European Union Aviation Safety Agency

TYPE-CERTIFICATE

DATA SHEET

No. EASA.IM.R.131

for

269

Type Certificate Holder

Schweizer RSG LLC

3901 N Main St

Fort Worth, Texas 76106

USA

For Models: 269A; 269B; 269C, 269C-1; 269D

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SECTION 1: MODEL 269A

I. General

1.	Type/ Model	
	1.1 Type	269
	1.2 Model	269A
2.	Airworthiness Category	Small Rotorcraft, Normal Category
3.	Manufacturer	Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106 U.S.A.
4.	Type Certification Application Date	to FAA: 23 January 1956
5.	State of Design Authority	Federal Aviation Administration (FAA), USA
6.	Type Certificate Date	by FAA: 9 April 1959 by LBA: 15 June 1962
7.	Type Certificate n°	by FAA: 4H12 by LBA: 3018/RC
8.	Type Certificate Data Sheet n°	by FAA: 4H12 by LBA: 3018/RC
9.	EASA Type Certification Date	28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 2nd bullet, 2nd indented bullet.

II. Certification Basis

1.	Reference Date for determining the applicable requirements	1 April 1957
2.	Airworthiness Requirements	
	CAR Part 6, dated 15 January 1951, including Amdts. 6-1 through 6-7 and 6-8, except for CAR 6.604(c). In addition, compliance with CAR 6.401(b) effective 17 May 1958 and CAR 6.637 effective 1 April 1957 has been required, based on the conditions of Director, Bureau of Flight Standards letter dated 27 March 1959, granting extension of effectiveness of Application for Type Certificate until 1 July 1959.	
3.	Special Conditions	none
4.	Exemptions	none
5.	Deviations	none
6.	Equivalent Safety Findings	none
7.	Environmental Protection Requirements	
	7.1 Noise Requirements	See TCDSN EASA.IM.R.131
	7.2 Emission Requirements	n/a
8.	Operational Suitability Data (OSD)	Not required for rotorcraft that are no longer in production. CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

III. Technical Characteristics and Operational Limitations

1. Type Design Definition — Drawing 269A0045-BCS/-1

2. Description — Light single reciprocating engine rotorcraft, three blade articulated main rotor, twin blade teetering tail rotor, skid type standard landing gear, one pilot and one passenger (see approved Pilot's Flight Manual).

3. Equipment — Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release.
Refer to "Equipment List Model 269A Helicopter" Report No. JW-00-1.

4. Dimensions

4.1 Fuselage
Length: 6.81 m
Width: 1.30 m
Height: 2.52 m

4.2 Main Rotor
Diameter: 7.62 m (25.00 ft)
(if equipped with p/n 269A1125, 269A1131, or 269A1145 main rotor blade assembly)
Diameter: 7.71 m (25.29 ft)
(if equipped with p/n 269B1145 main rotor blade assembly)

4.3 Tail Rotor
Diameter: 1.30 m (4.25 ft)

5. Engine

5.1 Model
Lycoming Engines
1 x Model HO-360-B1A, or 1 x Model HO-360-B1B, or,
1 x Model O-360-C2D, or,
1 x Model HIO 360-B1A, or 1 x Model HIO-360-B1B

5.2 Type Certificate
FAA TC/TCDS n°: E-286, 1E10
EASA TC/TCDS n°: EASA.IM.E.032

5.3 Limitations
Installed Engine Limitations

For: HO-360-B1A, HO-360-B1B	Power [hp]	rpm [min^{-1}]	Man. Press. [in Hg]	Altitude [ft]
Max Continuous	160	2 900	26.0	MSL
Max Continuous	160	2 900	24.8	4 000
TKOF	160	2 900	25.0	to 300 above GND
Max PWR (5 min)	180	2 900	full throttle	more than 300 above GND

For: O-360-C2D	Power [hp]	rpm [min^{-1}]	Man. Press. [in Hg]	Altitude [ft]
Max Continuous	160	2 700	26.0	MSL
Max Continuous	160	2 700	24.8	4 000
TKOF (5 min)	165	2 900	26.0	MSL

For: HIO-360-B1A, HIO-360-B1B	Power [hp]	rpm [min^{-1}]	Man. Press. [in Hg]	Altitude [ft]
Max Continuous	160	2 900	26.2	MSL
Max Continuous	160	2 900	25.2	3 700
TKOF/Max PWR (5 min)	180	2 900	full throttle	- - -

6. Fluids

6.1 Fuel — MIL-G-5572, Grade 91/96 minimum grade aviation gasoline

6.2 Oil — Engine:
MIL-L-22851 or SAE J1899 (ashless dispersant type)*
MIL-L-6082 or SAE J1966 (straight mineral type)*
* For detailed information see Lycoming Service Instruction No. 1014.
Main and tail rotor transmission:
MIL-L-2105E or SAE J2360**
** For detailed information see 269A Basic HMI.

6.3 Additives — n/a

7. Fluid capacities

7.1 Fuel — Fuel tank capacity: 94.6 litres STA 107 (25 US gal), 113.6 litres STA 107 (30 US gal) with optional tank

7.2 Oil — Engine: 7.6 litres STA 91 (2 US gal)
Main transmission: 2.84 litres (0.75 US gal)
Tail rotor transm.: 0.24 litre (0.063 US gal)

7.3 Coolant System Capacity — n/a

8. Air Speed Limitations — V_{NE}: 75 KIAS at MSL
For reduction on V_{NE} with altitude, rpm and accessories installed see approved 269A Pilot's Flight Manual and related Supplements.

9. Rotor Speed Limitations — With 269B1145, 269B1145-1, 269B1145-25, or 269A1190 main rotor blades:

Power on:	Engine [rpm]
Maximum	2 900
Minimum	2 700

Power off:	Rotor [rpm]
Maximum	530
Minimum	400

With other than 269B1145, 269B1145-1, 269B1145-25, or 269A1190 main rotor blades:

Power on:	Engine [rpm]
Maximum	2 900
Minimum	2 500

Power off:	Rotor [rpm]
Maximum	530
Minimum	400

10. Maximum Operating Altitude and Temperature

10.1 Altitude — 10 000 ft (3 048 m) DA
For reduction of V_{NE} with altitude see approved Pilot's Flight Manual and related Supplements.

10.2 Temperature — none given

11. Operating Limitations — VFR day and night*
Non-icing conditions
* With appropriate instruments and equipment, required by the airworthiness and/or operating rules, are approved, installed and are in operable condition. See approved Pilot's Flight Manual for further limitations.

12. Maximum Mass

- s/n 0001 through 0008: 703 kg (1 550 lb)
- s/n 0011 through 0314: 703 kg (1 550 lb)
  Max. mass may be increased to 726 kg (1 600 lb) if all the following components are installed:

Component	p/n
Blade Assembly - Main Rotor	269A1131, 269A1131-1, 269B1145, 269B1145-25, or 269B1145-1
Blade Dampers - Main Rotor	269A1222, 269A1927 or 269A1927-3
Engine	HO-360-B1A, HO-360-B1B, HIO-360-B1A, or HIO-360-B1B
Landing Gear Assembly	269A3240

- s/n 0315 and up: 757 kg (1 670 lb), see Note 2 of SECTION 7: NOTES (data pertinent to all Models except when specifically indicated)

13. Centre of Gravity Range — Longitudinal: STA 95 to 100. For limits with accessories installed, see approved Pilot's Flight Manual.
Lateral: See Loading Instructions in approved Pilot's Flight Manual.

14. Datum — Longitudinal: the datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline.
Lateral: the datum line (B.L. 0) is at helicopter centreline.

15. Levelling Means — Top of main rotor hub

16. Minimum Flight Crew — 1 pilot, operating from the left seat at STA 84.9

17. Maximum Passenger Seating Capacity — 1, at STA 84.9

18. Passenger Emergency Exit — 2, one on each side of the cockpit

19. Maximum Baggage/ Cargo Loads — See Loading Instructions and Limitations in approved Pilot's Flight Manual.

20. Rotor Blade Control Movement

Main rotor (relative to rigging position):

Collective pitch (up and down): 12°±1°

Cyclic pitch (longitudinal): Forward 7.5° to 9.4°
Aft 6.0° to 7.5°

Cyclic pitch (lateral): Left 6.5° to 7.5°
Right 5.3° to 6.3°

With tail rotor assembly 269A6004 or 269A6003 installed (relative to rigging position):

Collective pitch: Full-left pedal (thrust to right)
+19.0° to +21.0°
Full-right pedal (thrust to left)
-9.0° to -11.0°

With tail rotor assembly 269A6034 or 269ASK16 installed (relative to rigging position):

Collective pitch:	Full-left pedal (thrust to right) +24.0° to +26.0° Full-right pedal (thrust to left) -11.0° to -13.0°

For rigging information of main rotor and tail rotor refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions.

21.	Auxiliary Power Unit (APU)	n/a
22.	Life-limited Parts	Refer to Publication No. CSP-C-2 Sikorsky Models 269A, TH 55A, A-1, B & C Helicopters Basic Handbook of Maintenance Instructions, Appendix B, Periodic Inspection Overhaul and Retirement Schedule, and Weight and Balance Procedures.

IV. Operating and Service Instructions

1.	Flight Manual	Refer to Publication No. CSP-AA-1 approved Rotorcraft Flight Manual Schweizer Model 269A Helicopter
2.	Maintenance Manual	Refer to Publication No. CSP-C-2 Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Basic Handbook of Maintenance Instructions.
3.	Structural Repair Manual	n/a
4.	Weight and Balance Manual	Refer to Publication No. CSP-AA-1 approved Rotorcraft Flight Manual Schweizer Model 269A Helicopter Section IV
5.	Illustrated Parts Catalogue	Refer to Publication No. CSP-C-7 Model 269A, 200 Model 269A-1, 300 Model 269B, 300C Model 269C, U.S. Army Model TH-55A Illustrated Parts Catalog
6.	Service Letters and Service Bulletins	As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section 7: NOTES (data pertinent to all Models [...])'.
7.	Required Equipment	Refer to "Equipment List Model 269A Helicopter" Report No. JW-00-1.

V. Notes (Model 269A only)

1. Manufacturer's eligible serial numbers:
   s/n --0001 through --0008, --0011 and subsequent.
   s/n --0650 through --1109 were manufactured under the Delegation Option provisions of FAR 21.

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SECTION 2: MODEL 269B

I. General

1.	Type/ Model	
	1.1 Type	269
	1.2 Model	269B
2.	Airworthiness Category	Small Rotorcraft, Normal Category
3.	Manufacturer	Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106 U.S.A.
4.	Type Certification Application Date	to FAA: 28 August 1963
5.	State of Design Authority	Federal Aviation Administration (FAA), USA
6.	Type Certificate Date	by FAA: 30 December 1963 by LBA: 1 April 1965
7.	Type Certificate n°	by FAA: 4H12 by LBA: 3018/RC
8.	Type Certificate Data Sheet n°	by FAA: 4H12 by LBA: 3018/RC
9.	EASA Type Certification Date	28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 2nd bullet, 2nd indented bullet.

II. Certification Basis

1.	Reference Date for determining the applicable requirements	1 April 1957
2.	Airworthiness Requirements	

CAR Part 6, dated 15 January 1951, including Amdts. 6-1 through 6-7 and 6-8, except CAR 6.604(c). In addition, compliance with CAR 6.401(b) effective 17 May 1958, CAR 6.637 effective 1 April 1957 and FAR 27.1323 of Amendment 27-2 effective 25 February 1968 in lieu of CAR 6.612(a) has been shown.

3.	Special Conditions	none
4.	Exemptions	none
5.	Deviations	none
6.	Equivalent Safety Findings	none
7.	Environmental Protection Requirements	
	7.1 Noise Requirements	See TCDSN EASA.IM.R.131
	7.2 Emission Requirements	n/a
8.	Operational Suitability Data (OSD)	Not required for rotorcraft that are no longer in production. CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

III. Technical Characteristics and Operational Limitations

1.	Type Design Definition	Drawing 269A0046-BCS/-1

2. Description

Light single reciprocating engine rotorcraft, three blades articulated main rotor, twin blade teetering tail rotor, skid type standard landing gear, one pilot and two passengers (see approved Pilot's Flight Manual).

3. Equipment

Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. Refer to 'Equipment List for FAA Certification 269B Helicopter' Report No. 269B-X-8001.

4. Dimensions

4.1 Fuselage

Length: 6.81 m
Width: 1.30 m
Height: 2.52 m

4.2 Main Rotor

Diameter: 7.71 m (25.29 ft)
(equipped with p/n 269B1145 main rotor blade assembly)

4.3 Tail Rotor

Diameter: 1.30 m (4.25 ft)

5. Engine

5.1 Model

Lycoming Engines
1 x Model HIO-360-A1A

5.2 Type Certificate

FAA TC/TCDS n°: 1E10
EASA TC/TCDS n°: EASA.IM.E.032

5.3 Limitations

Installed Engine Limitations

	Power [hp]	rpm [min^{-1}]	Man. Press. [in Hg]	Altitude [ft]
Max Continuous	160	2 900	23.5	MSL
Max Continuous	160	2 900	22.0	7 200
TKOF	180	2 900	26.1	MSL
Max PWR (5 min)	180	2 900	25.0	3 900

6. Fluids

6.1 Fuel

Grade 100/130 (green)

6.2 Oil

Engine:
MIL-L-22851 or SAE J1899 (ashless dispersant type)*
MIL-L-6082 or SAE J1966 (straight mineral type)*
* For detailed information see Lycoming Service Instruction No. 1014.
Main and tail rotor transmission:
MIL-L-2105E or SAE J2360**
** For detailed information see S-300C Basic HMI.

6.3 Additives

n/a

7. Fluid capacities

7.1 Fuel

Fuel tank capacity: 94.6 litres STA 107 (25 US gal)
113.6 litres STA 107 (30 US gal) with optional tank

7.2 Oil

Engine: 7.6 litres STA 91 (2 US gal)
Main transmission: 2.84 litres (0.75 US gal)
Tail rotor transm.: 0.24 litres (0.063 US gal)

7.3 Coolant System Capacity

n/a

8.	Air Speed Limitations	V_{NE}: 87 KIAS at MSL For reduction on V_{NE} with altitude, rpm and accessories installed see approved Pilot's Flight Manual and related Supplements.
9.	Rotor Speed Limitations	Power on: Engine [rpm] Maximum 2 900 Minimum 2 700 Power off: Rotor [rpm] Maximum 530 Minimum 400
10.	Maximum Operating Altitude and Temperature	
	10.1 Altitude	10 000 ft (3 048 m) DA For reduction of V_{NE} with altitude see approved Pilot's Flight Manual and related Supplements.
	10.2 Temperature	none given
11.	Operating Limitations	VFR day and night* Non-icing conditions * With appropriate instruments and equipment, required by the airworthiness and/or operating rules, are approved, installed and are in operable condition. See approved Pilot's Flight Manual for further limitations.
12.	Maximum Mass	757 kg (1 670 lb) Normal Category, see Note 2 of SECTION 7: NOTES (data pertinent to all Models except when specifically indicated)
13.	Centre of Gravity Range	Longitudinal: STA 95 to 101. For limits with accessories installed, see approved Pilot's Flight Manual. Lateral: See Loading Instructions in approved Pilot's Flight Manual.
14.	Datum	Longitudinal: The datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline. Lateral: The datum line (B.L. 0) is at helicopter centreline.
15.	Levelling Means	Top of main rotor hub
16.	Minimum Flight Crew	1 pilot, operating from the left seat at STA 84.9
17.	Maximum Passenger Seating Capacity	2, 1 at STA 78.5 and 1 at STA 84.9
18.	Passenger Emergency Exit	2, one on each side of the cockpit
19.	Maximum Baggage/ Cargo Loads	See Loading Instructions and Limitations in approved Pilot's Flight Manual.
20.	Rotor Blade Control Movement	
	Main rotor (relative to rigging position):	
	Collective pitch (up and down):	12°±1°
	Cyclic pitch (longitudinal):	Forward 7.5° to 9.4° Aft 6.0° to 7.5°
	Cyclic pitch (lateral):	Left 6.5° to 7.5° Right 5.3° to 6.3°
	With tail rotor assembly 269A6004 or 269A6003 installed (relative to rigging position):	
	Collective pitch:	Full-left pedal (thrust to right) +19.0° to +21.0°

	Full-right pedal (thrust to left) -9.0° to -11.0°

With tail rotor assembly 269A6034 or 269ASK16 installed (relative to rigging position):

Collective pitch:	Full-left pedal (thrust to right) +24.0° to +26.0° Full-right pedal (thrust to left) -11.0° to -13.0°

For rigging information of main rotor and tail rotor refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions.

21.	Auxiliary Power Unit (APU)	n/a
22.	Life-limited Parts	Refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions, Appendix B – Periodic Inspection Overhaul and Retirement Schedule, and Weight and Balance Procedures.

IV. Operating and Service Instructions

1.	Flight Manual	Refer to latest issue of approved Pilot's Flight Manual.
2.	Maintenance Manual	Refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions.
3.	Structural Repair Manual	n/a
4.	Weight and Balance Manual	Refer to Publication No. CSP-BA-1 approved Rotorcraft Flight Manual Schweizer Model 269B Helicopter Section IV.
5.	Illustrated Parts Catalogue	Refer to Publication No. CSP-C-7 Model 269A, 200 Model 269A-1, 300 Model 269B, 300C Model 269C, U.S. Army Model TH-55A Illustrated Parts Catalog
6.	Service Letters and Service Bulletins	As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section 7: NOTES (data pertinent to all Models [...])'.
7.	Required Equipment	Refer to "Equipment List for FAA Certification 269B Helicopter", Report No. 269B-X-8001.

V. Notes (Model 269B only)

1. Manufacturer's eligible serial numbers:
   s/n --0001 and up.
   s/n --0236 through –0475 were manufactured under the Delegation Option provisions of FAR 21.

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SECTION 3: MODEL 269C

I. General

1.	Type/ Model	
	1.1 Type	269
	1.2 Model	269C
2.	Airworthiness Category	Small Rotorcraft, Normal Category
3.	Manufacturer	Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106 U.S.A.
4.	Type Certification Application Date	to FAA: 13 August 1968
5.	State of Design Authority	Federal Aviation Administration (FAA), USA
6.	Type Certificate Date	by FAA: 15 May 1970 by LBA: 3 September 1970 by DGAC FR: 3 November 1988
7.	Type Certificate n°	by FAA: 4H12 by LBA: 3018/RC by DGAC FR: IM 90
8.	Type Certificate Data Sheet n°	by FAA: 4H12 by LBA: 3018/RC by DGAC FR: IM 90
9.	EASA Type Certification Date	28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 2nd bullet, 2nd indented bullet.

II. Certification Basis

1.	Reference Date for determining the applicable requirements	25 February 1968
2.	Airworthiness Requirements	
	CAR Part 6, dated 15 January 1951, including Amdts. 6-1 through 6-7 and 6-8, except CAR 6.604(c). In addition, compliance with CAR 6.401(b) effective 17 May 1958, CAR 6.637 effective 1 April 1957 and FAR 27.1323 of Amdt. 27-2 effective 25 February 1968 in lieu of CAR 6.612(a) has been required. Model 269C was approved under the Delegation Option Authorization Provisions of FAR 21.	
3.	Special Conditions	none
4.	Exemptions	none
5.	Deviations	none
6.	Equivalent Safety Findings	none
7.	Environmental Protection Requirements	
	7.1 Noise Requirements	See TCDSN EASA.IM.R.131 (see also Note 2)
	7.2 Emission Requirements	n/a
8.	Operational Suitability Data (OSD)	(For OSD elements see SECTION 7 below)
	8.1 Master Minimum Equipment List (MMEL)	*reserved*
	8.2 Flight Crew Data (FCD)	*reserved*

III. Technical Characteristics and Operational Limitations

1. Type Design Definition — Drawing 269A0050-BCS/-003

2. Description — Light single reciprocating engine rotorcraft, three blades articulated main rotor, twin bladed teetering tail rotor, skid type standard landing gear, one pilot and two passengers (see approved Pilot's Flight Manual).

3. Equipment — Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. Refer to 'Equipment List Model 269C Helicopter S/N 1796 – Subsequent', Report No. SA-269C-22-4.

4. Dimensions

4.1 Fuselage
Length: 6.81 m
Width: 1.30 m
Height: 2.52 m

4.2 Main Rotor
Diameter: 8.178 m (26.38 ft)
(equipped with p/n 269A1185 main rotor blade assembly)

4.3 Tail Rotor
Diameter: 1.30 m (4.25 ft)

5. Engine

5.1 Model
Lycoming Engines
1 x Model HIO-360-D1A

5.2 Type Certificate
FAA TC/TCDS n°: 1E10
EASA TC/TCDS n°: EASA.IM.E.032

5.3 Limitations
Installed Engine Limitations

	Power [kW (hp)]	rpm [min^{-1}]	Man. Press. [in Hg]	Altitude [ft]
Max Continuous	141.7 (190)	3 200	26.0	MSL
Max Continuous	141.7 (190)	3 200	24.7	4 200

6. Fluids

6.1 Fuel
ASTM D910A, Grade 100/130 (green)

6.2 Oil
Engine:
MIL-L-22851 or SAE J1899 (ashless dispersant type)*
MIL-L-6082 or SAE J1966 (straight mineral type)*
* For detailed information see Lycoming Service Instruction No. 1014.
Main and tail rotor transmission:
MIL-L-2105E or SAE J2360**
** For detailed information see S-300C Basic HMI.

6.3 Additives
n/a

7. Fluid capacities

7.1 Fuel
Fuel tank capacity: 113.6 litres STA 107 (30 US gal)
185.5 litres STA 107 (49 US gal) with optional tank
Usable fuel: 112.8 litres (29.8 US gal)

7.2 Oil
Engine: 7.6 litres STA 91 (2 US gal)
Main transmission: 2.84 litres (0.75 US gal)
Tail rotor transm.: 0.24 litres (0.063 US gal)

	7.3 Coolant System Capacity	n/a
8.	Air Speed Limitations	V_{NE}: 95 KIAS at MSL $V_{Doors\ 'OFF'}$: 89 KIAS at MSL For reduction on V_{NE} with altitude see approved Pilot's Flight Manual and related Supplements.
9.	Rotor Speed Limitations	Power on: Engine [rpm] Maximum 3 200 Minimum 3 000 Power off: Rotor [rpm] Maximum 504 Minimum 390
10.	Maximum Operating Altitude and Temperature	
	10.1 Altitude	14 600 ft (4 450 m) DA, for gross weight up to 771 kg (1 700 lb). 12 000 ft (3 657 m) DA, for gross weight more than 771 kg (1 700 lb).
	10.2 Temperature	none given
11.	Operating Limitations	VFR day and night* Non-icing conditions * With appropriate instruments and equipment, required by the airworthiness and/or operating rules, are approved, installed and are in operable condition. See approved Pilot's Flight Manual for further limitations.
12.	Maximum Mass	930 kg (2 050 lb) Normal Category, see Note 2 of SECTION 7: NOTES (data pertinent to all Models except when specifically indicated) Maximum mass may be increased to: 975 kg (2 150 lb) for take-off, with agricultural kit (p/n 269A4153-1001) installed, in accordance with specific limitations shown on Supplement C of approved Pilot's Flight Manual. 975 kg (2 150 lb) with Cargo Hook kit (p/n 269A4971-3) installed, in accordance with specific limitations shown in Supplement G of approved Pilot's Flight Manual.
13.	Centre of Gravity Range	Longitudinal

Forward STA [in (mm)]	Aft STA [in (mm)]
95.0 (2 413)	101.0 (2 565)

Lateral

STA [in (mm)]	LH [in (mm)]	RH [in (mm)]
95.0 (2 413)	-1.0 (-25)	+3 (+76)
99.5 (2 527)	-2.12 (-54)	+4.0 (+102)
101.0 (2 565)	-2.5 (-63)	+2.0 (+51)

Note: Looking forward, '+' indicates right of helicopter centreline, and '–' indicates left of helicopter centreline.
For limits with accessories installed, see approved Pilot's Flight Manual.

14.	Datum	Longitudinal: The datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline. Lateral: The datum line (B.L. 0) is at helicopter centreline.
15.	Levelling Means	Top of main rotor hub
16.	Minimum Flight Crew	1 pilot, operating from the left seat at STA 83.2
17.	Maximum Passenger Seating Capacity	2, 1 at STA 80.0 and 1 at STA 83.2
18.	Passenger Emergency Exit	2, one on each side of the cockpit
19.	Maximum Baggage/ Cargo Loads	See Loading Instructions and Limitations in approved Pilot's Flight Manual.
20.	Rotor Blade Control Movement	
	Main rotor (relative to rigging position):	
	Collective pitch (up and down):	12°±1°
	Cyclic pitch (longitudinal):	Forward 8.5° to 9.75° Aft 6.5° to 7.5°
	Cyclic pitch (lateral):	Left 6.5° to 7.5° Right 4.5° to 6.5°
	Tail rotor (relative to rigging position):	
	Collective pitch:	Full-left pedal (thrust to right) +25.0° to +27.0° Full-right pedal (thrust to left) -11.0° to -13.0°

For rigging information of main rotor and tail rotor refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions, or,
to latest issue of Sikorsky S-300C Model 269C Helicopter Basic Handbook of Maintenance Instructions (Effective S/N S1809 and Subsequent) as applicable.

21.	Auxiliary Power Unit (APU)	n/a
22.	Life-limited Parts	Refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions, Appendix B – Periodic Inspection Overhaul and Retirement Schedule, and Weight and Balance Procedures, or, to latest issue of Sikorsky S-300C Model 269C Helicopter Basic Handbook of Maintenance Instructions (Effective S/N S1809 and Subsequent), Appendix B - Periodic Inspection Overhaul and Retirement Schedule, and Weight and Balance Procedures, as applicable.

IV. Operating and Service Instructions

1.	Flight Manual	Refer to latest issue of S-300C Pilot's Flight Manual.
2.	Maintenance Manual	Refer to latest issue of Sikorsky Models 269A, TH-55A, A-1, B & C Helicopters Handbook of Maintenance Instructions, or, to latest issue of Sikorsky S-300C Model 269C Helicopter Basic Handbook of Maintenance Instructions (Effective S/N S1809 and Subsequent), as applicable.
3.	Structural Repair Manual	n/a
4.	Weight and Balance Manual	Refer to Publication No. CSP-C-1 Pilot's Flight Manual containing the approved Rotorcraft Flight Manual for Sikorsky S-300C Helicopter Model 269C Section VI.22.

5.	Illustrated Parts Catalogue	Refer to Publication No. CSP-C-9 Schweizer Model 269C Helicopter Illustrated Parts Catalog (IPC) Serial Numbers 1166 and subsequent
6.	Service Letters and Service Bulletins	As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section 7: NOTES (data pertinent to all Models [...])'.
7.	Required Equipment	Refer to "Equipment List Model 269C Helicopter S/N 1796 – Subsequent", Report No. SA-269C-22-4.

V. Notes (Model 269C only)

1. Manufacturer's eligible serial numbers:
   s/n --0004 and subsequent, except --1246, --1643 and --1660.
   s/n --0004 through --0082 were manufactured under the Delegation Option provisions of FAR 21.
2. Noise Substantiation:
   Although not part of the Certification Basis, the Model 269C Helicopter is compliant with the requirements of FAR Part 36 Appendix J, Amendment 20.

* * *

SECTION 4: MODEL 269C-1

I. General

1.	Type/ Model	
	1.1 Type	269
	1.2 Model	269C-1
2.	Airworthiness Category	Small Rotorcraft, Normal Category
3.	Manufacturer	Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106 U.S.A.
4.	Type Certification Application Date	to FAA: 9 February 1995
5.	State of Design Authority	Federal Aviation Administration (FAA), USA
6.	Type Certificate Date	by FAA: 31 July 1995 by LBA: 25 March 1996
7.	Type Certificate n°	by FAA: 4H12 by LBA: 3018/RC
8.	Type Certificate Data Sheet n°	by FAA: 4H12 by LBA: 3018/RC
9.	EASA Type Certification Date	28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 2nd bullet, 2nd indented bullet.

II. Certification Basis

1.	Reference Date for determining the applicable requirements	25 February 1968
2.	Airworthiness Requirements	

CAR Part 6, dated 15 January 1951, including Amdts. 6-1 through 6-7 and 6-8, except CAR 6.604(c). In addition, compliance with CAR 6.401(b) effective 17 May 1958, CAR 6.637 effective 1 April 1957 and FAR 27.1323 of Amdt. 27-2 effective 25 February 1968 in lieu of CAR 6.612(a).

3.	Special Conditions	none
4.	Exemptions	none
5.	Deviations	none
6.	Equivalent Safety Findings	none
7.	Environmental Protection Requirements	
	7.1 Noise Requirements	See TCDSN EASA.IM.R.131
	7.2 Emission Requirements	n/a
8.	Operational Suitability Data (OSD)	(For OSD elements see SECTION 7 below)
	8.1 Master Minimum Equipment List (MMEL)	*reserved*
	8.2 Flight Crew Data (FCD)	*reserved*

III. Technical Characteristics and Operational Limitations

1.	Type Design Definition	Drawing 269A0051--001/-003/-005/-007.

2. Description

Light single reciprocating engine rotorcraft, three blades articulated main rotor, twin bladed teetering tail rotor, skid type standard landing gear, one pilot and two passengers (see approved Pilot's Flight Manual).

3. Equipment

Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. Refer to 'Equipment List/ Weight and Balance Model 269C-1', Report No. SA-269C-22-5.

4. Dimensions

4.1 Fuselage

Length: 6.81 m
Width: 1.30 m
Height: 2.52 m

4.2 Main Rotor

Diameter: 8.178 m (26.83 ft)
(equipped with p/n 269A1185 main rotor blade assembly)

4.3 Tail Rotor

Diameter: 1.295 m (4.25 ft)

5. Engine

5.1 Model

Lycoming Engines
1 x Model HO-360-C1A, or,
1 x Model HIO-360-G1A

5.2 Type Certificate

FAA TC/TCDS n°: 1E10
EASA TC/TCDS n°: EASA.IM.E.032

5.3 Limitations

Installed Engine Limitations

	Power [kW (hp)]	rpm [min^{-1}]	Man. Press. [in Hg]	Altitude [ft]
Max Continuous	134.2 (180)	2 700	full throttle	MSL

6. Fluids

6.1 Fuel

ASTM D910A, Grade 100/130 (green), or Grade 115/145 (purple) MIL-F-5572, or Grade100LL (blue) ASTM-D910

6.2 Oil

Engine:
MIL-L-22851 or SAE J1899 (ashless dispersant type)*
MIL-L-6082 or SAE J1966 (straight mineral type)*
* For detailed information see Lycoming Service Instruction No. 1014.
Main and tail rotor transmission:
MIL-L-2105E or SAE J2360**
** For detailed information see S-300C Basic HMI.

6.3 Additives

n/a

7. Fluid capacities

7.1 Fuel

For s/n 0001 through 0105
Standard at STA 108.5:
Fuel tank capacity: 133.2 litres (35.2 US gal)
Usable fuel: 132.5 litres (35.0 US gal)
Standard + Auxiliary (optional) at STA 108.5:
Fuel tank capacity: 246.8 litres (65.2 US gal)
Usable fuel: 238.5 litres (63.0 US gal)
For s/n 0106 and subsequent
Standard at STA 108.5:

Fuel tank capacity: 124.9 litres (33.0 US gal)
Usable fuel: 123.0 litres (32.5 US gal)
Standard + Auxiliary (optional) at STA 108.5:
Fuel tank capacity: 249.8 litres (66.0 US gal)
Usable fuel: 242.2 litres (64.0 US gal)

7.2 Oil

Engine: 7.6 litres STA 91 (2 US gal)
Main transmission: 2.84 litres (0.75 US gal)
Tail rotor transm.: 0.24 litre (0.063 US gal)

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

V_{NE}: 94 KIAS at MSL
$V_{Doors\ 'OFF'}$: 90 KIAS at MSL
For reduction on V_{NE} with altitude see approved Pilot's Flight Manual and related Supplements.

9. Rotor Speed Limitations

Power on:	Engine [rpm]
Maximum	2 700
Minimum	2 534

Power off:	Rotor [rpm]
Maximum	504
Minimum	390

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Enroute: 10 000 ft (3 048 m) DA
Take-off/Landing: 8 000 ft (2 438 m) DA

10.2 Temperature

none given

11. Operating Limitations

VFR day and night*
Non-icing conditions
* With appropriate instruments and equipment, required by the airworthiness and/or operating rules, are approved, installed and are in operable condition. See approved Pilot's Flight Manual for further limitations.

12. Maximum Mass

794 kg (1 750 lb) Normal Category,
see Note 2 of SECTION 7: NOTES (data pertinent to all Models except when specifically indicated)

13. Centre of Gravity Range

Longitudinal

Forward STA [in (mm)]	Aft STA [in (mm)]
95.0 (2 413)	101.0 (2 565)

Lateral
See Loading instructions in approved Pilot's Flight Manual.

14. Datum

Longitudinal: The datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline.
Lateral: The datum line (B.L. 0) is at helicopter centreline.

15. Levelling Means

Top of main rotor hub

16. Minimum Flight Crew

1 pilot, operating from the left seat at STA 83.2

17. Maximum Passenger Seating Capacity

2, 1 at STA 80.0 and 1 at STA 83.2

18. Passenger Emergency Exit

2, one on each side of the cockpit

19.	Maximum Baggage/ Cargo Loads	See Loading Instructions and Limitations in approved Pilot's Flight Manual.
20.	Rotor Blade Control Movement	
	Main rotor (relative to rigging position):	
	Collective pitch (up and down):	12°±1°
	Cyclic pitch (longitudinal):	Forward 8.5° to 9.75° Aft 6.5° to 7.5°
	Cyclic pitch (lateral):	Left 6.5° to 7.5° Right 4.5° to 6.5°
	Tail rotor (relative to rigging position):	
	Collective pitch:	Full-left pedal (thrust to right) +25.0° to +27.0° Full-right pedal (thrust to left) -11.0° to -13.0°
	For rigging information of main rotor and tail rotor refer to Sikorsky S-300CB Model 269C-1 Helicopter Basic Handbook of Maintenance Instructions.	
21.	Auxiliary Power Unit (APU)	n/a
22.	Life-limited Parts	Refer to latest issue of Sikorsky S-300CB Model 269C-1 Helicopter Basic Handbook of Maintenance Instructions, Appendix B - Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures.

IV. Operating and Service Instructions

1.	Flight Manual	Refer to latest issue of S-300CB Pilot's Flight Manual.
2.	Maintenance Manual	Refer to latest issue of Sikorsky S-300CB Model 269C-1 Helicopter Basic Handbook of Maintenance Instructions.
3.	Structural Repair Manual	n/a
4.	Weight and Balance Manual	Refer to Publication No. CSP-C1-1 Pilot's Flight Manual containing the approved Rotorcraft Flight Manual for Schweizer 300CB Helicopter Model 269C-1 Section VI 22.
5.	Illustrated Parts Catalogue	Refer to Publication No. CSP-C1-6 Schweizer Model 269C-1 Helicopter Illustrated Parts Catalog (IPC)
6.	Service Letters and Service Bulletins	As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section 7: NOTES (data pertinent to all Models [...])'.
7.	Required Equipment	
	Refer to "Equipment List/ Weight and Balance Model 269C-1", Report No. SA-269C-22-5.	

V. Notes (Model 269C-1 only)

1. Manufacturer's eligible serial numbers:
s/n --0001 and subsequent, except --0002, --0013 and --0255.

* * *

SECTION 5: MODEL 269D

I. General

1.	Type/ Model/ Variant	
	1.1 Type	269
	1.2 Model	269D
2.	Airworthiness Category	Small Rotorcraft, Normal Category
3.	Manufacturer	Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106 U.S.A.
4.	Type Certification Application Date	to FAA: 21 November 1987
5.	State of Design Authority	Federal Aviation Administration (FAA), USA
6.	Type Certificate Date	by FAA: 14 September 1992 by CAA SE: 28 February 1994 by RLD: 29 May 1995
7.	Type Certificate n°	by FAA: 4H12 by CAA SE: 4/94 by RLD: R-088-95
8.	Type Certificate Data Sheet n°	by FAA: 4H12 by CAA SE: see Note 2 by RLD: none
9.	EASA Type Certification Date	28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 2nd bullet, 2nd indented bullet.

II. Certification Basis

1.	Reference Date for determining the applicable requirements	3 November 1987
2.	Airworthiness Requirements	

The certification basis for the Model 269D includes that of the 269C CAR Part 6, dated 15 January 1951, including Amdt. 6-1 through 6-7, and 6-8 except CAR 6.604(c). Compliance with CAR 6.401(b) effective 17 May 1958, CAR 6.637 effective 1 April 1957 and FAR 27.1323 Amdt. 27-2 effective 25 February 1968 in lieu of CAR 6.612(a) has been shown. Applicable FAR requirements covering the turbine engine installation per FAR 27 through Amdts. 27-21 in effect at time of application (3 November 1987) and noise standards per FAR 36 at time of certification are:
FAR 21.35(b)(2); 27.73(a)(2)(ii); 27.337; 27.339; 27.341; 27.361(a); 27.395; 27.397; 27.399; 27.547; 27.671; 27.901(b)(4)(c); 27.903(c); 27.907; 27.923; 27.927; 27.931; 27.939; 27.951(c); 27.955; 27.959; 27.961; 27.963; 27.965; 27.969; 27.971; 27.973; 27.975; 27.977(a)(2)(b)(c)(d); 27.993; 27.995; 27.997; 27.999; 27.1013(c); 27.1015; 27.1019; 27.1091(d)(e); 27.1093(b); 27.1121; 27.1141(d); 27.1143(d); 27.1145(b); 27.1191(a); 27.1194; 27.1195; 27.1305(f)(g)(n) through (s); 27.1323; 27.1353(f)(g); 27.1461; 27.1521(b)(5), (c)(3)(d thru f); 27.1529; 27.1557(c)(i)(iii) and 27.1583(b)(1); FAR 36 Appendix J, Amdt. 20.

3.	Special Conditions	none
4.	Exemptions	none
5.	Deviations	none
6.	Equivalent Safety Findings	none
7.	Environmental Protection Requirements	
	7.1 Noise Requirements	See TCDSN EASA.IM.R.131

7.2	Emission Requirements	n/a
8.	Operational Suitability Data (OSD)	(For OSD elements see SECTION 7 below)
8.1	Master Minimum Equipment List (MMEL)	*reserved*
8.2	Flight Crew Data (FCD)	*reserved*

III. Technical Characteristics and Operational Limitations

1.	Type Design Definition	Drawing 269D0000-1/-5.
2.	Description	Light single turbine power rotorcraft, three blades articulated main rotor, twin blade teetering tail rotor, skid type standard landing gear, one pilot and three passengers (see approved Pilot's Flight Manual)
3.	Equipment	Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. Refer to latest issue of "Equipment List 330 Helicopter" Report No. SA-269D-22-2
4.	Dimensions	
4.1	Fuselage	Length: 9.42 m Width: 2.08 m Height: 2.61 m
4.2	Main Rotor	Diameter: 8.178 m (26.83 ft) (equipped with p/n 269A1185 main rotor blade assembly)
4.3	Tail Rotor	Diameter: 1.30 m (4.25 ft)
5.	Engine	
5.1	Model	Rolls-Royce 1 x Model 250-C20W
5.2	Type Certificate	FAA TC/TCDS n°: E4CE EASA TC/TCDS n°: EASA.IM.E.052
5.3	Limitations	

5.3.1 Installed Engine Limitations

	Power [kW (hp)]	Torque [psi]	N_1 [% rpm]	TOT [°C]
TKOF (5 min)	175 (235)	61.7	105	810
Max Continuous	164 (220)	57.8		738
Start up/Shut down (10 sec)	- - -	- - -		810 – 927
Idle speed	- - -	- - -	59 - 65	- - -

Note: 100% N_1 = 50 970 rpm

5.3.2 Output shaft (N_2)

Normal Operating Range N_2	90% - 91%
Installed PWR Turbine Limit 91% N_2	30 294 rpm
Installed PWR Output Shaft Limit 90% N_2	5 475 rpm
Engine torque	100% = 491.5 Nm (362.5 lb·ft)

	5.3.3 Transmission Torque Limits	61.7 psi maximum 57.8 to 61.7 psi (5 min limit) 0 to 57.8 psi normal operating range
6.	Fluids	
	6.1 Fuel	Grade JP-4 or JP-5 per MIL-T-5624, Jet A, A-1, or B per ASTM D-1655, and Grade JP-8 per MIL-T-83133
	6.2 Oil	Engine: MIL-L-7808*, or MIL-L-23699 * Reference Rolls-Royce Maintenance Manual 10W2. Main and tail rotor transmission: MIL-L-2105E, or SAE J2360** ** For detailed information see S-333 Basic HMI.
	6.3 Additives	n/a
7.	Fluid capacities	
	7.1 Fuel	Standard at STA 104.2: Fuel tank capacity: 230.1 litres (60.8 US gal) Usable fuel: 227.1 litres (60.0 US gal) Extended Range Capacity at STA 104.2: Fuel tank capacity: 280.5 litres (74.1 US gal) Usable fuel: 276.3 litres (73.0 US gal)
	7.2 Oil	Engine: 4.26 litres STA 114.4 (1.125 US gal) Main transmission: 2.84 litres (0.75 US gal) Tail rotor transm.: 0.24 litres (0.063 US gal)
	7.3 Coolant System Capacity	n/a
8.	Air Speed Limitations	V_{NE}: 108 KIAS at MSL $V_{NE\ PWR\ OFF}$: 94 KIAS at MSL For reduction on V_{NE} with altitude see approved Pilot's Flight Manual. Limits unchanged for any combination of cabin doors 'ON' or 'OFF'.
9.	Rotor Speed Limitations	Normal operating N_r range [rpm]: 466 – 471 Power on: N_r [rpm] Maximum 471 (at 91% N_2) Minimum 466 (at 90% N_2) Power off: N_r [rpm] Maximum 504 Minimum 410
10.	Maximum Operating Altitude and Temperature	Avoid operational areas shown in the approved Pilot's Flight Manual.
	10.1 Altitude	10 000 ft (3 048 m) PA. 12 800 ft (3 901 m) PA, if equipped with 269A1002-11 main rotor inst. and 269D7100-3 "ext. height" landing gear
	10.2 Temperature	-17.8°C (0°F) minimum operating temperature
11.	Operating Limitations	VFR day and night* Non-icing conditions * With appropriate instruments and equipment, required by the airworthiness and/or operating rules, are approved, installed and are in operable condition. See approved Pilot's Flight Manual for further limitations.

12. Maximum Mass

1 012 kg (2 230 lb) Normal Category
see Note 2 of SECTION 7: NOTES (data pertinent to all Models except when specifically indicated)

1 025 kg (2 260 lb) if equipped with 269A1002-11 main rotor inst. and 269D7100-3 'ext. height' landing gear

13. Centre of Gravity Range

Longitudinal

Fwd	94.0 in at 1 157 kg (2 550 lb) varying linearly to 92.0 in at 907 kg (2 000 lb) and below.
Aft	96.0 in at 1 157 kg (2 550 lb) varying linearly to 101.0 in at 907 kg (2 000 lb and below.

Lateral

Right	B.L. +2.0 in at 1 157 kg (2 550 lb) varying linearly to +4.0 in at 907 kg 2 000 lb and below.
Left	B.L. –1.0 in at 1 157 kg (2 550 lb) varying linearly to -3.0 in at 907 kg (2 000 lb) and below.

Note: Lateral "+" CG is right of aircraft centreline, "-" is left of aircraft centreline when looking forward.

14. Datum

Longitudinal: The datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline.
Lateral: The datum line (B.L. 0) is at helicopter centreline.

15. Levelling Means

Top of main rotor hub

16. Minimum Flight Crew

1 pilot, operating from the left seat at STA 68.6

17. Maximum Passenger Seating Capacity

3 place configuration: (1 at STA 68.6, 1 at STA 78.6)
4 place configuration (1 at STA 68.6, 2 at STA 78.6)

18. Passenger Emergency Exit

2, one on each side of the cockpit

19. Maximum Baggage/ Cargo Loads

See Loading Instructions and Limitations in approved Pilot's Flight Manual.

20. Rotor Blade Control Movement

Main rotor (relative to rigging position):

Collective pitch (up and down): 12°±1°

Cyclic pitch (longitudinal): Forward 8.5° to 9.5°
Aft 9.5° to 10.0°

Cyclic pitch (lateral): Left 6.5° to 7.5°
Right 6.0° to 7.0°

Tail rotor (relative to rigging position):

Collective pitch: Full-left pedal (thrust to right) +27.0° to +29.0°
Full-right pedal (thrust to left) -11.0° to -13.0°

For rigging information of main rotor and tail rotor refer to Sikorsky S-330 Model 269D Helicopter Basic Handbook of Maintenance Instructions

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

Refer to latest issue of Sikorsky S-330 Model 269D Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures"

IV. Operating and Service Instructions

1.	Flight Manual	Refer to latest issue of S-330 Pilot's Flight Manual.
2.	Maintenance Manual	Refer to latest issue of Sikorsky S-330 Model 269D Helicopter Basic Handbook of Maintenance Instructions.
3.	Structural Repair Manual	n/a
4.	Weight and Balance Manual	Publication No. CSP-D-1 Pilot's Flight Manual containing the approved Rotorcraft Flight Manual for Schweizer 330 Helicopter Model 269D Section VI.
5.	Illustrated Parts Catalogue	Publication No. CSP-D-6 Sikorsky 330 & 333 Models 269D/269D Config. "A" Helicopters Illustrated Parts Catalog (IPC)
6.	Service Letters and Service Bulletins	As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section 7: NOTES (data pertinent to all Models [...])'.

7. Required Equipment

   Refer to latest issue of "Equipment List 330 Helicopter" Report No. SA-269D-22-2.

V. Notes (Model 269D only)

1. Manufacturer's eligible serial numbers:
   s/n --0001 and subsequent,
   except --0007, --0011, --0013, --0017 and --0030 and all s/n containing the suffix "M" or "MB".
2. For the Swedish type acceptance (No 4/94) no Swedish TCDS was issued since it was a type acceptance process of the US TC 4H12. The validation is documented in the "Import Evaluation Report Nr 4/94", dated 28 February 1994.

* * *

SECTION 6: MODEL 269D, variant: Configuration 'A'

I. General

1.	Type/ Model/ Variant		
	1.1 Type		269
	1.2 Model		269D
	1.3 Variant		269D Configuration 'A'
2.	Airworthiness Category		Small Rotorcraft, Normal Category
3.	Manufacturer		Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106 U.S.A.
4.	Type Certification Application Date		to FAA: 6 July 1999
5.	State of Design Authority		Federal Aviation Administration (FAA), USA
6.	Type Certificate Date	by FAA: by ENAC IT:	28 September 2000 9 April 2002
7.	Type Certificate n°	by FAA: by ENAC IT:	4H12 A 386
8.	Type Certificate Data Sheet n°	by FAA: by ENAC IT:	4H12 SO/A 386
9.	EASA Type Certification Date		28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 2nd bullet, 2nd indented bullet.

II. Certification Basis

1.	Reference Date for determining the applicable requirements	3 November 1987
2.	Airworthiness Requirements	
	The certification basis for the Model 269D Configuration 'A' is the same as the Model 269D along with the following FAR 27 compliance upgrades as of 1 January 1999: FAR 27.337; 27.339; 27.341; 27.547; 27.923 and 27.927.	
3.	Special Conditions	none
4.	Exemptions	none
5.	Deviations	none
6.	Equivalent Safety Findings	none
7.	Environmental Protection Requirements	
	7.1 Noise Requirements	See TCDSN EASA.IM.R.131
	7.2 Emission Requirements	n/a
8.	Operational Suitability Data (OSD)	(For OSD elements see SECTION 7 below)
	8.1 Master Minimum Equipment List (MMEL)	*reserved*
	8.2 Flight Crew Data (FCD)	*reserved*

III. Technical Characteristics and Operational Limitations

1.	Type Design Definition	Drawing 269D0000-1/-5.

2. Description — Light single turbine power rotorcraft, three blades articulated main rotor, twin blade teetering tail rotor, skid type standard landing gear, one pilot and three passengers (see approved Pilot's Flight Manual)

3. Equipment — Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. Refer to latest issue of 'Equipment List 330 Helicopter' Report No. SA-269D-22-2

4. Dimensions

4.1 Fuselage — Length: 9.42 m; Width: 2.08 m; Height: 2.61 m

4.2 Main Rotor — Diameter: 8.178 m (26.83 ft) (equipped with p/n 269A1185 main rotor blade assembly)

4.3 Tail Rotor — Diameter: 1.30 m (4.25 ft)

5. Engine

5.1 Model — Rolls-Royce
1 x Model 250-C20W

5.2 Type Certificate — FAA TC/TCDS n°: E4CE
EASA TC/TCDS n°: EASA.IM.E.052

5.3 Limitations

5.3.1 Installed Engine Limitations

	Power [kW (hp)]	Torque [psi]	N_1 [% rpm]	TOT [°C]
TKOF (5 min)	188.7 (253)	67.6	105	810
Max Continuous	173 (232)	62.2	- - -	738
Start up/Shut down (10 sec)	- - -	- - -	- - -	810 – 927
Idle speed	- - -	- - -	59 - 65	- - -

Note: 100% N_1 = 50 970 rpm

5.3.2 Output shaft (N_2)

Normal Operating Range N_2 — 89% - 90%

Installed PWR Turbine Limit 90% N_2 — 29 961 rpm

Installed PWR Output Shaft Limit 90% N_2 — 5 414 rpm

Engine torque — 100% = 491.5 Nm (362.5 lb·ft)

5.3.3 Transmission Torque Limits — 67.6 psi Maximum
62.2 to 67.6 psi (5 min limit)
0 to 62.2 psi normal operating range

6. Fluids

6.1 Fuel — Grade JP-4 or JP-5 per MIL-T-5624, Jet A, A-1, or B per ASTM D-1655, and Grade JP-8 per MIL-T-83133

6.2	Oil	Engine: MIL-L-7808*, or MIL-L-23699 * Reference Rolls-Royce Maintenance Manual 10W2. Main and tail rotor transmission: MIL-L-2105E, or SAE J2360** ** For detailed information see S-333 Basic HMI.
6.3	Additives	n/a
7.	Fluid capacities	
7.1	Fuel	Standard at STA 104.2: Fuel tank capacity: 230.1 litres (60.8 US gal) Usable fuel: 227.1 litres (60.0 US gal) Extended Range Capacity at STA 104.2: Fuel tank capacity: 280.5 litres (74.1 US gal) Usable fuel: 276.3 litres (73.0 US gal)
7.2	Oil	Engine: 4.26 litres STA 114.4 (1.125 US gal) Main transmission: 2.84 litres (0.75 US gal) Tail rotor transm.: 0.24 litres (0.063 US gal)
7.3	Coolant System Capacity	n/a
8.	Air Speed Limitations	V_{NE}: 110 KIAS at MSL (max. mass 2 301-2 550 lb) 120 KIAS at MSL (Max. mass 2 300 lb and below) $V_{NE\ PWR\ OFF}$: 94 KIAS at MSL $V_{NE\ Doors\ 'OFF'}$: 110 KIAS for any combination of cabin door(s) off) For reduction on V_{NE} with altitude see approved Pilot's Flight Manual and related Supplements.
9.	Rotor Speed Limitations	Normal operating N_r range [rpm]: 466 – 471 Power on: N_r [rpm] Maximum 471 (at 90% N_2) Minimum 466 (at 89% N_2) Power off: N_r [rpm] Maximum 500 Minimum 410
10.	Maximum Operating Altitude and Temperature	Avoid operational areas shown in the approved Pilot's Flight Manual.
10.1	Altitude	13 000 ft (3 962 m) PA
10.2	Temperature	-17.8°C (0°F) minimum operating temperature
11.	Operating Limitations	VFR day and night* Non-icing conditions * With appropriate instruments and equipment, required by the airworthiness and/or operating rules, are approved, installed and are in operable condition. See approved Pilot's Flight Manual for further limitations.
12.	Maximum Mass	1 157 kg (2 550 lb) Normal Category, see Note 2 of SECTION 7: NOTES (data pertinent to all Models except when specifically indicated)

13. Centre of Gravity Range

Longitudinal

Fwd	94.0 in at 1 157 kg (2 550 lb) varying linearly to 92.0 in at 907 kg (2 000 lb) and below.
Aft	96.0 in at 1 157 kg (2 550 lb) varying linearly to 101.0 in at 907 kg (2 000 lb and below.

Lateral

Right	B.L. +2.0 in at 1 157 kg (2 550 lb) varying linearly to +4.0 in at 907 kg 2 000 lb and below.
Left	B.L. –1.0 in at 1 157 kg (2 550 lb) varying linearly to -3.0 in at 907 kg (2 000 lb) and below.

Note: Lateral "+" CG is right of aircraft centreline, "-" is left of aircraft centreline when looking forward.

14. Datum — Longitudinal: The datum line (STA 0) is located at 2 540 mm (100.0 in) forward of the main rotor hub centreline.
Lateral: The datum line (B.L. 0) is at helicopter centreline.

15. Levelling Means — Top of main rotor hub

16. Minimum Flight Crew — 1 pilot, operating from the left seat at STA 68.6

17. Maximum Passenger Seating Capacity — 3 place configuration: (1 at STA 68.6, 1 at STA 78.6)
4 place configuration (1 at STA 68.6, 2 at STA 78.6)

18. Passenger Emergency Exit — 2, one on each side of the cockpit

19. Maximum Baggage/ Cargo Loads — See Loading Instructions and Limitations in approved Pilot's Flight Manual.

20. Rotor Blade Control Movement

Main rotor (relative to rigging position):

Collective pitch (up and down): 12°±1°

Cyclic pitch (longitudinal): Forward 8.5° to 9.5°
Aft 9.5° to 10.0°

Cyclic pitch (lateral): Left 6.5° to 7.5°
Right 6.0° to 7.0°

Tail rotor (relative to rigging position):

Collective pitch: Full-left pedal (thrust to right) +27.0° to +29.0°
Full-right pedal (thrust to left) -11.0° to -13.0°

For rigging information of main rotor and tail rotor refer to S-333 Basic HMI.

21. Auxiliary Power Unit (APU) — n/a

22. Life-limited Parts — Refer to latest issue of Sikorsky S-333 Model 269D Configuration "A" Helicopter Basic Handbook of Maintenance Instructions Appendix B - "Periodic Inspection, Overhaul and Retirement Schedule, and Weight and Balance Procedures".

IV. Operating and Service Instructions

1. Flight Manual — Refer to latest issue of S-333 Pilot's Flight Manual.

2. Maintenance Manual — Refer to latest issue of Sikorsky S-333 Model 269D Config. 'A' Helicopter Basic Handbook of Maintenance Instructions.

3.	Structural Repair Manual	n/a
4.	Weight and Balance Manual	Publication No. CSP-D-8 Pilot's Flight Manual containing the approved Rotorcraft Flight Manual for Schweizer 333 Helicopter Model 269D Configuration 'A' Section VI
5.	Illustrated Parts Catalogue	Publication No. CSP-D-6 Sikorsky 330 & 333 Models 269D/269D Config. 'A' Helicopters Illustrated Parts Catalog (IPC)
6.	Service Letters and Service Bulletins	As published by Schweizer RSG. For information published by previous Type Certificate holders see Note 4 in 'Section 7: NOTES (data pertinent to all Models [...])'.
7.	Required Equipment	Refer to latest issue of SA-269D-22-2.

V. Notes (Model 269D only)

1. Manufacturer's eligible serial numbers:
   Optional configuration for production helicopters s/n --0026 and subsequent and for all other helicopters incorporating Retrofit Kit no. SA-269D-K-20.
   Production Configuration A helicopters have 'A' at the end of s/n.
   Retrofit Configuration 'A' helicopters have no '-A' at the end of s/n.
   Both production and retrofit helicopters have an additional 'Configuration A' Data Plate affixed next to standard data plate.

* * *

SECTION 7: NOTES (data pertinent to all Models except when specifically indicated)

1. Aircraft serial numbers are coded to show the month and year of manufacture sequence.
   Example: 1130103
   11 months of manufacture was November
   3 year of manufacture was 1963
   0103 Serial number in consecutive order from 0001 for each model

   Model 269C Helicopters, s/n 1065, s/n 1075 and subsequent will be delivered without the manufacturing date coding as part of the serial number. Serial numbers are prefixed by the letter "S" starting with s/n S1166 and up.

2. Current weight and balance report, including list of equipment including certificated empty weight and loading instructions, must be provided for each helicopter at the time of original airworthiness certification and at all times thereafter (except in the case of operators having an appropriate weight control system). Ballast, when necessary, must be carried in accordance with the loading instructions in the Rotorcraft Flight Manual.

3. The following placard must be installed in clear view of the pilot:

   "This Helicopter must be operated in compliance with the operating limitations specified in the pertinent Rotorcraft Flight Manual."

   For additional placards, see the pertinent Rotorcraft Flight Manual.

4. Service Bulletin information is organised by document prefix.
   Please see the following breakdown:
   'N-' = Hughes Aircraft (model effectivity noted inside document)
   'B-' = *old* Schweizer Company (model effectivity 269A, 269B, 269C)
   'C1B-' = *old* Schweizer Company (model effectivity 269C-1)
   'DB-' = *old* Schweizer Company (model effectivity 269D)
   'ASB B-' = Sikorsky Aircraft Company (model effectivity 269A, 269B, 269C)
   'ASB C1B' = Sikorsky Aircraft Company (model effectivity 269C-1)
   'ASB DB-' = Sikorsky Aircraft Company (model effectivity 269D)

5. (a) The retirement times of critical parts for Models 269A, 269B and 269C are listed in the following table. These values of retirement or service life cannot be increased without EASA approval. (See Note 7 for Model 269D and Note 8 for Model 269C-1)):

Description	p/n	Model 269A s/n 0001 thru 0008 [h]	Model 269A s/n 0011 & subs. Model 269B s/n 0001 & subs. [h]	Model 269C s/n 0004 & subs. [h]
Blade Assembly - M/R	269-1100	1 366	- - -	- - -
	269A1125	- - -	1 366	- - -
	269A1131	1 366	1 366	- - -
	269A1131-1	1 366	1 366	- - -
	269A1160	- - -	- - -	5 500
	269A1185-1,-7	- - -	- - -	5 500
	269A1185-9	- - -	- - -	3 050
	269A1190	- - -	5 500	- - -
	269A1190-1	- - -	5 500	- - -
	269B1145	- - -	1 366	- - -
	269B1145-1	- - -	1 366	- - -
	269B1145-25	- - -	1 366	- - -
Pitch Brg. Shaft - M/R	269A1240-7	- - -	- - -	3600
Dampers-Elastomeric - M/R See Note 5 (e)	269A1290-1, –3	- - -	6000	6000
Mast - M/R	269-2165	1 900	- - -	
	269A2010-5, -15	- - -	- - -	13 590

Description	p/n	Model 269A s/n 0001 thru 0008 [h]	Model 269A s/n 0011 & subs. Model 269B s/n 0001 & subs. [h]	Model 269C s/n 0004 & subs. [h]
Thrust Bearing - M/R	269A5050-73	- - -	3 000	- - -
	269A5050-63, -95	- - -	- - -	3 000
	269A5050-50, -51	300	300	- - -
Tail Boom Assy (when 269ASK16 or 269A6034 T/R is installed)	269A2320 with 269A2324 –13, -11 centre attach fitting installed	- - -	17 370	- - -
	269A2320 with 269A2324 Basic, -7 centre attach fitting installed	- - -	4 100	- - -
Tail Boom Assy	269A2320-7 with269A2324-11 centre attach fitting installed	- - -	- - -	2 100
	269A2320-7 with 269A2324-7 centre attach fitting installed	- - -	- - -	500
	269A2320-9	- - -	17 370	- - -
	269A2320-11	- - -	- - -	2 100
	269A2320-17,-21	- - -	- - -	4 200
	269A2320-19	- - -	- - -	2 100
Tail Boom Struts (see Note 5 (f))	269A2015-5	- - -	- - -	500
	269A2015-11, -13, -15, -17, -113, -213, -215	- - -	- - -	10 700
Stab. Assy - Vert.	269A2419-3	- - -	- - -	20 540
Stab. Assy - Horiz.	269-2500	2 500	- - -	- - -
	269A2511	- - -	2 500	- - -
(when 269A2516 zero time Stab. is installed with 269ASK16 or 269A6034 T/R)	269A2516	- - -	2500	- - -
			- - -	- - -
	269A2516	- - -	3 070	- - -
	269A2516-9	- - -	- - -	2 500
	269A2516-21	- - -	- - -	4 200
Main Gear Box Pinion Assy	269-5103	2 250	- - -	- - -
	269A5103	- - -	6 000	6 000
	269A5103-9	- - -	6 000	6 000
	269A5103-21	- - -	6 000	6 000
	269A5103-31, 41, -51, -55	- - -	6 000	6 000
Main Rotor Drive Shaft	269-5301	1 195	- - -	- - -
	269A5305-3, -103	- - -	3 000	- - -
	269A5305-11, -111	- - -	- - -	1 900
Main Rotor Drive Shaft (splined)	269A5326-1, -5	- - -	- - -	3 200
Main Rotor Hub (splined)	269A5325-1	- - -	- - -	8 000
Carrier Assembly-Ring Gear, see Note 5 (h)	269A5194	6 000	6 000	6 000
Lower Pulley Coupling Shaft	269-5412	1 500	- - -	- - -
Lower Pulley Coupling Shaft (269A5504-5 Assy)	269A5504-3	- - -	1 500	1 500
Lower Pulley Coupling Shaft (269A5559 Assy)	269A5559-3	- - -	6 000	6 000
Idler Pulley Bearings	269A5050-58	- - -	200	- - -
	269A5050-62	- - -	- - -	600

Description	p/n	Model 269A s/n 0001 thru 0008 [h]	Model 269A s/n 0011 & subs. Model 269B s/n 0001 & subs. [h]	Model 269C s/n 0004 & subs. [h]
Shaft - Input T/R GB	269-5609	1 800	- - -	- - -
	269A5609	- - -	3 000	- - -
see Note 5 (d)	369A5406	- - -	unlimited	8 600
see Note 5 (d)	369A5425, -3, -5	- - -	unlimited	8 600
	269A5626-3, -5	- - -	- - -	8 600
Drive Spline - Aft End	269-5607	1 800	- - -	- - -
T/R Drive Shaft	269A5607	- - -	3 000	- - -
Shaft Assy - T/R Drive	269-5701	3 000	- - -	- - -
(includes end fittings)	269A5701, -3	- - -	3 000	- - -
Shaft Assy - T/R Drive	269A6040,-BSC M	- - -	3 000	- - -
	269A6040-5, -5M	- - -	3 000	- - -
	269A6040-7, -9, 9M	- - -	- - -	6 000
	269ASK09	- - -	3 000	- - -
Spline Adapter Fitting	269ASK04	- - -	20 000	- - -
Blade Assy - T/R	269A6035, -17, -21	- - -	5 000	- - -
	269A6035M	- - -	5 000	- - -
	269ASK15	- - -	5 000	- - -
	269A6035-9, -19, -23	- - -	- - -	9 000
	269-6100	960	- - -	- - -
	269A6124	- - -	960	- - -
	269A6124-9	- - -	960	- - -
Retention Straps - T/R (Note 6)	369A1706	- - -	2 800	3 540
	269A6065	- - -	2 800	3 540
	269A6065-507	- - -	2 800	5 100
	369A1706-505, -507	- - -	2 800	5 100
Torsion Shaft - T/R Blade	269-6108	1 200	- - -	- - -
	269A6108	- - -	1 200	- - -
	269A6219	- - -	1 200	- - -
Hub - T/R	269-6204	960	- - -	- - -
	269A6221	- - -	960	- - -
	269A6247	- - -	960	- - -
Bellcrank - Lat. Pitch	269-7506	900	- - -	- - -
Idler Mixer	269A7506	- - -	900	- - -

(b) It is prohibited to interchange life limited components between different series of helicopters (i.e. 369/269). Components which have been interchanged between series of helicopters prior to revision 19 of FAA TCDS 4H12 may continue in service to their respective retirement lives. Life limited components interchanged between Models, configurations, or previously between series must be restricted to the lowest service life indicated for the Models or configurations affected. Parts are applicable only on Models under which a service life is listed. Interchanged components with known service hours but without Model application identification may not exceed the lowest life listed for any applicable Model. If the service hours are not known, regardless of Model application, the component cannot be interchanged to Models that list the component as limited life.

(c) Life limited components removed when life limit has been reached must be destroyed or permanently marked to prevent return to service.

(d) Input Gearshaft assy. T/R, P/N 369A5406 (Input Only), 369A5425 and 369A5425-3 having accumulated any Military (OH-6A Model 369A) time in service must be limited to a total service life of 530 hours.

(e) (Elastomeric Dampers) Mandatory inspection required in accordance with the 269 Series "Helicopter Maintenance Instruction" (HMI) requirements at 600-hour intervals for operation up to 4 200

hours and at 300-hour intervals thereafter to a total damper operational service time of 6 000 hours. For Models 269A and 269B Main Rotor Elastomeric Dampers P/N 269A1290 can only be used with Main Rotor Blades P/N 269A1190-1.

(f) AD 76-18-01 required modifying 269A2015-5 to 269A2015-11 configuration within 500 hours or by September 7, 1977 in any case.

(g) Alpha and/or numeric suffixes added to part numbers denote special manufacturing or handling procedures and do not alter the replacement requirements of the part. For example, 269A5305-11 and 269A5305-11M2 are subject to the same requirements.

(h) 269A5193 Carrier is part of 269A5194 Carrier Assembly

6. The limited service life for all P/N 369A1706 or 269A6065 tension torsion strap assemblies used on any 269A Configuration d (TH-55A) series helicopter, while the helicopter was operated by the U.S. Army, is reduced to 1 531 hours as defined in Schweizer Service Information Notice No.N-214. All such parts in service or spares inventory, which have exceeded 1 531 hours total time in service, must be removed and scrapped.
The TH-55A is a military helicopter with no civil counterpart. For conversion to the Model 269A, contact the manufacturer.

7. (a) The retirement times of critical parts for Model 269D are listed in the Handbook of Maintenance Instructions, Appendix B, CSP-D-4, Airworthiness Limitations Section, dated March 11, 2010. These values of retirement or service life cannot be increased without EASA approval.

(b) The retirement times of critical parts for Model 269D Configuration “A” are listed in the Handbook of Maintenance Instructions, Appendix B, CSP-D-11, Airworthiness Limitations Section, dated March 11, 2010. These values of retirement or service life cannot be increased without EASA approval.

(c) *reserved*

(d) It is prohibited to interchange life limited components between different series of helicopters (i.e. 369/269). Components which have been interchanged between series of helicopters prior to revision 19 of FAA TCDS 4H12 may continue in service to their respective retirement lives. Life limited components interchanged between Models, configurations, or previously between series must be restricted to the lowest service life indicated for the Models or configurations affected. Parts are applicable only on Models under which a service life is listed. Interchanged components with known service hours but without Model application identification may not exceed the lowest life listed for any applicable Model. If the service hours are not known, regardless of Model application, the component cannot be interchanged to Models that list the component as limited life.

(e) Life limited components removed when life limit has been reached must be destroyed or permanently marked to prevent return to service.

(f) Alpha and/or numeric suffixes added to part numbers denote special manufacturing or handling procedures and do not alter the replacement requirements of the part.
For example, 269A5305-11 and 269A5305-11M2 are subject to the same requirements.

8. (a) The retirement times of critical parts for Model 269C-1 are listed in the following table. These values of retirement or service life cannot be increased without EASA approval.

(b)

Description	p/n	Model 269C-1 s/n 0001 & subs. [h]
Main Rotor Blade	269A1185-1,-7 269A1185-9	5 500 3 050
Pitch Bearing Shaft	269A1240-7	4 000
Elastomeric Dampers	269A1290-3	6 000
M/R Input Pinion	269A5103-51, -55	8 000
M/R Drive Shaft (bolted)	269A5305-111	2 000

Description	p/n	Model 269C-1 s/n 0001 & subs. [h]
M/R Drive Shaft (splined)	269A5326-1	4 000
M/R Hub (splined)	269A5325-1	8 000
T/R Drive Shaft	269A6040-7,-9,-9M	6 000
Shaft-Input T/R GB	269A5626-5	8 600
T/R Blade	269A6035-23	9 000
T/R T-T Straps	269A6065-507	5 100
Main Rotor Mast	269A2010-5, -15	13 590
Tail Boom Assy	269A2320-13 269A2320-15	2 100 4 200
Tail Boom Strut	269A2015-11, -13, -15, -17, -113, -213, -215	10 700
Horizontal Stab.	269A2516-21	4 200
Lower Pulley Coupling Shaft	269A5559-3	6 000
Thrust Bearing-M/R	269A5050-63, -95	4 200
Carrier Assy-Ring Gear see Note 4(h)	269A5194	8 000

(c) It is prohibited to interchange life limited components between different series of helicopters (i.e. 369/269). Components which have been interchanged between series of helicopters prior to revision 19 of FAA TCDS 4H12 may continue in service to their respective retirement lives. Life limited components interchanged between Models, configurations, or previously between series must be restricted to the lowest service life indicated for the Models or configurations affected. Parts are applicable only on Models under which a service life is listed. Interchanged components with known service hours but without Model application identification may not exceed the lowest life listed for any applicable Model. If the service hours are not known, regardless of Model application, the component cannot be interchanged to Models that list the component as limited life.

(d) Life limited components removed when life limit has been reached must be destroyed or permanently marked to prevent return to service.

(e) The 269A2402 Vertical Stabilizer is part of the 269A2320-13 Tail Boom Assembly. The Vertical Stabilizer has the same service life (2 100 hours) as does the Tail Boom and therefore the vertical stabilizer shall be retired with the Tail Boom Assembly.

(f) Some Parts may appear to be interchangeable between the Model 269C-1 and other 269 series helicopters. However, due to differences in maintenance schedules, only the most current dash numbers as defined in Note 4(b) are applicable for installation on the Model 269C-1.

(g) Alpha and/or numeric suffixes added to part numbers denote special manufacturing or handling procedures and do not alter the replacement requirements of the part. For example, 269A5305-11 and 269A5305-11M2 are subject to the same requirements.

(h) 269A5193 Carrier is part of 269A5194 Carrier Assembly.

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SECTION 8: OPERATIONAL SUITABILITY DATA (OSD)

The OSD elements listed below are approved by the European Union Aviation Safety Agency as per Commission Regulation (EU) 748/2012, as amended by Commission Regulation (EU) n° 69/2014.

OSD Elements

1. MMEL

   For 269A, 269B: n/a

   For 269C, 269C-1, 269D, 269D Configuration 'A':
   reserved

2. Flight Crew Data

   For 269A, 269B: n/a

   For 269C, 269C-1, 269D, 269D Configuration 'A':
   reserved

* * *

SECTION 9: ADMINISTRATIVE

I. Acronyms and Abbreviations

Amdt.	Amendment	Max	Maximum
B.L.	Butt Line	min	Minute
CAA SE	Luftfartsverket (Civil Aviation Administration Sverige)	OSD	Operational Suitablity Data
		p/n	Part Number
CR	(European) Commission Regulation	PA	Pressure Altitude
DA	Density Altitude	PWR	Power
ENAC	Ente Nazionale per l'Aviazione Civile (Italian Civil Aviation Authority)	s/n	Serial Number
		SAC	Sikorsky Aircraft Corporation
FAA	Federal Aviation Administration	STA	Station
Hg	Mercury (***h****ydrar****g****yrum*)	TCDSN	Type Certificate Data Sheet for Noise
HMI	Handbook of Maintenance Instructions	TKOF	Take-Off
hp	Horse Power	$V_{Doors\ 'OFF'}$	Doors 'OFF' Speed
LBA	Luftfahrt-Bundesamt (German Federal Aviation Office)	VFR	Visual Flight Rules
		V_{NE}	Never Exceed Speed

II. Type Certificate Holder Record

Type Certificate Holder	Period
Schweizer RSG LLC 3901 N Main St. Fort Worth, Texas 76106, U.S.A.	Since 25 January 2018
Sikorsky Aircraft Corporation 6900 Main Street Stratford, CT 06497-9129, U.S.A.	Until 26 January 2018
Schweizer Aircraft Corporation P.O. Box 147 Elmira, New York 14902, U.S.A.	Until 25 September 2011
Hughes Tool Company Aircraft Division Culver City, CA 90094, U.S.A.	Until 20 November 1986

III. Change Record

Issue	Date	Changes	TC issue
Issue 1	3 Jun 2015	Transfer of grandfathered FAA TCDS 4H12 to EASA format	Initial EASA Issue 3 June 2015
Issue 2	4 Jul 2019	Transfer to new type certificate holder; I.6, I.7 and I.8 of Section 3, 5 amended; all II.8: reference to TCDSN added; all II.9: reference to 'no OSD required' added.	Re-issued 4 July 2019
Issue 3	10 Jan 2022	Sections 3, 4 5, 6: OSD 'cert basis' moved to 'II.'; Section 4, III.4.2: main rotor diameter '*reserved*'; All sections: format updated.	- - -
Issue 4	13 Jan 2022	Section 4, III.4.2: main rotor diameter amended.	- - -
Issue 5	28 Mar 2022	All Sections: III.4.2: main rotor diameter amended; III.8, III.12: text amended	- - -

Issue	Date	Changes	TC issue
Issue 6	19 Mar 2025	Section 4, III, 5.1: correction of applicable engine Section 7: introducing section number and combination of the two notes sections including renumbering of the notes, correction of typos Sections 8, 9: introducing section number All sections: correction related to the introduction of the section number in section 7	

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