

**AIR COMM CORPORATION  
3300 AIRPORT RD  
BOULDER, COLORADO 80301**

**BELL HELICOPTER  
MODEL 206L4/TWIN ENGINE**

**BRAZILIAN  
FLIGHT MANUAL SUPPLEMENT**

**for**

**AIR CONDITIONING SYSTEM**

**FMS Document No. 206EC-240**

**This supplement will be attached to the rotorcraft Flight Manual on helicopters modified in accordance with STC SR00036SE, for those helicopters which have been modified by installation of the Brazilian Approved Air Comm Corporation air conditioner in accordance with STC No. SH2750NM.**

**Information contained herein supplements information of basic Flight Manual. For Limitations, Procedures, and Performance Data not contained in this supplement, consult applicable documents.**

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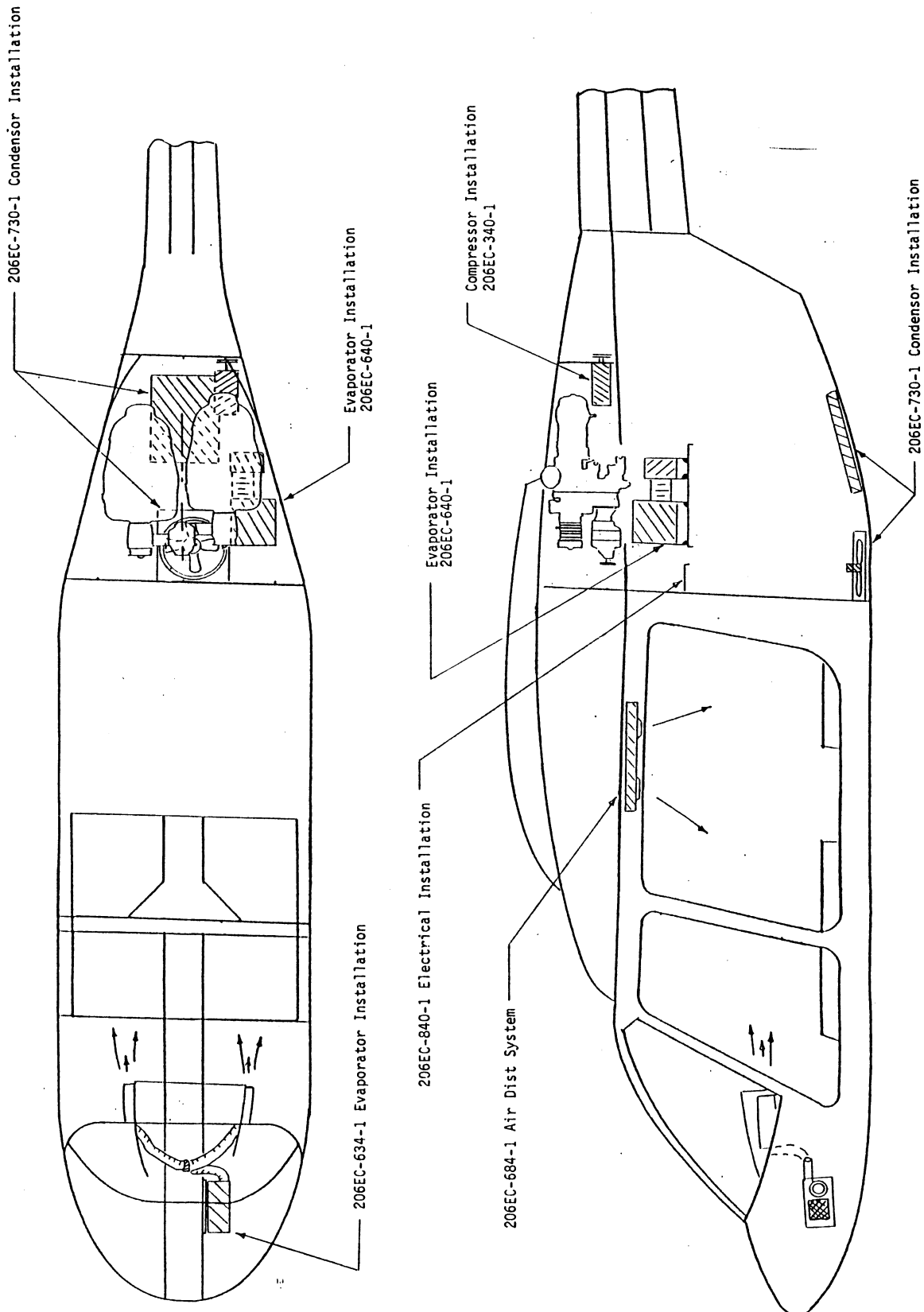


Figure 1. General Arrangement - Air Conditioning System

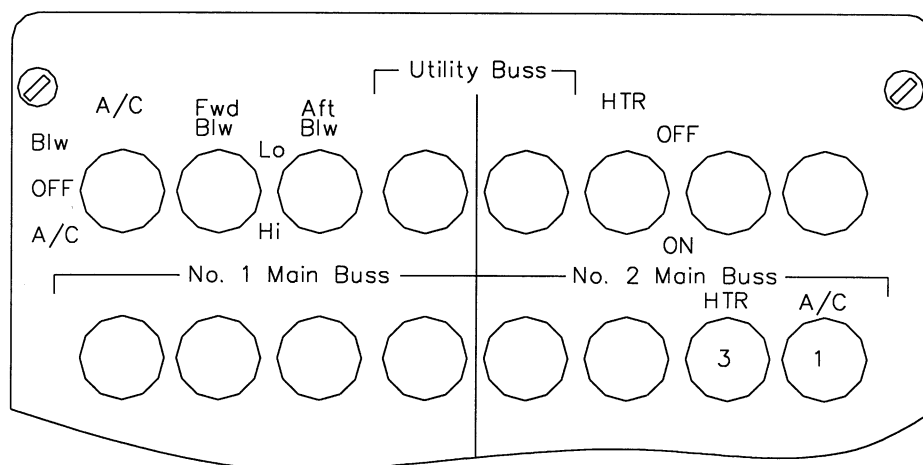
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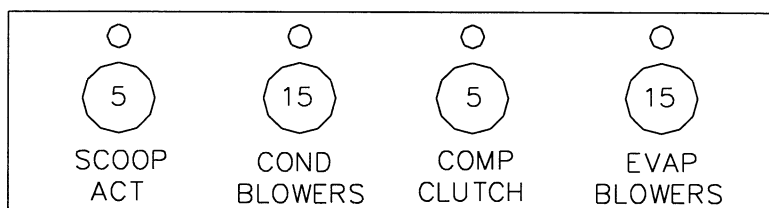
SECTION 1

OPERATING LIMITATIONS

PLACARDS & MARKINGS



Locate in overhead console



Circuit breaker labels located on circuit  
breakers inside the baggage compartment.

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SECTION 2

NORMAL PROCEDURES

PREFLIGHT CHECK (EXTERIOR)

Compressor - check security.  
Condenser - check security.

ENGINE PRESTART CHECK

A/C Switch - OFF

BEFORE TAKEOFF

A/C ON as desired.  
Select HI/LO blower as desired.

IN FLIGHT OPERATIONS

A/C ON as desired.  
Select HI/LO blower as desired.

DESCENT AND LANDINGS

A/C ON as desired.  
Select HI/LO blower as desired.

SECTION 3

MALFUNCTION PROCEDURES

Operate air conditioner switch to -OFF, for any of the following emergencies:

Engine Failure  
Engine Overtemperature  
Fuel Control and/or Governor Failure  
Insufficient Power  
Generator Failure

Lack of cooling may be an indication of loss of refrigerant. If outlet air is not cool, turn A/C to OFF, or to BLOWER to preclude damage to the compressor.

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SECTION 4

PERFORMANCE DATA

RATE OF CLIMB DEGRADATION

When the A/C is operating, the performance data in the basic Flight Manual should be reduced as shown below.

RATE OF CLIMB

$$\Delta = R/C = 68 \text{ ft/min}$$

Hover Ceiling Gross Weight Degradation

W.....48 lbs.

Add this weight to the existing aircraft weight and read the corresponding hover ceiling.