Tridair Rotorcraft Manual Supplement. (See Note 15)
- NOTE 6** Equipment required to assure satisfactory engine/rotor drive system torsional stability (accumulators and doubler check valve) is approved and included as part of the Allison Model 250-C20R engine P/N 23059597.
- NOTE 7** The engine air induction system and the oil cooler blowing inlet have been substantiated for icing, and falling and blowing snow characteristics, as necessary, to demonstrate that ice accumulation will not adversely affect engine operation, or cause a serious loss of power when the helicopter is operated in icing conditions within the capability of the remainder of the helicopter to operate under such conditions.
- NOTE 8** Model 206L-4 helicopters equipped with an external cargo hook may operate to 4,550 pounds gross weight in accordance with the limits of FAA approved Helicopter Flight Manual Supplement BHT-206L4-FMS-4, dated October 1992. The retirement times listed in Note 3 are not changed.
- NOTE 9** Model 206L-1 helicopters modified in accordance with this STC must be equipped with P/N 206-011-149-101 or 206-011-149-105 main rotor yoke.

P/N	206-040-004-101	Transmission
P/N	206-040-014-101	Main Rotor Mast
P/N	206-011-722-105	T/R Pitch Change Levers (2)
P/N	206-010-792-101 or -105	Pitch Change Links (2)
P/N	206-011-794-109	Pitch Change Shaft
P/N	206-011-820-101	Washer (2)
P/N	206-011-810-125	Tail Rotor Hub
P/N	206-011-809-107	Pitch Horns (2)

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(Continuation Sheet)

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Soloy, LLC

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Amended: 9/12/94; 10/20/95

Certification Basis Continued:

- NOTE 10** Bell 206L-1 helicopters modified in accordance with this STC will incorporate the following 206L-3 T/R rigging requirements:
- Mean blade angle, 23 $\frac{1}{4}$ ° to 23 $\frac{3}{4}$ ° (was 19° to 19 $\frac{1}{2}$ °) gap between control rod and bellcrank, .285" to .315" (was .17" to .23")
- Refer to Tridair Helicopter Maintenance Manual Supplement Chapter 27 for complete rigging details.
- NOTE 11** Bell 206L-3 helicopters modified in accordance with this STC must be modified and maintained in accordance with the applicable conditions of Bell Service Instruction BHT-206-SI-2039 increased power operation.
- NOTE 12** Single engine operation is permitted on converted Models 206L-1, 206L-3, and 206L-4 only. Refer to Tridair Single Engine Operation Rotorcraft Flight Manual Supplements Bell 206L-1 RFMS-TH-6, Bell 206L-3 RFMS-TH-6, and Bell 206L-4 RFMS-TH-6 for complete operation procedures.
- NOTE 13** Model 206L-3 S/N 51215 and subsequent, and Model 206L-4 S/N 52001 and subsequent are manufactured by Bell Helicopter Textron Inc., a Division of Textron Canada Limited, under the Canadian Department of Transportation, Manufacturer's Approval No. 1-86.
- Import Requirement: U.S. Standard Airworthiness Certificate 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: "The rotorcraft covered by this certificate has been examined, tested, and found to comply with the type design approved under Type Certificate H2SW and to be in condition for safe operation."
- NOTE 14** Upon completion of this modification, perform system calibration, functional tests ground tests, and flight tests in accordance with Tridair Document No. THI-206-604.
- NOTE 15** Tridair 206L-4 Rotorcraft Flight Manual Supplement No. BELL 206L-4 RFMS-TH-1, and Bell Helicopter 206L-4 Flight Manual No. BHT-206L4-FM-1, are superseded by Bell Helicopter 206L-4T Flight Manual No. BHT-206L4T-FM-1.
- NOTE 16** Tridair 206L-4 Rotorcraft Maintenance Manual Supplement No. THI-206L4-MM -1 thru THI-206L4-MM-12, and Bell Helicopter 206L-4 Rotorcraft Maintenance Manual No. BHT-206L4-MM-1 thru BHT-206L4-MM-12, are superseded by Bell Helicopter 206L-4T Maintenance Manual No. BHT-206L4T-MM-1 thru BHT-206L4T-MM-13

- END -

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.