

UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF AIRCRAFT SERVICES

TECH BULLETIN OPERATIONS

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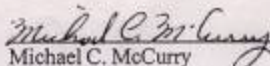
SUBJECT: Bell 206L1-C-30P

DISCUSSION: On July 27, 1999, OAS issued Tech Bulletin 99-03 explaining the difference between the new (3 March, 1999) BH-206L-III charts and the STCs for the BH-206L1 with the C30P engine installation.

Some good news: Aviation Services, Inc., one of the holders of an STC for a C30P engine installation in BH-206-L1 helicopters, has issued a change to their Rotorcraft Flight Manual. The change is Revision 12, a complete reissue of the Rotorcraft Flight Manual dated July 11, 2000. This change adds the expanded HOVER CEILING In Ground Effect performance charts to include the Maximum External Gross Weight Limit of 4250 lb., effectively making the L1-C30P performance equal to the L-III. This should affect most of the aircraft that we typically operate.

Some not-so-good news: Petroleum Helicopters, Inc. also holds an STC for a C30P engine installation. They have no plans to modify their STC. Operators of aircraft with this STC will not be able to take advantage of the new charts.

RECOMMENDATIONS: Remember, **DO NOT** use charts from any source other than the Rotorcraft Flight Manual for the specific serial number helicopter.


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