



**DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”**

BELL 206 JET RANGER (Bell206/206L)

A.- LIMITACIONES DE OPERACIÓN

1.- VELOCIDADES	
Vne more 3000 lbs to 3000	122
Vne Torque 85% to 100%	80
Vne with aft door removed	87
Vne with forward door	69
Max. crosswind hover	17
Vne less 3000 lbs to 3000	130

2.- ALTITUDE MAX. FEET	20.000
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3.- FLIGHT CREW	%
MINIMO	1
crew seat pilot	IZQUIER

4.- PLANTA DE PODER	
Productora de Gas (N2)	RPM
Minimun	97
Max Continuos Operation	100
Transient, 15 seconds	105
Turbina de Poder (N1)	RPM
Maximun	105
Max Transient, 15 seconds	106

5.- TORQUE LIMITS	%
Take off	100
Take off ,5 sec no intencional	110

6.- PRESIÓN DE ACEITE	PSI
Minimum below 78.5% N2	50
Minimum below 78.5 to 94.2% N2	90
Minimum above 94.2 % N2	115
Máximo	130

7.- TEMP. DE ACEITE	°C
Continuos Operation	0 to 107
Maximum	107

8.- TRANSMISION	
Presión de Aceite	PSI
Minimum	30
Continuos Operation	30 to 50
Maximum	70

Temperatura de Aceite	°C
Continuos Operation	+15 a 110
Maximum	110

9.- ROTOR NR	
Con Poder	%
Continuos Operation	97 to 100
Maximum continuos	100
Sin Poder	%
Minimum	90
Maximum	107

B.- EMERGENCIES PROCEDURES

1. ENGINE FAILURE

- Collective **ADJUST TO CONTROL NR 90 – 107 % AND RATE OF DESCENT**
- Flare **PRIOR TO GROUND CONTACT TO CUSHION LANDING**
- Shut down **HELICOPTER**

2. ENGINE FAILURE-INFLIGHT

- Maintain **HEADING AND ATTITUDE CONTROL**
- Collective **ADJUST AS REQUIRED TO MAINTAIN 85 TO 107 NR**
- Ciclyc **A JUST TO OBTAIN DESIRED AUTOROTATIVE AIRSPEED**

Attempt engine restart if ample altitude remains

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

Upon	GROUND CONTACT, COLLECTIVE SHALL BE REDUCE SMOOTHLY WHILE MAINTAINING CYCLIC IN NEUTRAL OR CENTERED POSITION
Completed	HELICOPTER SHUTDOWN

3. ENGINE FIRE ON GROUND

Throttle	CLOSED
Fuel Valve switch	OFF
Gen Switch	OFF
Batt Switch	OFF

4. ENGINE FIRE DURING FLIGHT

Inflight	IMMEDIATELY ENTER AUTOROTATION
Throttle	CLOSED
Fuel Valve switch	OFF
Batt Switch	OFF

5. COMPLETE LOSS OF TAIL ROTOR THRUST

HOVERING

**CLOSE THROTTLE AND PERFORM A
HOVERING AUTOROTATION LANDING.
A SLIGHT ROTATION CAN BE EXPECTED ON
TOUCHDOWN.**

IN-FLIGHT

**REDUCE THROTTLE TO IDLE, IMMEDIATELY
ENTER AUTOROTATION, AND MAINTAIN A
MINIMUM AIRSPEED OF 55 KIAS.
DURING DESCENT.**