



Departamento "Seguridad Operacional"

Subdepartamento "Licencias"

BELL 429

NOMBRE: _____ FECHA: _____

FIRMA: _____

A.- LIMITACIONES DE OPERACIÓN

1.- VELOCIDADES	
Basic Vne	155 kias
Max sideward/rearward	35 knots
Vne OEI	140 kias
Vne for steady autorotation	100 kias
Vmini IFR speed	45 kias
Vne at 104% Nr	60 kias
Vy/Vyi	60 kias
Vtoss	50 kias
Min rate of descent autorotation	53 kias

2.- ALTITUD MAX. FEET	20.000 feet
-----------------------	--------------------

3.- SLOPE LANDING	
Side slopes	10°
Nose up	10°
Nose down	5°

4.- TORQUE TOTAL (Q)	
Continuous	0 a 100%
Max continuous	100%
Transient (5 seconds)	150%

5.- TORQUE OEI	
Continuous	0 a 50%
Max continuous	50%
2 Minutes	50 a 64%
30 seconds	64 a 66%
Max OEI	66%

6.- ROTOR	
Con Poder	
Continuous	99 a 100%
Max continuous	100%
Max cont 60 kias or less	104%
Sin Poder	
Minimum	85%
Continuous	85 a 107%
Maximum	107%

7.- FRENO DE ROTOR	Nr bajo 40%
--------------------	--------------------

8.- TRANSMISION	
Presión de Aceite	
Idle operation	25 a 80 PSI
Continuous	41 a 80 PSI
Maximum	80 PSI
Max during start/warm up	130 PSI
Temperatura de Aceite	
Continuous	15 a 110° C
Maximum	110° C

9.- TRANSMISION	
Presión	
Minimum	1250 PSI
Continuous	1250 a 1800 PSI
Maximum	1800 PSI
Temperatura	
Maximum	120° C

B.- Emergencies Procedures

1.- SINGLE ENGINE FAILURE- HOVERING IN GROUND EFFECT

Maintain	Heading and landing attitude
Collective	Adjust to control rate of descent and landing

2.- SINGLE ENGINE FAILURE- HOVERING IN GROUND EFFECT

Maintain	Heading and landing attitude
Collective	Adjust to control NR
IF insufficient power to fly away:	
Collective	Adjust to control NR, rate of descent and landing
IF sufficient power to fly away:	
Collective	Adjust to begin climb
Airspeed	Increase to Vy (60 kias)
Follow	Engine failure in flight procedure

3. – SINGLE ENGINE FAILURE-INFLIGHT

Collective	Adjust to control NR and desire power
Airspeed	Maintain Vy (60 kias) or higher, not exceed Vne OEI
Throttle (affected engine)	Idle
Engine Switch (affected engine)	OFF
BAL PUMP switch	Normal
N-ESS BUS switch	OVRD ON, as required
AMPS	Maintain within limits
CABIN HEAT switch (if installed)	OVRD ON
Land as soon as practical	

4. – DUAL ENGINE FAILURE

Collective pitch	Reduce and establish autorrotative Glide
Accomplish autorrotative landing.	
Throttles	IDLE
ENGINE switch	OFF
After landing	Complete procedure

5. – ENGINE FIRE-ON GROUND

ENGINE switch	OFF
FIRE switch (affected engine)	ARM
AGENT REL switch	Select MAIN
AGENT REL switch	Select RESERVE (if installed) as required
Rotor Brake (if installed)	ON
BATT switch	OFF
Exit helicopter	

5. – ENGINE FIRE-IN FLIGHT

Emergency descent	Iniciate if possible
Prepare for OEI operation	
Collective pitch adjust to control NR and desire power	
Airspeed	Less than OEI Vne
Throttles (affected engine)	IDLE
FIRE switch (affected engine)	ARM
AGENT REL switch	Select MAIN
If second bottle is installed and ARM/FIRE light still illuminated	
AGENT REL switch	Select RESERVE
N-ESS BUS switch	OVRD ON, as required
AMP	Maintain with in limits
Land as soon as possible	