This data sheet, which is part of Type Certificate No. 2010T09, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I - Model Bell 429 (Normal Category; Category A), approved 10 December 2010.

**ENGINE**

<table>
<thead>
<tr>
<th>Operation</th>
<th>Torque (% lb-ft)</th>
<th>Turbine Temperature °C (°F)</th>
<th>Gas generator speed % (rpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take-off (5 min)</td>
<td>(54,3) 523</td>
<td>900 (1 652)</td>
<td>99,8 (57 900)</td>
</tr>
<tr>
<td>Max. Continuous</td>
<td>(53,5) 513</td>
<td>850 (1 562)</td>
<td>97,2 (56 400)</td>
</tr>
<tr>
<td>One Engine Inoperative</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 Sec. OEI</td>
<td>(66,3) 638</td>
<td>990 (1 814)</td>
<td>104,3 (60 500)</td>
</tr>
<tr>
<td>2 min. OEI</td>
<td>(63,8) 614</td>
<td>950 (1 742)</td>
<td>102,2 (59 300)</td>
</tr>
<tr>
<td>3 min. OEI</td>
<td>(60,2) 580</td>
<td>925 (1 697)</td>
<td>101,2 (58 700)</td>
</tr>
<tr>
<td>Continuous OEI</td>
<td>(59,5) 573</td>
<td>900 (1 652)</td>
<td>99,8 (57 900)</td>
</tr>
</tbody>
</table>

See rotorcraft manual for transient limits

| Output shaft speed limits is 104,5% (6 271 rpm) |

**ROTOR LIMITS**

<table>
<thead>
<tr>
<th>Power Off</th>
<th>Power On</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum</td>
<td>Maximum</td>
</tr>
<tr>
<td>Maximum</td>
<td>423 rpm 107%</td>
</tr>
<tr>
<td>Minimum</td>
<td>336 rpm 85%</td>
</tr>
<tr>
<td>Minimum</td>
<td>411 rpm 104%</td>
</tr>
<tr>
<td>Minimum</td>
<td>391 rpm 99%</td>
</tr>
</tbody>
</table>

**TRANSMITION TORQUE LIMITS**

<table>
<thead>
<tr>
<th>Both engines operating</th>
<th>Torque limits %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take off</td>
<td>100</td>
</tr>
<tr>
<td>Maximum Continuous</td>
<td>100</td>
</tr>
</tbody>
</table>
Transient 105
One Engine Inoperative OEI
30 seconds OEI 66.3
2 minute OEI 59.1
Continuous OEI 50.0

AIRSPEED LIMITS
Basic VNE (never exceed) is 155 KIAS. Decrease VNE for ambient
conditions in accordance with the Airspeed Limitations placard in the
Rotorcraft Flight Manual.

CG LIMITS
Refer to approved Rotorcraft Flight Manual (See NOTE 1)

EMPTY WEIGHT CG RANGE
See Maintenance Manual

ALTITUDE LIMITS
Maximum altitude to 6 096 m (20 000 ft.) pressure altitude.

OAT LIMITS
Minimum -40°C (-40°F) maximum 51.7°C (125°F), decreasing with
pressure altitude at a standard lapse rate of 2°C (3.6°F) per 305 meters (1
000 feet).

MAXIMUM WEIGHTS
Basic Aircraft
3 175 kg (7 000 lb.) Internal Loading
3 402 kg (7 500 lb.) External Loading

Increased Gross Weight (see note 11)
3 402 kg (7 500 lb.) Internal Loading
3 402 kg (7 500 lb.) External Loading

MINIMUM CREW
1 pilot (right seat)

PASSENGERS
8 (includes crew)

MAXIMUM BAGGAGE
Refer to approved Rotorcraft Flight Manual for loading schedule.

FUEL CAPACITY
Refer to 429 Maintenance Manual for Fuel Capacity.

OIL CAPACITY
Refer to 429 Maintenance Manual for Oil Capacity.

CONTROL SYSTEM RIGGING
For rigging information refer to the 429 Maintenance Manual

SERIAL NUMBERS ELIGIBLE
57001 and subsequent

DATUM
Station 0 datum is 183.6 cm (72.3 in.) forward of the nose of the
helicopter.

LEVELING MEANS
Protractor or level placed on the crew or passenger floor or seat rails,
both longitudinally and laterally

IMPORT REQUIREMENTS
A Brazilian Certificate of Airworthiness may be issued on the basis of a
TCCA Export Certificate of Airworthiness (or a third country Export
Certificate of Airworthiness, in case of issued aircraft import from such
country), including the following statement:
"The rotorcraft covered by this Certificate has been inspected, tested and
found to comply with the Brazilian approved type design as defined by the ANAC Type Certificate No 2010T09, and is in condition for safe operation.”

For the Basic Aircraft.
Increased Gross Weight (see note 11)

Figure 1-1. Gross Weight Longitudinal Center of Gravity Limits
Figure 1-2. Gross Weight Lateral Center of Gravity Limits
CERTIFICATION BASIS

Brazilian Type Certificate No. 2010T09 issued on 10 December 2010 based on the RBAC 21.29 and RBAC 27, which endorses the 14 CFR Part 27, effective 02 October 1964, as amended by 27-1 thru 27-40, including Appendix B criteria for instruments flight and Appendix C criteria for Category A performance, plus

Compliance with the following additional requirements has been established:

RBAC 27 / 14 CFR part 27, amendment 27-44
RBAC 36 / 14 CFR part 36 amendment 36-1 through 36-28

Equivalent Safety Findings:

RBAC 27/ 14 CFR part 29.903(b) as required by RBAC/14 CFR part 27 appendix C, Category A Engine Isolation
RBAC 27/ 14 CFR part 27.1545(b)(2) Airspeed Indicator

Special Conditions:

SCA 2005-06; High Intensity Radiated Field (HIRF).

Exemption (see note 11)

The following Exemption From RBAC 27/14 CFR part 27.1(a) No. NCR/RCN 102-2011; Exemption for operations above a MTOW of 3 175 kg (7 000 lb).

EQUIPMENT

The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the helicopters for certification, and, in addition, those equipments established in the Report No H.10-2450-00; and

The TCCA approved Brazilian Rotorcraft Flight Manual issued for the applicable helicopters serial numbers.

NOTES:

NOTE 1

Weight and balance.
Current weight and balance report including list of required and list of equipment included in certificated empty weight, and loading instructions when necessary must be provided for each helicopter at time of original certification.

NOTE 2


NOTE 3

Continuing airworthiness.
Information essential to the proper maintenance of the helicopter is contained in the Manufacturer’s Maintenance Manual provided with the helicopter. The approved service lives, mandatory inspection and other approved supplemental procedures are listed in approved Chapter 4, Airworthiness Limitation Section of the Maintenance Manual BHT-429-MM-01, dated 19 June 2009 or later TCCA approved revision.

NOTE 4

The differences of the Brazilian rotorcraft in relation to the basic TCCA type design are summarized below:
1. The Brazilian Airplane Flight Manual cover page and supplement
2. The Markings and placard in Portuguese or Bilingual

NOTE 5

This Type Certificate is for Day/Night VFR operation (Single or Dual Pilot); Instrument Flight Rules (IFR) operations (Single or Dual) pilot: Category A, Normal Category Rotorcraft with engine isolation.
NOTE 6  Certification Noise Levels are detailed in the approved Rotorcraft Flight Manual.

NOTE 7  PW207D1 is a derivative of the PW207D with increased mechanical power and without fuel heater.
The PW207D2 is identical to the PW207D1 but has a fuel heater installed.

NOTE 8  The following placard must be displayed in front of and clear view of the pilot: "THIS HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH OPERATING LIMITATIONS SPECIFIED IN THE APPROVED FLIGHT MANUAL".

NOTE 9  The Bell 429 rotorcraft employs electronic engine controls, commonly named Full Authority Digital Engine Controls (FADEC) that are recognized to be more susceptible to Electromagnetic Interference (EMI) than rotorcraft that have manual (non-electronic) controls. EMI may be the result of radiated or conducted interference. For this reason, modifications that add or change systems that have the potential for EMI, must either be qualified to a standard acceptable to the ANAC or tested at the time of installation for interference to the FADEC. This type of testing must employ the particular FADEC diagnostic techniques and external diagnostic techniques. The test procedure must be approved.

NOTE 10  The model 429 incorporates an emergency OEI limit override function. When this feature is selected, damage to the engine and transmission is experienced and continued flight is not permitted. Use of this emergency power invalidates the airworthiness of the rotorcraft. Maintenance in accordance with the model 429 Maintenance Manual is required to return the rotorcraft to an airworthy condition.

NOTE 11  Operation of Bell 429 aircraft above a MTOW of 3 175 kg (7 000 Lb) is only permitted in accordance with BHT-429-FMS-11 "Increased Internal Gross Weight to 7 500 lb (3 402 kg)" when bell KIT 429-706-079 is incorporated.