

H1SW
Revision 27
Bell
204B
205A
205A-1
205B
210
April 20, 2020

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

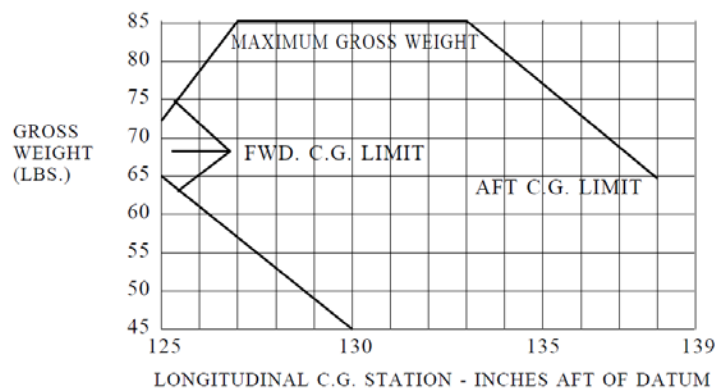
I - Model 204B, 11 PCLH (Transport Helicopter Category B), Approved April 4, 1963

Fuel MIL-T-5624, Grade JP-4 (See Note 9)

	Torque Pressure (P.S.I.)	Output Shaft Speed (R.P.M.)	Exhaust Gas Temp. (°C)	Gas Gen. Speed (R.P.M.)
Takeoff (5 min.)	47.5 (1100 hp)	6,600 (100%)	638	25,200(100.2%)
Max. Continuous	39.0 (900 hp)	6,600 (100%)	621	24,700(98.2%)

Rotor Limits	<u>Power Off</u>	<u>Power On</u>
	Maximum 339 r.p.m.	Maximum 324 r.p.m.
	(Dual Tach Reading 104.5%)	(Dual Tach Reading 100%)
	Minimum 294 r.p.m.	Minimum 310 r.p.m.
	(Dual Tach Reading 91.0%)	(Dual Tach Reading 95.5%)

C.G. Range	(a) Longitudinal C.G. limits
	(+127.0) to (+133.0) at 8,500 lbs.
	(+125.0) at 7,250 lbs.
	(+125.0) to (+138.0) at 6,500 lbs.
	(+130.0) to (+138.0) at 4,500 lbs.



- (b) Lateral C.G. Limits
 ± 4.7 in. from centerline of fuselage

Empty Weight C.G. Range	See Model 204B Maintenance Manual
Maximum Weight	8,500 lbs.
Minimum Crew	1
Maximum Passengers	9 (with three-passenger, forward facing, center seat installed) or 10 (with four-passenger, rearward facing center seat installed)
Maximum Baggage	400 lbs. (See RFM for loading schedule)
Fuel Capacity	160 gals (+136) for S/N 2001, 2002, 2003, and 2006 thru 2025. 242 gals (+136.5) for S/N 2004, 2005, 2026 and subsequent. See Note 1 for data on unusable fuel.
Oil System Capacity	4 gals (+157) usable oil 1 1/2 gals (included in capacity) See Note 1 for data on undrainable oil.
Rotor Blade and Control Movements	For rigging information, refer to the Model 204B Maintenance Manual
Serial Nos. Eligible	2001 thru 2070, 2196 thru 2199

II - Model 205A, 15 PLCH (Transport Helicopter Category B), Approved June 13, 1968

Engine	Lycoming T5311A (See Note 14 for alternate engine)
Fuel	ASTM Type A (JP-5) or Type B (JP-4) (See Note 15) See Appendix 1 of applicable rotorcraft flight manual for approved vendor designations

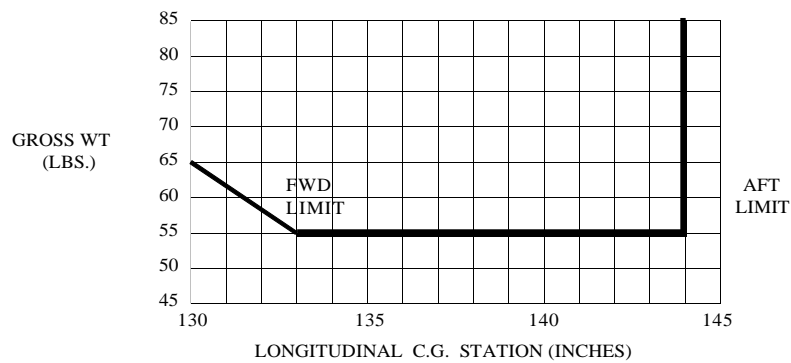
Engine Limits	Torque Pressure P.S.I.	Output Shaft Speed R.P.M.	Exhaust Gas Temp (°C)	Gas Gen. Speed (R.P.M.)
Takeoff (5 minutes)	47.5 (1100 h.p.)	6,600 (100%)	638	25,200 (100.2%)
Maximum Continuous	39.0 (900 h.p.)	6,600 (100%)	621	24,700 (98.2%)

(See Notes 6 and 7)

Rotor Limits	<u>Power Off</u>	<u>Power On</u>
	Maximum 339 r.p.m. (104.5% Tach) Minimum 294 r.p.m. (91% Tach)	Maximum 324 r.p.m. (100% Tach) Minimum 310 r.p.m. continuous (97% Tach) Minimum 294 r.p.m. 0 to 30 knots (91% Tach)

Airspeed Limits	Never exceed 120 knots up to and including 7,500 lbs. G.W. at sea level. Never exceed 110 knots from 7,500 lbs. to 8,500 lbs. G.W. at sea level. Velocity decreases 3 knots per 1,000 feet.
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C.G. Range	(a) Longitudinal C.G. Limits (+130) to (+144) at 8,500 lbs. (+130) to (+144) at 6,500 lbs. (+134) to (+144) at 5,300 lbs. Straight line variation between points given.
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- (b) Lateral C.G. Limits
4.7 in. left from centerline fuselage
6.5 in. right from centerline of fuselage

Empty Weight C. G. Range	See Model 205A Maintenance Manual
Maximum Weight	8,500 lbs.
Minimum Crew	One (1)
Maximum Passengers	Fourteen (14) (with four-passenger rearward facing center seat installed)
Maximum Baggage	400 lbs. (See RFM for loading schedule)
Fuel Capacity	220 gals (+150.4)
Oil System Capacity	3.25 gals (+173) usable oil 1.6 gals. (included in capacity) See Note 1 for data on undrainable oil.
Rotor Blade and Control Movements	For rigging information, refer to the Model 205A Maintenance Manual.
Serial Nos. Eligible	30001 thru 30039. (See Note 17)

III - Model 205A-1, 15 PCLH (Transport Helicopter Category B), Approved October 25, 1968

Same as Model 205A with Lycoming T5313A engine except rotor drive system modified for high takeoff and maximum continuous power ratings.

Engine	Lycoming T5313A or T5313B (See Note 19)
Fuel	ASTM Type A (JP-5) or Type B (JP-4) (see Note 15) See Appendix 1 of applicable rotorcraft flight manual for approved vendor designations.

Engine Limits

	Torque Pressure (P.S.I.)	Output Shaft Speed (R.P.M.)	Exhaust Gas Temp (°C)	Gas Gen. Speed (R.P.M.)
Takeoff (5 minutes)	54.0 (1250 h.p.)	6,600 (100%)	626	25,150 (100%)
Maximum Continuous	47.5 (1100 h.p.)	6,600 (100%)	610	24,650 (98%)

(See Notes 6 and 7)

Rotor Limits

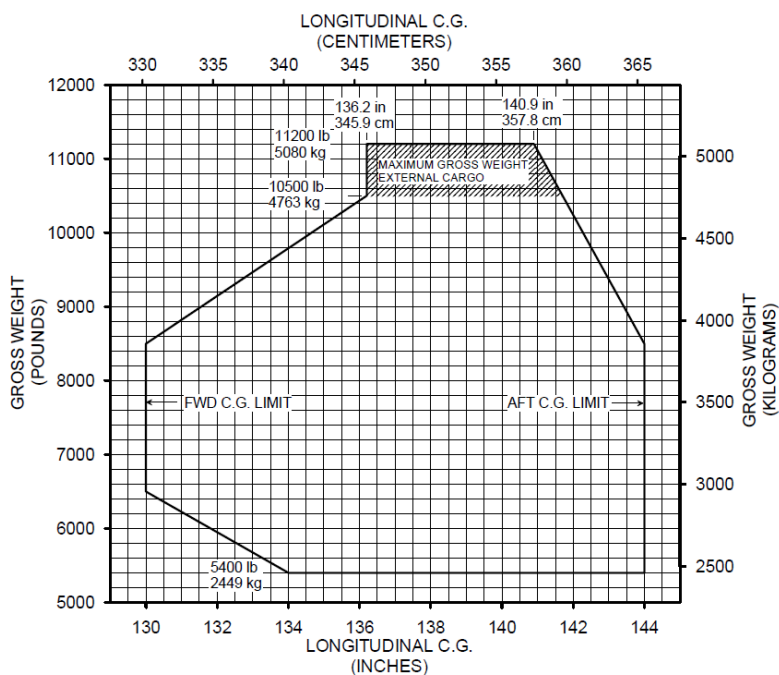
<u>Power Off</u>	<u>Power On</u>
Maximum 339 r.p.m. (104.5% Tach)	Maximum 324 r.p.m. (100% Tach)
Minimum 294 r.p.m. (91% Tach)	Minimum 314 r.p.m. continuous (97% Tach)
	Minimum 294 r.p.m. 0 to 30 knots (91% Tach)

Airspeed Limits

Never exceed speed 120 knots up to and including 7,500 lbs. G.W. at sea level.
Never exceed speed 115 knots from 7,500 lbs. to 8,500 lbs. G.W. at sea level.
Never exceed speed 110 knots from 8,500 lbs. to 9,500 lbs. G.W. at sea level.
Velocity decreases 3 knots per 1,000 feet.

C.G. Range

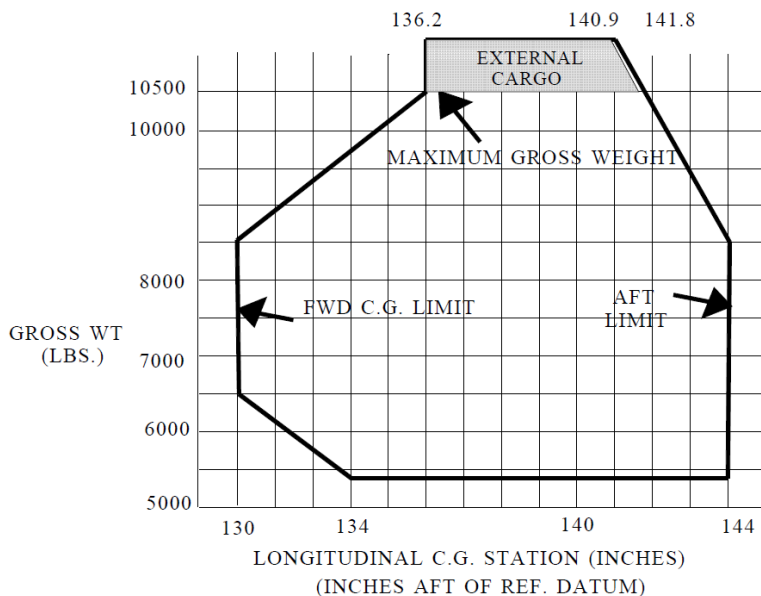
- (a) Longitudinal C.G. Limits
(+133) to (+143) at 9,500 lbs. SEE FIGURE
(+130) to (+144) at 8,500 lbs.
(+130) to (+144) at 6,500 lbs.
(+134) to (+144) at 5,300 lbs.
(+136) to (+142) at 10,500 lbs.
Straight line variation between points given.



	(b) Lateral C.G. Limits 4.7 in. left from centerline of fuselage 6.5 in. right from centerline of fuselage
Empty Weight C.G. Range	See Model 205A-1 Maintenance Manual
Maximum Weight	9,500 lbs. Internal, 10, 500 lbs. External (See Note 16 external cargo limitations)
Minimum Crew	One (1)
Maximum Passengers	Fourteen (14) (with four-passenger rearward facing center seat installed)
Maximum Baggage	400 lbs. (See RFM for loading schedule)
Fuel Capacity	220 gals. (+150.4) See Note 1 for data on unusable
Oil System Capacity	3.25 gals. (+173) usable oil 1.6 gals. (included in capacity). See Note 1 for data on undrainable oil.
Rotor Blade and Control Movements	For rigging information, refer to the pertinent model maintenance manual.
Serial Nos. Eligible	30053 thru 30067, and 30078 thru 30332.

IV Model 205B, 15 PCLH (Transport Helicopter Category B), Approved December 6, 1989

Engine	Lycoming T5317A (Type Certificate E17EA)			
Fuel	ASTM Type A (JP-5) or Type B (JP-4) (See Note 15) See Appendix 1 of applicable rotorcraft flight manual for approved vendor designations			
Engine Limits	Torque Pressure (P.S.I.)	Output Shaft Speed (R.P.M.)	Exhaust Gas Temp (°C)	Gas Gen. Speed (R.P.M.)
Takeoff (5 minutes)	55.7 (1290 h.p.)	6,600 (100%)	677	26,400 (100%)
Maximum Continuous	49.0 (1134 h.p.)	6,600 (100%)	647	25,400 (98%)
Rotor Limits	<u>Power Off</u> Maximum 339 r.p.m. (104.5% Tach) Minimum 294 r.p.m. (91% Tach)		<u>Power On</u> Maximum 324 r.p.m. (100% Tach) Minimum 314 r.p.m. continuous (97% Tach)	
Airspeed Limits	Never exceed speed 130 knots up to and including 7,500 lbs. G.W. at sea level. Never exceed speed 122 knots from 7,500 lbs. to 8,500 lbs. G.W. at sea level. Never exceed speed 106 knots from 8,500 lbs. to 10,500 lbs. G.W. at sea level. Velocity decreases 3 knots per 1,000 feet above 3,000 ft.			
C.G. Range	(a) Longitudinal C.G.Limits +134 to +144 at 5,400 lbs. +130 to +144 at 6,500 lbs. +130 to +144 at 8,500 lbs. +136.2 to +141.8 at 10,500 lbs. +136.2 to +140.9 at 11, 2000 lbs. Straight line variation between points given		SEE FIGURE	



(b) Lateral C.G. Limits

4.7 in. left from centerline of fuselage

6.5 in. right from centerline of fuselage

Empty Weight C.G. Range	See Model 205B Maintenance Manual
Maximum Weight	10,500 lbs. Internal, 11,200 lbs. External (See Note 26 for external cargo limitations)
Minimum Crew	One (1)
Maximum Passengers	Fourteen (14) with four-passenger rearward facing center seat installed
Maximum Baggage	400 lbs. (See RFM for loading schedule)
Fuel Capacity	220 gals. (+150.4) See Note 1 for data on unusable fuel.
Oil System Capacity	3.25 gals. (+173) usable oil 1.6 gals. (included in capacity). See Note 1 for data on undrainable oil.
Rotor Blade and Control Movements	For rigging information, refer to the pertinent model maintenance manual.
Serial Nos. Eligible	30066, 30166, 30188, and 30297. Serial Numbers 30351 and up are not eligible for FAA Certificate of Airworthiness.

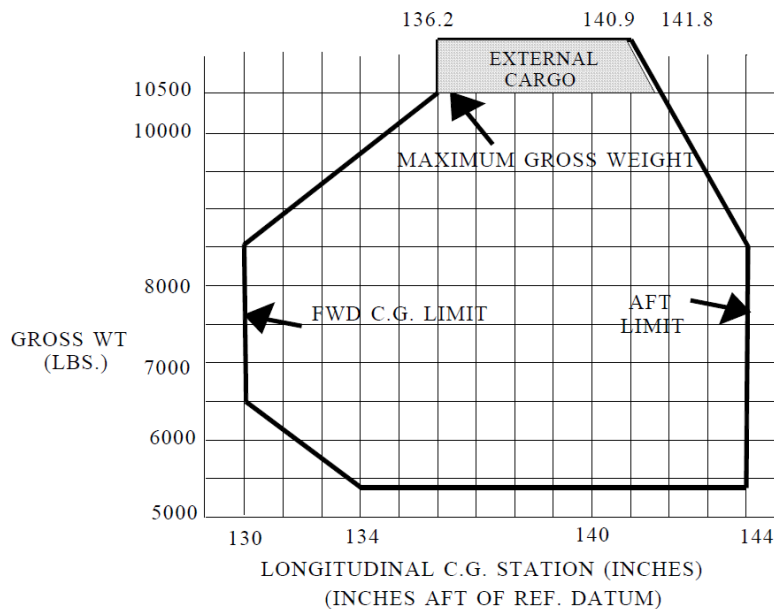
V. Model 210 (Transport Helicopter Category B), Approved July 20, 2005

Engine	Honeywell International Inc. T5317B or T5317BCV (Type Certificate E17EA)
Fuel	ASTM D-1655 Type A or A-1, NATO F-44, MIL-DTL-5624 Grade JP-5, NATO F-34, MIL-T-83133 Grade JP-8, ASTM D-6615 Type B, NATO F-40, or MIL-DTL-5624 Grade JP-4. (See Note 15) See Appendix 1 of applicable rotorcraft flight manual for approved vendor designations

Engine Limits	Torque (%)	Output Shaft Speed (R.P.M.)	Measured Gas Temp (°C)	Gas Gen. Speed (R.P.M.)
Takeoff (5 minutes)	100 (1290 h.p.)	6,600 (100%)	863	26,400 (105%)
Maximum Continuous	88 (1134 h.p.)	6,600 (100%)	820	25,400 (101%)

Rotor Limits	<u>Power Off</u>	<u>Power On</u>
	Maximum 339 r.p.m. (104.5% Tach) Minimum 294 r.p.m. (91% Tach)	Maximum 324 r.p.m. (100% Tach) Minimum 314 r.p.m. continuous (97% Tach)
Airspeed Limits	Never exceed speed 130 knots up to and including 7,500 lbs. G.W. at sea level.	
	Never exceed speed 106 knots at 10,500 lbs. G.W. at sea level. Velocity decreased linearly from 130 knots to 106 knots with G.W. Velocity decreases linearly 3 knots per 1,000 feet above 3,000 ft density altitude.	

C.G. Range	(a) Longitudinal C.G. Limits	SEE FIGURE
	+134 to +144 at 5,400 lbs. +130 to +144 at 6,500 lbs. +130 to +144 at 8,500 lbs. +136.2 to +141.8 at 10,500 lbs. +136.2 to +140.9 at 11,200 lbs. Straight line variation between points given	



(b) Lateral C.G. Limits	4.7 in. left from centerline of fuselage
	6.5 in. right from centerline of fuselage
Empty Weight C.G. Range	None
Maximum Weight	10,500 lbs. Internal, 11,200 lbs. External (See Note 27 for external cargo limitations)

Minimum Crew	One (1)
Maximum Passengers	Nine (9)
Maximum Baggage	400 lbs. (See RFM for loading schedule)
Fuel Capacity	206.1 gals. (+153.2) See Note 1 for data on unusable fuel.
Oil System Capacity	3.25 gals. (+173) Usable oil 1.6 gals. (included in capacity). See Note 1 for data on undrainable oil.
Rotor Blade and Control Movements	For rigging information, refer to the pertinent model maintenance manual.
Serial Nos. Eligible	21001 thru 21400 (see Note 24)

Data Pertinent to all Models

Datum Station 0 (datum is located 7.60 inches aft of the most forward point of the fuselage cabin nose section for the models 204B, 205A, 205A-1 and 205B and datum is located 20.00 inches aft of the most forward point of the fuselage cabin nose section for the model 210).

Leveling Means Plumb line from top of left main door frame.

Certification Basis Models 204B, 205A, 205A-1 and 205B

CAR 7 dated August 1, 1956, Amendments 7-1 through 7-4, Category B, and Special Conditions for Turbine Powered Rotorcraft dated June 16, 1961, and amended June 21, 1967. No exemptions

Model 210

14 CFR Part 29 dated August 12, 1965, Amend 29-1; 14 CFR Part 29.501, 29.1091, 29.1181, 29.1191, and 29.1195 of Amend 29-3; 14 CFR Part 29.607 of Amend 29-5; 14 CFR 29.1397 of Amend 29-7; 14 CFR Part 29.1387 of Amend 29-9; 14 CFR Part 29.997, 29.1013, 29.1015, 29.1093, 29.1183, and 29.1305 of Amend 29-10; 14 CFR Part 29.903, 29.917, 29.931, 29.939, 29.951, 29.971, 29.977, 29.979, 29.999, 29.1041, 29.1043, 29.1125, 29.1143, 29.1165, 29.1189, 29.1197, 29.1307, 29.1322, 29.1549, and 29.1557 of Amend 29-12; 14 CFR Part 29.901 and 29.1121, and 29.1337 of Amend 29-13; 14 CFR Part 29.1309 and 29.1335 of Amend 29-14; 14 CFR Part 29.1353 of Amend 29-15; 14 CFR Part 29.1529 of Amend 29-20; 14 CFR Part 29.1, 29.79, 29.1321 and 29.1587 of Amend 29-21; 14 CFR Part 29.1303, 29.1325, 29.1331, 29.1333, 29.1355, and 29.1357 of Amend 29-24; 14 CFR Part 29.1027 of Amend 29-26; 14 CFR Part 29.807 of Amend 29-30; 14 CFR Part 29.2 of Amend 29-32; 14 CFR Part 29.1329, 29.1351, and 29.1359 of Amend 29-42; 14 CFR Part 29.1323 of Amend 29-44; 14 CFR 36 dated November 3, 1969, Amends 36-1 through 36-24, Subpart H.

No exemptions.

Equivalent Safety Finding:

(1) Number AT2192RC-R/A-3, 14 CFR 29.501(e) One-skid landing loads in the level attitude

Production Basis Production Certificate No. 100 for Models 204B, 205A, and 205A-1. For the Model 210 None. Prior to original certification of each Model 210 aircraft, an FAA representative must perform a detailed inspection for workmanship, material, conformity with the approved technical data, and a check of the flight characteristics (see note 24).

Equipment	<p>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 item of equipment is required with each helicopter as specified:</p> <ul style="list-style-type: none"> (a) Outside air temperature gage for all models (b) Engine tail pipe temperature gage for Models 204B, 205A, 205A-1 and 205B. (c) FAA approved Rotorcraft Flight Manual as follows: <ul style="list-style-type: none"> (1) Model 204B, dated March 29, 1963, reissued April 26, 1965, incorporating revisions 1 through 8 (2) Model 205A, dated May 31, 1968, required with Lycoming Model T5311A engine (3) Model 205A, dated August 15, 1968, required with Lycoming Model T5313A engine except Manual dated August 16, 1968, required for Model 205A, S/N 30011 thru 30016 (4) Model 205A-1, dated October 18, 1968. (5) Model 205B, dated December 6, 1989. (6) Model 210, dated July 20 2005.
Note 1.	<p>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.</p> <p><u>Model 204B:</u> The certificated empty weight and corresponding C.G. locations must include undrainable oil of 1.72 lbs. (+154), and unusable fuel of 13.75 lbs. (+136) with 160-gal. capacity fuel system and 19.0 lbs. (+136) for 242-gal. capacity fuel system.</p> <p><u>Model 205A, 205A-1, and 205B:</u> The certificated empty weight and corresponding C.G. locations must include undrainable oil of 1.72 lbs. (+154), and unusable fuel of 16.5 lbs. (+144).</p> <p><u>Model 210:</u> The certified empty weight and corresponding C.G. locations must include undrainable oil of 1.72 lbs. (+154), and unusable fuel of 22 lbs. (+137).</p>
Note 2.	<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 THE OPERATING LIMITATIONS SPECIFIED IN THE FAA APPROVED ROTORCRAFT FLIGHT MANUAL." All placards required in the approved rotorcraft flight manual must be installed in the appropriate locations.</p>
Note 3.	<p>The retirement times of critical parts are listed in the pertinent model maintenance manual. These values of retirement or service life cannot be increased without FAA engineering approval.</p>
Note 4.	<p>Information essential for proper maintenance of the helicopter is contained in the appropriate Bell Helicopter Company Model Maintenance Manual and series Component Repair and Overhaul Manual.</p>
Note 5.	<p>Lycoming Model T5309B, T5309C, and T5311A engines are eligible at the same ratings and limitations as the Model T5309A engine in Model 204B helicopters equipped with P/N 204-060-494-1 orifice installed in the oil cooler bleed air system in accordance with Bell Service Instruction No. 204-10. Fuel, per MIL-J-5624, Grade JP-5 is eligible in Model 204B helicopters equipped with Model T5309C and T5311A engines. See Note 21.</p>

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- Note 6. Torque pressure output by the engine torque sensing system varies with individual engines. A calibration of this value is required on each engine and the value corresponding to takeoff power is stamped on the engine data plate. To assure correct interpretation of this value on the aircraft torquemeter, the torquemeter must be adjusted so that the value of 47.5 (for the Model 204B and 205A); 54.0 (for the Model 205A-1) or 55.7 (for the Model 205B) on the torquemeter plastic overlay corresponds to the engine data plate torque pressure.
- Specific instructions for this adjustment are included in the applicable Rotorcraft Flight Manual.
- For the Model 210, the engine calibration factor is the torquemeter oil pressure corresponding to 875 ft-lbs. To assure correct interpretation of this value on the aircraft torque indicating system, the torque indicator must be calibrated so that the takeoff limit (100% torque) is equal to 1026.5 ft-lbs. Actual torquemeter pressure at takeoff power will vary depending upon engine calibration factor. Specific instructions for the torque indicator calibration are included in the aircraft maintenance manual.
- Note 7. Gas producer speed as shown under "Engine Limits" are maximum permissible speeds. The gas producer speed for rated power output varies with individual engines and must be determined during engine calibration and installed on the instrument panel must correspond to the engine data plate gas producer speed. For Models 204B, 205A, and 205A-1 helicopters, the engine gas producer speed limits also vary with OAT in accordance with the schedule as shown on the Temperature Limit placard on the instrument panel.
- Note 8. For the models 204B, 205A, 205A-1 and 205B the maximum permissible exhaust gas temperature varies with ambient temperature as described in the Rotorcraft Flight Manual and on the face of the ambient temperature gage on the instrument panel.
- Note 9. Phillips PFA55MB anti-icing additive at a concentration not in excess of 0.1% by volume may be used in fuel for the Model 204B helicopter. No fuel system anti-icing credit is allowed.
- Note 10. The engine air induction system has been substantiated for icing characteristics as necessary to demonstrate that ice accumulation on the engine air inlet 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 11. Model 204B helicopters that are equipped with the Main Rotor Blade, P/N 204-011-250, and that have the External Cargo Suspension installation completed in accordance with Bell Service Instructions No. 204-3 meet the structural and design requirements of the certification basis when operated at 9,500 pounds gross weight in accordance with the limits of FAA Approved Model 204B Rotorcraft Flight Manual Supplement dated August 1, 1964. Gross weights above 8,500 pounds are limited to External Cargo Load only and must not be imposed on the landing gear. The retirement times listed in Airworthiness Limitations Schedule of BHT-204B-M&O-1 Maintenance and Overhaul Instructions are not changed.

Note 12. Main Rotor Retention Strap, P/N 204-012-112-1, must not be installed on Models 204B, 205A, 205A-1 and 205B.

Note 13. Model 205A helicopters equipped with the External Cargo Suspension installation completed in accordance with Bell Drawing No. 204-706-104 meet the structural and design requirements of the certification basis when operated at 9,500 pounds gross weight in accordance with the limits of the FAA Approved Model 205A Rotorcraft Flight Manual Supplements listed below:

Model 205A with Lycoming T5311A engine Supplement dated May 31, 1968.

Model 205A with Lycoming T5313A engine installed in accordance with Note 14 Supplement Dated August 15, 1968 (eligible on helicopters with Serial numbers 30001 thru 30010 and 30017 thru 30039).

Model 205A with Lycoming T5313A engine installed in accordance with Note 14 Supplement dated August 16, 1968 (applicable to Serial Numbers 30011 through 30016 only).

Note 14. Model 205A helicopters are eligible for the Lycoming T5313A engine and for a gross weight increase to 9,500 pounds when the engine is installed and engine and helicopter markings are revised in accordance with Bell Service Instruction No. 205-28 and when equipped and operated in accordance with the FAA Approved Rotorcraft Flight Manual dated August 15, 1968. Model 205A, S/N's 30011 thru 30016 with the Lycoming T5313A engine installation must be operated in accordance with FAA Approved Rotorcraft Flight manual dated August 16, 1968. (See Note 19)

The following limits are applicable:

Engine	Lycoming T5313A or T5313B			
Fuel	ASTM Type A (JP-5) or Type B (JP-4) (See Note 15) See Appendix 1 of applicable rotorcraft flight manual for approved vendor designations.			
Engine Limits	Torque Pressure (P.S.I.)	Output Shaft Speed (R.P.M.)	Exhaust Gas Temp. (°C)	Gas Gen. Speed (R.P.M.)
Takeoff (5 minutes)	47.5 (1100 h.p.)	6,600 (100%)	626	25,150 (100%)
Maximum Continuous	39.0 (900 h.p.)	6,600 (100%)	610	24,650 (98%)
	(See Notes 6 and 7)			
Airspeed	Never exceed speed 120 knots up to and including 7,500 lbs. G.W. at sea level. Never exceed speed 115 knots from 7,500 lbs. to 8,500 lbs. G.W. at sea level. Never exceed 110 knots from 8,500 lbs. to 9,500 lbs. G.W. at sea level. Velocity decreases 3 knots per 1,000 feet.			
C.G. Range	(a) Longitudinal C.G. Limits (+133) to (+143) at 9,500 lbs. (+130) to (+144) at 8,500 lbs. (+130) to (+144) at 6,500 lbs. (+134) to (+144) at 5,300 lbs. (b) Lateral C.G. Limits (No change from basic)			
Maximum Weight	9,500 lbs.			
Serial Nos. Eligible	30001 thru 30039			

- Note 15. For all operations below 40°F. ambient temperature, all fuel used in the Model 205A, 205A-1, 205B and 210 helicopters must contain anti-icing additive in accordance with Phillips Specification PFA55MB 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 16. Model 205A-1 helicopters equipped with the External Cargo Suspension installation completed in accordance with Bell Drawing No. 204-706-104 meet the structural and design requirements of the certification basis when operated at or below 10,500 pounds gross weight in accordance with the limits of FAA Approved Model 205A-1 Rotorcraft Flight Manual Supplement dated October 18, 1968. The retirement times listed in Airworthiness Limitations Schedule of BHT-205A1-MM-1 Maintenance Manual are not changed.
- Note 17. Model 205A helicopters with Serial Nos. 30001 thru 30039 may be modified to the Model 205A-1 configuration and ratings. See Bell Service Instruction 205-32. The basic model nameplate must be restamped to read 205A-1 upon accomplishment of this modification. (Serial Nos. 30040 thru 30052 are not eligible for certification.)
- Note 18. A partition must not be installed between the passenger and crew compartments that will obscure the pilot's view of latch engagement of both passenger doors.
- Note 19. Lycoming engine Model T5313B is eligible and interchangeable with T5313A engines in the Model 205A-1. All ratings, limitations, performance, and installation considerations remain unchanged. Rotorcraft Flight Manual Supplement dated February 17, 1970, is required.
- Note 20. Bulkheads, fences or partitions must not be installed between the passenger and crew compartments when the helicopter is equipped with the Model 204B Litter Kit No. 204-706-029 or Model 205A and 205A-1 Litter Kit No. 205-706-047.
- Note 21. Lycoming Engine Model T5311B is eligible in lieu of Model T5311A in the Model 204B. Driveshaft adapter, P/N 204-040-812-3, is required. See Bell Service Letter No. 205A-76/204B-90. Rotorcraft Flight Manual Supplement dated June 30, 1972, required.
- Note 22. The Models 205B and 210 meet the requirements for Stage 1 Noise Certification as described in FAR 36.
- Note 23. Deleted by Revision 20, May 17, 2002.
- Note 24. The following Serial Numbers were produced under Type Certificate only: 21001 thru 21004. Serial Number 21001 was produced under Type Certificate by BHTI. Serial Numbers 21002 thru 21004 were produced under Type Certificate licensed to Aeronautical Accessories, Inc.
- Note 25. Any changes to the type design of this helicopter by means of a mended 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 standards 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.
- Note 26. Model 205B helicopters equipped with the External Cargo Suspension installation competed in accordance with Bell Drawing No. 204-706-104 meet structural and design requirements of the certification basis when operated at or below 11, 200 pounds gross weight in accordance with the limits of FAA approved Model 205B Rotorcraft Flight Manual Supplement dated August 14, 1995.
- Note 27. Model 210 helicopters equipped with the External Cargo Suspension installation competed in accordance with Bell Service Instruction BHT-210-SI-4 meet structural and design requirements of the certification basis when operated at or below 11, 200 pounds gross weight in accordance with the limits of FAA approved Model 210 Rotorcraft Flight Manual Supplement dated January 18, 2006.

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