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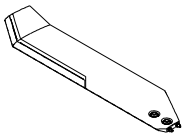
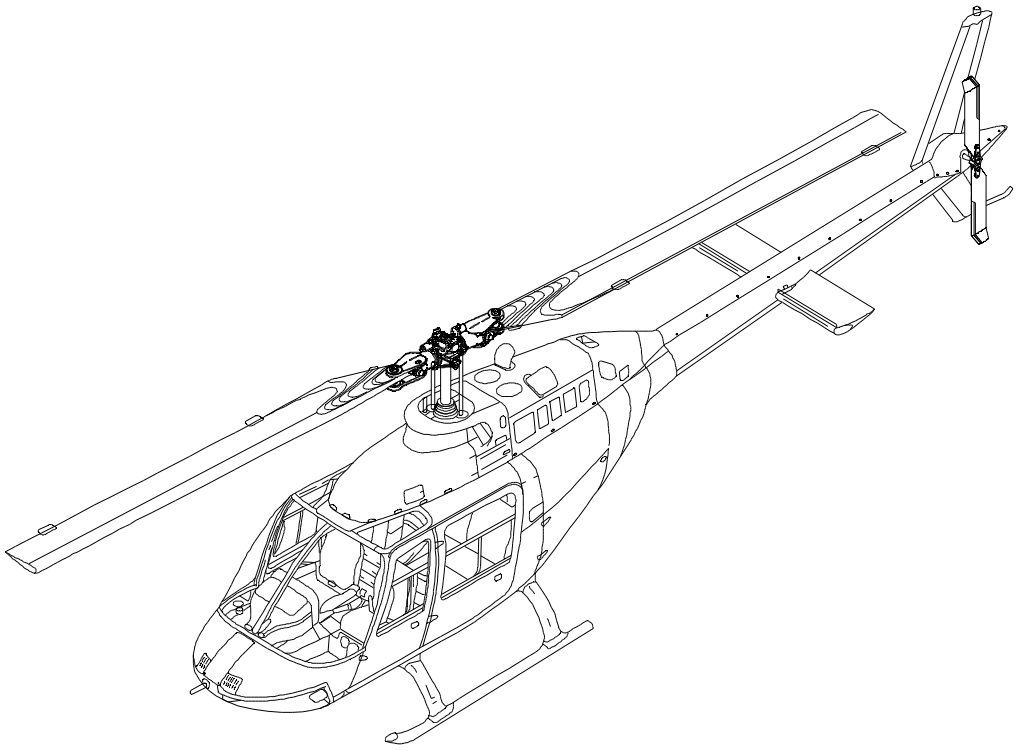


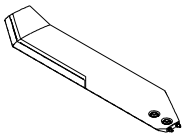
ROTORCRAFT FLIGHT MANUAL SUPPLEMENT
FOR
BELL 206A/B
A.M.T. HELICOPTERS PTY. LTD.
BELL 206A/B TAIL ROTOR BLADE AMT-206-1



Flight Manual Supplement 209/373/FMS1

This supplement must be incorporated into the approved Rotorcraft Flight Manual when the AMT-206-1 Tail Rotor Blade is installed in accordance with Installation & Maintenance Manual CTRB-IMM Revision IR or Later Approved Issue. The information contained herein supplements the information in the Basic Flight Manual. For limitations, procedures, and performance data not contained in this document, consult the Basic Rotorcraft Flight Manual.

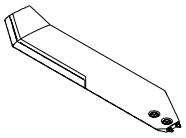
Approved: ..... Date: .....
Civil Aviation Safety Authority, Australia



LOG OF REVISIONS

Revision	Pages	Description	Date
IR	1-7	Initial Release	20 OCT 2014

Approved: ..... Date: .....
Civil Aviation Safety Authority, Australia



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FRONT MATTER

DESCRIPTION

This supplement must be attached to the flight manual when the helicopter is modified by the installation of the AMT-206-1 composite tail rotor blades in accordance with Supplemental Type Certificate SVR 520.

The AMT-206-1 composite tail rotor blade is direct replacement for the Bell 206A/B TRB.

The AMT-206-1 TRB has a non-symmetrical airfoil section and incorporates a swept tip. The blade is primarily fabricated from uni-directional Graphite and Aramid continuous fibres suspended in an epoxy matrix and is fitted with a nickel abrasion strip on the leading edge.

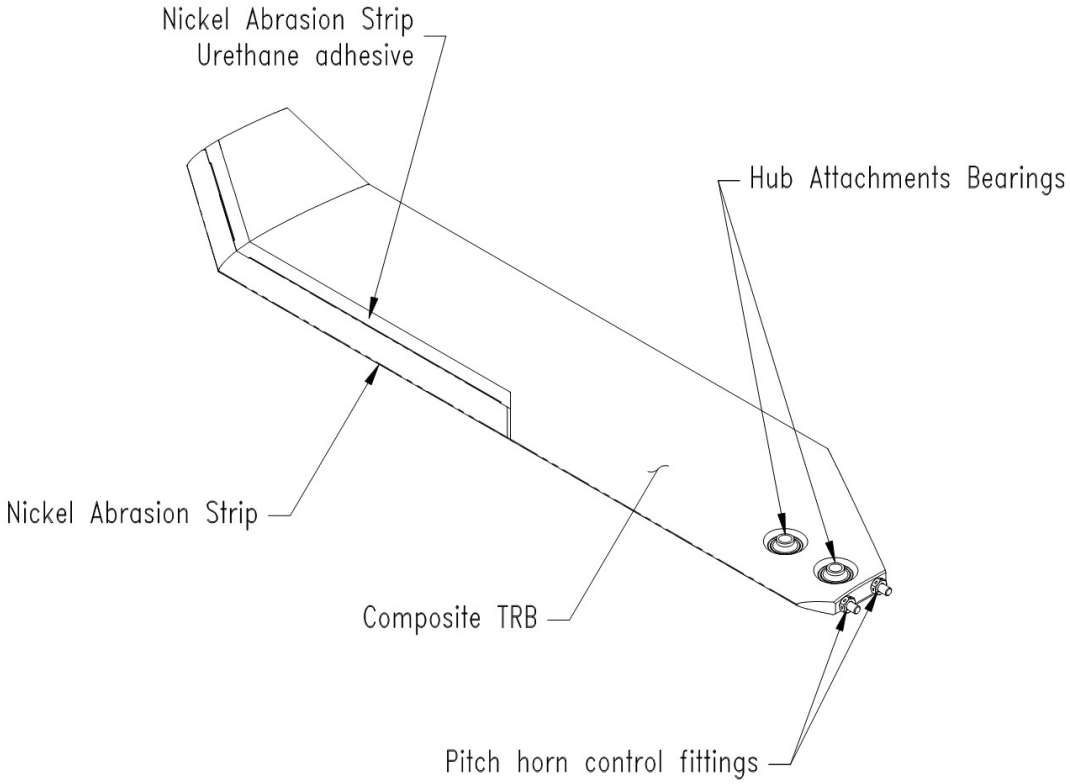
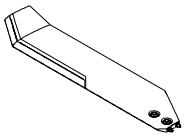


Figure 1: AMT-206-1 Tail Rotor Blade (TRB)

OPERATION

There is no change in the operation (excluding preflight inspections) of the rotorcraft with the replacement AMT-206-1 TRB's fitted.



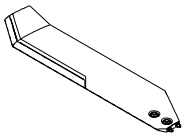
SECTION 1 - OPERATING LIMITATIONS

!!! WARNING !!!

DO NOT FLY WITH DAMAGED BLADES !!!
IF EXPERIENCING IN FLIGHT HIGH SPEED VIBRATION (PEDAL BUZZ) LAND IMMEDIATELY !!!!!

!!! WARNING !!!

IN EVENT OF LIGHTING STRIKE LAND AS SOON AS POSSIBLE AT THE NEAREST SAFE LANDING SITE



SECTION 2 - OPERATING PROCEDURES

The following preflight inspections are to be included with the existing preflight inspections contain in the Basic Rotorcraft Flight Manual.

PRE-FLIGHT

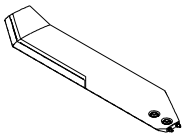
2.1 Visually inspect the nickel abrasion strip for any signs of damage, including, but not limited to, dents, gouges scratches broken urethane adhesive or cracks. None permitted.

2.2 Check for pitch bushing wear by immobilising the hub with one hand and moving the blade tip perpendicular to the blade surface (side to side). A maximum of 3/16” travel is permissible. Where doubt exists maintenance personnel are to be notified.

2.3 Check blade for cracks, paying particularly attention to the area between the inboard/outboard bushing and the leading edge. Cracking in the blade may be indicated (but not limited to) by cracks in the paint. None is permitted.

2.4 Check pitch horn ring mounting by trying to move it relative to the blade. No movement is permitted.

2.5 Where any damage is identified during the pre flight or subsequently, the rotorcraft is not to be operated and maintenance personnel are to be notified.



SECTION 3 - PERFORMANCE

No change from the Basic Rotorcraft Flight Manual

SECTION 4 - WEIGHT AND BALANCE DATA

No change from the Basic Rotorcraft Flight Manual