



**REPÚBLICA DE CHILE**  
**DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL**

**H01DGAC**  
HDP  
UH-1D

Revision 5  
August 05, 2016

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**TYPE CERTIFICATE DATA SHEET N° H01DGAC**

This data sheet which is part of Type Certificate No **H01DGAC** prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Dirección General de Aeronáutica Civil (DGAC) Regulations.

Type Certificate Holder: Helicópteros del Pacífico Limitada (HDP)  
Km 17,5 - Ruta S 30 – Casilla 281  
Temuco - Chile

Type Certificate Holder Record: TC issued to Garlick Helicopters on November 05, 2004.  
Garlick Helicopters transferred TC to Helicópteros del Pacífico on October 2007.

**Model UH-1D 15PCLM (Utility Helicopter Restricted Category).**

Engine Lycoming T-53-L-13B (See note 17 for approved alternate engines)

Fuel Mil-T-5624, Grade JP-4; alternate fuel  
Mil-T-5624, Grade JP-5;  
See GHI UH1D and HDP UH1D Flight Manual (Operators Manual), for substitute and emergency fuels.

Engine Limits	Torque Pressure Output		Exhaust Gas
	<u>kp/cm sq.</u>	<u>R.P.M.</u>	<u>Temperature (°C)</u>
Take-off (30 min)	3,5 (50 psi)	6600	610 to 625
Max. Cont.	3,5 (50 psi)	6600	400 to 610

Rotor Limits

	<u>Power Off</u>	<u>Power On</u>
	Maximum 339 r.p.m.	Maximum 324 r.p.m.
	Minimum 294 r.p.m.	Minimum 294 r.p.m.
	Continuous operation 294-324 r.p.m.	
	Maximum for auto rotation is 339 r.p.m.	

Airspeed Limits

Roof-mounted	Never Exceed 120 knots up to and including 3400 kg (7500 lb). G.W. sea level to 2000 feet.
Pitot Static	Never Exceed 113 knots at 4.310 kg (9500 lb). G.W. sea level to 2000 feet (See Note 5 for specific operating airspeed limitations).

C. G. Range

Longitudinal C.G. Limits:  
330,2 cm (+130,0) to 365,8 cm (+144,0) at 3900 kg (8600 lb) or less.

Lateral C.G. Limits: ±12,7 cm (5 inches) at 3.900 kg (8600 lb) or less.

See GHI or HDP UH1D Flight Manual (Operators Manual), Center of Gravity Charts for specific loads/weights.

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**Model UH-1D, 15PCLM (Cont'd.)**

Maximum Passengers	Per GHI or HDP UH1D Flight Manual (Operators Manual)
Maximum Baggage	Per GHI or HDP UH1D Flight Manual (Operators Manual)
Fuel Capacity	220 US Gal. with non-crashworthy system. 208,5 US Gal. with crashworthy system.
Oil Capacity	4,4 US Gal. Total / 3,3 US Gal. Useable.
Rotor Blade and Control Movements	For rigging information, refer to Technical Manual GH-TM55-1520-210-23.
Aircraft Eligibility	This is a type that has been manufactured in accordance with the requirements of and accepted for use by: Federal Republic of Germany and has later been modified for a private and/or special purpose.
Serial Numbers	Bell 205 FRG, UH-1D helicopter originally manufactured by Dornier in the Federal Republic Of Germany, Aircraft Serial N°s 8001; 8051; 8054; 8055; 8056; 8115; 8221; 8057 and 8064.
Certification Basis	DAR-08 Reglamento de Aeronavegabilidad. DAP 08-41 Procedimiento de Certificación de Tipo en Categoría Restringida. Report GHER-UH1H-028 Comparison of 205 FRG/UH-1D and UH-1H. Report N° HDP-H01DGAC-ICA-01/2008, Instructions for Continued Airworthiness, last revision. FAR 21.25(a)(2) effective February 1, 1965. Type Certificate N° H01DGAC issued for the purpose of: <ol style="list-style-type: none"> <li>1. External Load Operations under FAR 21.25 (b)(7).</li> <li>2. Agricultural Operations under FAR 21.25 (b)(1).</li> <li>3. Forest and Wildlife Conservation Operations under FAR 21.25 (b)(2)</li> <li>4. Aerial Surveying Operations under FAR 21.25, (b)(3).</li> <li>5. Patrolling Operations under FAR 21.25 (b)(4).</li> </ol>
Production Basis	None. No helicopter can be produced under this approval.
Leveling Means	Plumb line from top of left main door frame.
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in each helicopter for certification. In addition, the following are required: <ol style="list-style-type: none"> <li>(1) GHI UH-1D Flight Manual and HDP UH-1D Flight Manual for Serial Number 8057 and 8064.</li> <li>(2) Dornier 205 FRG standard cargo suspension systems (or) (UH-1H) Standard U.S. Army cargo suspension installation: 204-072-024-1; 205-070-900-5; 205-070-900-7; or 205-070-900-19 IAW TM 55-1520-210-23P (Parts Manual) installed and maintained IAW TM 55-1520-210-23 (Maintenance Manual) and operated IAW GHI or HDP UH-1D Flight Manual (Operators Manual) for all external cargo operations. Refer to Note 5 for operating limitations.</li> </ol>

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## NOTES

### PERTINENT TO MODEL UH-1D

- NOTE 1 Esta aeronave no está autorizada para efectuar transporte remunerado de carga o pasajeros. El transporte de carga o pasajeros está limitado a aquella que sea incidental a la actividad comercial del explotador, la cual no es de transporte aéreo.
- This aircraft is prohibited from carrying cargo or passengers for compensation or hire. Carriage of cargo and passengers is limited to such that is incidental to the aircraft owner/operator's business which is other than air transportation.
- NOTE 2 Las aeronaves en categoría restringida no pueden ser operadas en un país extranjero sin la aprobación escrita y expresa de la autoridad aeronáutica correspondiente de ese país.
- Restricted category aircrafts must not be operated in a foreign country, without the express written approval of the corresponding civil aviation authority of that country.
- NOTE 3 No ha sido demostrado que esta aeronave cumple los requerimientos de aeronavegabilidad del Anexo 8 al Convenio de la Aviación Civil Internacional.
- This helicopter has not been shown to meet the requirements of the applicable comprehensive and detailed Airworthiness Code as approved by Annex 8 to the Convention of International Civil Aviation.
- NOTE 4 Current weight and balance report including list of equipment included in certificated empty weight and loading instructions must be in each helicopter at time of original airworthiness certification and at all times thereafter, refer to GHI or HDP UH-1D Flight Manual, (Operators Manual UH-1D).
- NOTE 5 The following placard must be prominently displayed in the cockpit in full view of the pilot (on the instrument panel):

#### MODEL UH-1D

With Roof-mounted Pitot static tube  
CALIBRATED AIR SPEED -KNOTS

Density Altitude	CALIBRATED AIRSPEED - KNOTS			
	3.000 Kg	3.500 Kg	4.000 Kg	4310 Kg
Sl. - 2.000 F.	120	119	113	110
3.000 F.	117	116	110	107
6.000 F.	108	107	101	98
9.000 F.	98	97	92	
12.000 F.	89	88	82	
15.000 F.	78	77		
18.000 F.	65			
UP TO 3.400 G.W. USE 6.000 TO 6.600 R.P.M. RANGE				
OVER 3.400 G.W. USE 6.400 TO 6.600 R.P.M. RANGE				
REDUCE AIRSPEED WHEN VIBRATION IS EXCESSIVE				

EXTERNAL LOAD OPERATION: VNE will be determined for each proposed load application.  
REDUCE AIR SPEED WHEN VIBRATION IS EXCESSIVE.

### NOTES (Cont'd.)

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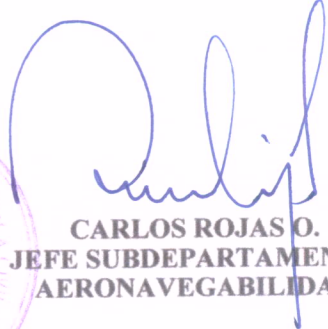
- NOTE 6 Battery can be re-located in accordance with Garlick Helicopter Report GH 80-921 and 921-1, Part Two, dated September 30, 1980, previous DGAC approval.
- NOTE 7 Prior to civil certification the following must be accomplished:
- (A) All UH1 series aircraft and Lycoming/Honeywell engine T53-L-13 series FAA Airworthiness Directives must be reviewed for applicability and complied with in accordance with DGAC Approved of FAA Airworthiness Directive Review List, Report N° HDP-AD-UH-001, last revision.
  - (B) If applicable by engine installed, all Lycoming/Honeywell FAA Airworthiness Directives for the T53-L-703 engine, must be complied with. Refere to Note 18.
  - (C) The Helicopter(s) must be serviced, maintained, inspected, repaired and overhauled in accordance with the documents specified in Helicopteros del Pacifico Report N° HDP-H0DGAC-ICA-01/2008, last revision.
- NOTE 8 Continued airworthiness of UH-1D series helicopters certificated under this Type Certificate H01DGAC is contingent upon compliance with Helicopteros del Pacifico Report N° HDP-H0DGAC-ICA-01/2008, last revision; compliance with applicable DGAC and FAA Airworthiness Directives and compliance with all applicable HDP Alert Service Bulletins.
- NOTE 9 This Helicopter must be operated in compliance with GHI UH-1D Flight Manual and HDP UH-1D Flight Manual for Serial Number 8057 and 8064.
- NOTE 10 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 take-off power is stamped on the engine data plate.
- NOTE 11 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 stamped on the engine data plate. The rated gas producer speed shown on the temperature limit placard installed on the instrument panel must correspond to the engine data plate gas producer speed. Gas producer speed limits also vary with OAT in accordance with the schedule as shown on the Temperature Limit (GO-NO-GO TAKE-OFF) placard on the instrument panel or Health Indicator Test (HIT) results as applicable.
- NOTE 12 Maximum permissible exhaust gas temperature varies with ambient temperature as described in the Operator's Manual. Check engine EGT by use of Health Indicator Test (HIT) prior to take-off. See GHI Helicopters or HDP UH-1D Flight Manual (Operators Manual UH-1D) and HIT EGT Log for the aircraft.
- NOTE 13 Helicopter is not approved for IFR operation or flight into known icing conditions.
- NOTE 14 Aircraft certified under this Type Certificate are eligible for flight with Pilot-in command located in the left seat position during FAR Part 133 external load operations with DGAC Approved Flight Manual Supplement providing they are modified to extend cargo hook manual release capabilities to the left seat position in accordance with FAA Approved Garlick Helicopters Inc. Drawing N° GHI 72290-2 and DGAC Approved. Instruments required for flight safety must be clearly readable from the left seat position, or may be relocated as necessary, but must be DGAC Approved.
- NOTE 15 Type Certificate (TC) and Type Certificate Data Sheet (TCDS) reissued to clearly state that Bell Helicopter Textron, Inc. has no involvement with this TC and that Garlick Helicopters Inc. was the original holder and currently Helicópteros del Pacifico Limitada is the holder of Type Certificate N° H01DGAC.
- NOTE 16 Report N° HDP-TP-SR-001 provides information to operators on parts interchangeability and replacement parts and modifications approved prior to certification.

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## NOTES (Cont'd.)

- NOTE 17 Lycoming military engines models T53-L-13, T53-L-13A, T53-L-13BA, T53-L-703 (Ref: Note 18), and commercial engine T5313B are approved for use as alternate engines under this Type Certificate. Military engines identified in this Note will be maintained on a 2400 hrs TBO basis and in accordance with the U.S Army Maintenance, Overhaul and Parts Manuals applicable for these engines. For commercial engine T5313B overhaul schedule, refer to Helicópteros del Pacífico report N° HDP-H01DGAC-ICA-01/2008, last revision.
- NOTE 18 Installation of the T53-L-703 Engine requires the utilization of FAA Approved STC N°SR01196L; installed IAW STC Report N° MA006 dated on 07-09-2001 "Installation Instructions", "Continued Airworthiness" to be performed IAW STC Report N° MA003 dated 5-10-01 and operated IAW STC Report N° MA004, Rotorcraft Flight Manual Supplement dated on 09-04-2001. Written authorization from STC Holder is required prior to installation.



  
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