

BELL 505

ROTORCRAFT FLIGHT MANUAL

TEMPORARY REVISION FOR PILOT COLLECTIVE (ASB 505-21-20)

Insert these Temporary Revision pages opposite like numbered pages in the basic Flight Manual.

DO NOT remove existing pages. DO NOT remove temporary pages until replacement pages are received or temporary pages are canceled.

THIS MANUAL SHALL BE IN THE HELICOPTER DURING ALL OPERATIONS

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LOG OF REVISIONS

Original003 MAR 21

LOG OF PAGES

PAGE	REVISION NO.	PAGE	REVISION NO.
Title	0		
A/B.....	0		
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NOTICE

Changed information in this Temporary Revision appears in bold type.

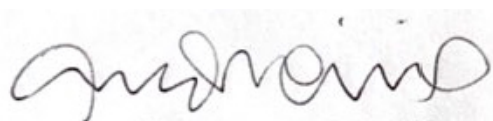
All other information is outlined.

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APPROVED

DATE



ANDREAS HARTONO

03 MAR 2021

*/ CHIEF, FLIGHT TEST
FOR
DIRECTOR — NATIONAL AIRCRAFT CERTIFICATION
TRANSPORT CANADA

Section 1

LIMITATIONS

1-1. INTRODUCTION

Compliance with limitations section is required by appropriate operating rules. Anytime an operating limitation is exceeded, an appropriate entry shall be made in helicopter logbook. Entry shall state which limit was exceeded, duration of time, extreme value attained, and any additional information essential in determining maintenance action required.

Intentional use of transient limits is prohibited.

Prior to takeoff, maintenance action shall be taken for all applicable warning, caution and advisory messages.

Torque events shall be recorded. A torque event is defined as a takeoff or lift, internal or external load (BHT-505-MD-1, Section 1).

A normal landing, a landing following a simulated engine failure in a hover of 5 feet or less, a run-on landing or an autorotation landing shall be recorded. The recording of a landing following a simulated engine failure in a hover of 5 feet or less takes into account a normal landing. The recording of a run-on landing takes into account a normal landing or a landing following a simulated engine failure in a hover of 5 feet or less. The recording of an autorotation landing takes into account a normal/run-on landing or a landing following a simulated engine failure in a hover of 5 feet or less.

A run-on landing is defined as one where there is forward ground travel of the helicopter greater than 3 feet with the weight on the skids.

An autorotation landing is defined as one where the helicopter is landed following an autorotative descent.

1-2. BASIS OF CERTIFICATION

This helicopter is certified under Canadian Airworthiness Manual Chapters 527, Normal Category helicopter and 516 Aircraft emissions. These are equivalent to the corresponding Federal Aviation Administration (FAA) 14 CFR Parts 27 and 36, and European Aviation Safety Agency (EASA) CS-27 and CS-36.

1-3. TYPES OF OPERATION

Basic configured helicopter is approved for five place seating and is certified for land operation under day/night VFR non-icing conditions.

1-4. FLIGHT CREW

Minimum flight crew consists of one pilot that shall operate from left crew seat.

Dual pilot operation is approved provided the pilot in command occupies the left crew seat.

1-5. CONFIGURATION

NOTE

The warning and caution audio alerts cannot be heard from the LHS pilot station when SPLIT-COM mode is enabled.

Use of SPLIT-COM mode is prohibited.

