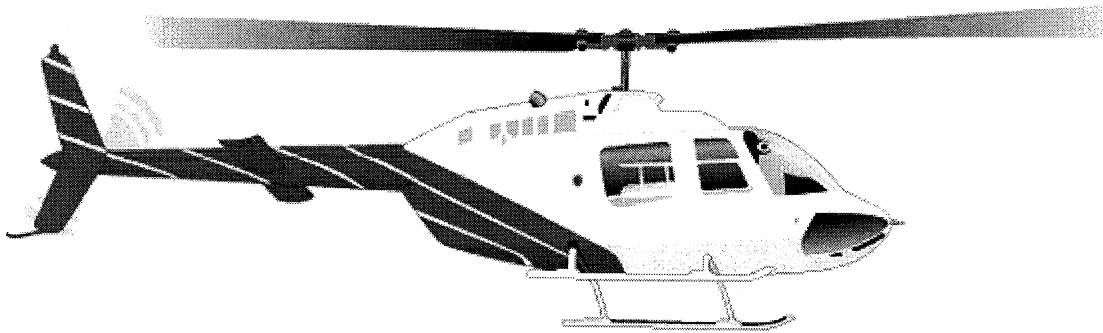


**AIR COMM CORPORATION
3300 AIRPORT ROAD
BOULDER, CO. 80301**

**DOCUMENTS FOR THE INSTALLATION OF THE
BELL MODEL 206 (TH-67) CABIN AIR CONDITIONING SYSTEM**



LIST OF EFFECTIVE PAGES

LIST OF REVISIONS

Revision 0 (Original Issue)...5 April, 2003

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CHAPTER 0 INTRODUCTION

This document contains information, which is required for the installation and operation of the Air Comm Corporation's air conditioning system installed in the bell 206 (TH-67) series helicopter. After completion of the installation of the air conditioner system the Weight & Balance Information, Flight Manual Supplement, and the Supplemental Type Certificate must be removed from this document and placed with the appropriate existing aircraft documents.

1. SCOPE

The scope of this document encompasses the general procedures and reference documentation necessary to install the Air Comm Corporation air conditioning system in the Bell 206 (TH-67) series helicopter.

2. PURPOSE

The purpose of this document is to provide the aircraft mechanic in the field the necessary information and documentation to install the air conditioning system.

3. ARRANGEMENT

This document is arranged by chapters, which are broken down into paragraphs and sub-paragraphs. All of the chapters and paragraphs are listed in the front of this document in the Table of Contents, and are further identified by their individual page number.

4. APPLICABILITY

This document is applicable to Bell Helicopter models 206 (TH-67) that are equipped with the Air Comm Corporation kit number 206EC-203 air conditioner system.

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**CHAPTER 1
GENERAL INSTALLATION PROCEDURE & REFERENCE DOCUMENT**

1. GENERAL INSTALLATION PROCEDURE

This section is intended to supplement the information contained on the installation drawings. All details and notes contained on the drawings should be reviewed carefully. As instructions for installation are provided on the installation drawing where appropriate, and are not repeated in this document.

The system components and associated hardware are packaged separately. Prior to beginning the installation it is recommended that the hardware be inventoried and placed in separate (labeled) boxes to prevent mixing.

Care should be taken to prevent contamination of the air conditioner system! All plugs on the plumbing assemblies and system components should *not* be removed until just prior to installation of the part. The exception to this procedure is the installation of the receiver / drier bottle. The receiver / drier should be left capped and not installed until just prior to servicing the system with refrigerant. This prevents the desiccant inside the bottle from becoming saturated with water.

2. REFERENCE DOCUMENT

The approval basis of the system covered by this document is Supplemental Type Certificate SH2750NM

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**CHAPTER 2
WEIGHT & BALANCE INFORMATION**

This page must be removed and placed with the appropriate existing aircraft documents.

Weight breakdown – Bell 206 (TH-67) series air conditioning system:
Dwg. 206EC-203

Weight & Balance

<u>Item</u>	<u>Wt (lbs)</u>	<u>Arm (in)</u>	<u>M (in-lb.)</u>
206EC-203			
Total Wt. (Single Fwd. Evap)	89.41	128.8	11514

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**CHAPTER 3
FLIGHT MANUAL SUPPLEMENT**

1. FLIGHT MANUAL SUPPLEMENT

The following document must be removed and placed with the appropriate existing aircraft documents.

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FAA APPROVED
SUPPLEMENT

AIR COMM CORPORATION
3300 AIRPORT ROAD
BOULDER, COLORADO 80301

BELL HELICOPTER
MODEL 206 A/B
C20B & C20J ENGINES

FLIGHT MANUAL SUPPLEMENT
FOR
AIR CONDITIONING SYSTEM

206AC-203

FAA APPROVED

The information contained in this document is FAA approved material, which must be carried in the basic Flight Manual, after the rotorcraft has been modified by installation of the Cabin Air Conditioning System in accordance with Air Comm Corporation STC No. SH2750NM.

The information in this document supplements or supersedes the basic Flight Manual only in the items contained herein. For Limitations, Procedures, and Performance Data not contained in this supplement consult the basic Flight Manual.

FAA APPROVED: MAY 19 2003

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Log of Revisions

FAA APPROVED
SUPPLEMENT

MODEL 206 A/B
FLIGHT MANUAL
CABIN AIR CONDITIONING SYSTEM

Log of Revisions		
Original	0,	
Pages	Rev No.	FAA Appl
FAA APPROVED: Approved: <u><i>Dans Gorman</i></u> Date: <u>MAY 19 2003</u> <i>Fir</i> Ron May, Manager Denver Aircraft Certification Office, Northwest Mountain Region Denver, Colorado		

FAA APPROVED: MAY 19 2003

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CABIN AIR CONDITIONING SYSTEM

SECTION 1 (Cont'd) OPERATING LIMITATIONS

PLACARDS AND MARKING

**MAG COMPASS DEVIATION
MAY BE EXCESSIVE WITH
AIR COND OR BLOWER ON**

Located on top of the compass support bracket.

SECTION 2

NORMAL PROCEDURES

PREFLIGHT CHECK (EXTERIOR)

- Compressor – check security
- Compressor drive belt – check tension and general condition
- Condenser – check security

ENGINE PRESTART CHECK

AIR COND-FAN-OFF Switch – OFF

CABIN AIR CONDITIONING SYSTEM

SECTION 2 (Cont'd) NORMAL PROCEDURES

BEFORE TAKEOFF

- AIR COND – FAN – OFF Switch – as desired
- HI – FAN/LO – FAN Switch – as desired
- OUTLETS – Overhead windshield defog outlets (if installed) – Close
- Overhead outlet vents – Open
- Outlet vents located on both sides of the instrument panel – Open

IN FLIGHT OPERATIONS

- AIR COND – FAN – OFF Switch – as desired
- HI – FAN/LO – FAN Switch – as desired
- OUTLETS – Overhead windshield defog outlets (if installed) – Close
- Overhead outlet vents – Open
- Outlet vents located on both sides of the instrument panel – Open

DESCENT AND LANDINGS

- AIR COND – FAN – OFF Switch – as desired
- HI – FAN/LO – FAN Switch – as desired
- OUTLETS – Overhead windshield defog outlets (if installed) – Close
- Overhead outlet vents – Open
- Outlet vents located on both sides of the instrument panel – Open

MAY 19 2003

FAA APPROVED: _____

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MAY 19 2003

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Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SH2750NM

This certificate, issued to **Air Comm Corporation
3300 Airport Road
Boulder, Colorado 80301**

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 6 of the Civil Air Regulations.

Original Product—Type Certificate Number: H2SW
Make: Bell Helicopter Textron
Model: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4

Description of the Type Design Change:

Installation of a freon type cabin air conditioning system with engine-driven compressor in accordance with Air Comm Corporation Drawing List Report No. DL-206AC, Revision O, dated February 9, 1994, or later FAA approved revision.

Limitations and Conditions:

1. FAA Approved Rotorcraft Flight Manual Supplement for Bell Helicopter Models 206A and 206B with 250-C20, C20B, or C20J engines, dated May 12, 1986, or later FAA approved revision is required.
2. FAA Approved Rotorcraft Flight Manual Supplement for Bell Helicopter Models 206L and 206L-1 and 206L-3 with 250-C20B, C28B, or C30P engines and the model 206L with 250-C20R/2 engine, in accordance with STC SH4169NM, dated July 05, 1988, or later FAA approved revision is required.
3. FAA Approved Rotorcraft Flight Manual Supplement for Bell Helicopter Models 206L-4 with 250-C30P engine, dated March 19, 1993, or later FAA approved revision is required.
4. FAA Approved Rotorcraft Flight Manual Supplement for Bell Helicopter Models 206L-4 modified in accordance with STC SR00036SE (Twin Engine), dated February 15, 1994, or later FAA approved revision is required.
5. FAA Approved Rotorcraft Flight Manual Supplement No. 206AC-203, dated May 19, 2003, or later FAA approved revision is required for Bell Helicopter Models 206A and 206B with air conditioning system installed in accordance with Air Comm Drawing No. 206EC-203.
6. This STC also applies to Bell Model 206L-4 helicopters with twin engines installed in accordance with STC SR00036SE.
7. This approval should not be extended to rotorcraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that rotorcraft.
8. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: May 5, 1985

Date reissued: June 16, 1987

Date of issuance: May 12 1986

Date amended: 7/7/88, 9/18/88, 4/19/93, 11/19/93,
2/15/94, 6/4/97, 5/19/03



By direction of the Administrator

David T. Grossman

David T. Grossman (*Signature*), Rotorcraft Program Manager
Northwest Mountain Region
Denver Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.