



DEPARTAMENTO "SEGURIDAD OPERACIONAL"  
SUBDEPARTAMENTO "LICENCIAS"

BELL 206 JET RANGER (Bell206/206L)

**A. LIMITACIONES DE OPERACIÓN**

**1.- VELOCIDADES**

Vne more 3000 lbs to 3000	<b>122</b>
Vne Torque 85% to 100%	<b>80</b>
Vne with aft door removed	<b>87</b>
Vne with forward door	<b>69</b>
Max. crosswind hover	<b>17</b>
Vne less 3000 lbs to 3000	<b>130</b>

**2.- ALTITUDE MAX FEET**

**20.000**

**3.- FLIGHT CREW**

**%**

MINIMO	<b>1</b>
crew seat pilot	<b>DERECHA</b>

**4.- PLANTA DE PODER**

Productora de Gas (N2)	RPM
Minimun	<b>97</b>
Max Continuos Operation	<b>100</b>
Trasient, 15 seconds	<b>105</b>
Turbina de Poder (N1)	RPM
Maximun	<b>105</b>
Max Trasient, 15 seconds	<b>106</b>

**5.-TORQUE LIMITS**

**%**

Take off	<b>100</b>
Take off, 5 sec no intencional	<b>110</b>

**6.- VELOCIDADES**

Minimun below 78.5% N2	<b>50</b>
Minimun below 78.5 to 94.2% N2	<b>90</b>
Minimun above 94.2% N2	<b>115</b>
Vne with forward door	<b>130</b>

**7.- TEMP. DE ACEITE**

**°C**

Continuos Operation	<b>0 to 107</b>
Maximum	<b>107</b>

**8.- TRANSMISIÓN**

Presión de Aceite	PSI
Minimum	<b>30</b>
Continuos Operation	<b>30 to 50</b>
Maximum	<b>70</b>
Temperatura de Aceite	°C
Continuos Operation	<b>+15 a 100</b>
Maximum	<b>110</b>

**9.- Rotor NR**

Con Poder	%
Minimum	<b>97 to 100</b>
Continuos Operation	<b>100</b>
Sin Poder	%
Minimum	<b>90</b>
Maximum	<b>107</b>

## **B. EMERGENCIES PROCEDURES**

### **1. ENGINE FAILURE**

Collective	<b>ADJUST TO CONTROL NR 90 – 107 % AND RATE OF DESCENT</b>
Flare	<b>PRIOR TO GROUND CONTACT TO CUSHION LANDING</b>
Shut down	<b>HELICOPTER</b>

### **2. ENGINE FAILURE-INFLIGHT**

Maintain	<b>HEADING AND ATTITUDE CONTROL</b>
Collective	<b>ADJUST AS REQUIRED TO MAINTAIN 85 TO 107 NR</b>
Ciclyc	<b>A JUST TO OBTAIN DESIRED AUTOROTATIVE AIRSPEED</b>

Attempt engine restart if ample altitude remains

Fuel Valve Switch	<b>OFF</b>
At low altitude:	
Throttle	<b>CLOSED</b>
Flare	<b>TO LOSE AIRSPEED</b>
Apply	<b>COLLECTIVE AS FLARE EFFECT DECREASES TO FURTHER REDUCE FORWARD SPEED AND CUSHION LANDING.</b>

Upon	<b>GROUND CONTACT, COLLECTIVE SHALL BE REDUCE SMOOTHLY WHILE MAINTENNING CYCLIC IN NEUTRAL OR CENTERED POSITION</b>
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Completed

**HELICOPTER SHUTDOWN**

**3. ENGINE FIRE ON GROUND**

Throttle	<b>CLOSED</b>
Fuel Valve switch	<b>OFF</b>
Gen Switch	<b>OFF</b>
Batt Switch	<b>OFF</b>

**4. ENGINE FIRE DURING FLIGHT**

Inflight	<b>IMMEDIATELY ENTER AUTOROTATION</b>
Throttle	<b>CLOSED</b>
Fuel Valve switch	<b>OFF</b>
Batt Switch	<b>OFF</b>

**5. COMPLETE LOSS OF TAIL ROTOR THRUST**

HOVERING	<b>CLOSE THROTTLE AND PERFORM A HOVERING AUTOROTATION LANDING. A SLIGHT ROTATION CAN BE EXPECTED ON TOUCHDOWN.</b>
IN-FLIGHT	<b>REDUCE THROTTLE TO IDLE, IMMEDIATELY ENTER AUTOROTATION, AND MAINTAIN A MINIMUM AIRSPEED OF 55 KIAS. DURING DESCENT.</b>